



**AGENDA**  
**REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD**  
**WEDNESDAY MARCH 8 – 7:30 PM**  
**151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI\***

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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**
  - 2. **B1 Zoning District – Commercial Permitted Uses Study Session**
- 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

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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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Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk’s Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para las personas con incapacidad auditiva) por lo menos un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

**City Of Birmingham**  
**Regular Meeting Of The Planning Board**  
**Wednesday, February 8, 2023**  
City Commission Room  
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on February 8, 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, Stuart Jeffares, Daniel Share, Janelle Whipple-Boyce; Alternate Board Members Jason Emerine, Nasseem Ramin (not voting)

**Absent:** Board Member Bert Koseck

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

**B. Approval Of The Minutes Of The Regular Planning Board Meeting of January 25, 2023**

**02-06-23**

**Motion by Mr. Williams**

**Seconded by Mr. Share to approve the minutes of the Regular Planning Board meeting of January 25, 2023 as amended.**

**Motion carried, 7-0**

VOICE VOTE

Yeas: Emerine, Jeffares, 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**

**I. Study Session**

**1. The Birmingham Plan 2040 – Final Draft Review**

The Board discussed Board members' submitted comments on the item.



There was Board agreed with Mr. Jeffares' recommended changes regarding a City organization that would coordinate events, N. Old Woodward, the zoning code, and a Community Foundation.

Mr. Share said his general concerns were anything that seemed to mandate a certain action that could be pulled out of context in the future.

There was Board consensus that the City should, in the future, develop a hazard mitigation plan separate from the Master Plan.

After discussion of further Board comments, the Board recommended:

- 'Ladder striping' on page 29 be amended to 'striped in accordance with best practices';
- The language regarding the park amenities be updated to indicate that the listed amenities would be options for consideration and not obligations;
- The Plan should clarify on page 34 that it recommends parking in the dense Haynes Square area;
- The Plan should say that cafes, vendor accommodations, and food trucks in parks would be considered 'as appropriate';
- 'Bicycle boulevard practices', 'circulator', 'mobility routes', and 'MUTCD' be briefly clarified for the layperson;
- The Plan specify that the City 'seeks to advance sustainability standards within the City in all mixed use districts and municipal buildings through green building standards, technology, etc.' or similar language;
- That 'be retained' be struck from page 69;
- 'Advocate for slower speeds' be added to page 57;
- 'Benches with backs' should be changed to 'benches' on page 69;
- 'Portable' should be removed from the Parks update on page 69;
- The idea of 'architect contracts' should be removed from page 78;
- On page 83, the Plan should make it a priority for the City to work with boards, non-profits, or City Departments to facilitate the Plan's goals of strengthening the Rouge River watershed;
- Removing the funding requirement for Rouge management on page 84;
- The images on pages 44 and 48 need to be updated so they show up in a printed copy of the Plan;
- The designation of the southeast corner of Lincoln and Eton be changed to single-family;
- The green area next to the Fire Station on Maple and Chesterfield should be zoned civic space like the Fire Station;
- Adams Park by Roeper should be zoned as a park; and,
- The land near Southlawn and Southfield should be zoned orange in the Land Use map.

The Board did not recommend further prioritization in each step of the Plan. While there was a split in opinion, the majority of the Board recommended the Plan's designation of the northeast corner of Eton and Lincoln remain as commercial.

#### Public Comment

Larry Bertollini recommended the Plan's designation of the northeast corner of Eton and Lincoln be a park.

Erika Grey, Pam Willis, Norman Willis, and Grant Nimtz concurred. The Willises recommended a sign for the Rail District be added to the northeast corner of Eton and Lincoln.

Ms. Grey also recommended that the infrastructure for Kenning Park be improved to increase public access.

Seeing no further public comment, conversation returned the Board.

Mr. Williams acknowledged the public comment regarding the northeast corner of Eton and Lincoln. He recommended that it be considered at the public hearing on the Plan on March 8, 2023.

**02-07-23**

**Motion by Mr. Williams**

**Seconded by Mr. Share 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.**

**Mr. Boyle said he would not support advancing the Plan unless it is properly referenced, sourced, dated, and named.**

**The Chair concurred, and stated that by March 8, 2023 the document must be, in form and format, compliant with the Zoning Enabling Act and any other requirements.**

**Motion carried, 7-0**

**ROLL CALL VOTE**

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

Nays: None

The Board noted that the public comment would be encouraged at the public hearing on March 8, 2023.

**2. B1 Zoning District – Commercial Permitted Uses Study Session**

The Chair introduced the item, and SP Cowan presented the item. SP Cowan answered brief informational questions from the Board.

Michael Vogt, attorney, spoke on behalf of the request. He noted there are seven parking spaces available at the property and answered brief informational questions from the Commission.

Ms. Whipple-Boyce raised a concern about how the proposed zoning change might increase the need for parking in the area. She said the boutique use could be expanded, and that the speciality food definition could be expanded in order to avoid a nationally-franchised business at the location.

Mr. Share concurred, stating he would be more willing to consider a business that drew its clientele from the neighborhood as opposed to from the broader surrounding area. He encouraged the Board to consider the effect it could have if any of the buildings were turned into a single use as opposed to multiple uses.

Mr. Jeffares noted that the location in the neighborhood would allow for more people to walk to the establishment, thus reducing the potential increase in parking. He noted the City wants to encourage small neighborhood businesses and said different zoning definitions might be necessary to achieve that.

Mr. Williams said the Board should study the request and that Staff should return with proposals. He was interested in potentially expanding the use. He cautioned that he would not be in favor of a nationally-franchised business being opened at the location.

Mr. Boyle noted that there was a gas station across the street, and said the City should prioritize increasing access to small, pedestrian-oriented businesses in the neighborhood instead.

The Chair noted that any changes to the B1 designation would change all B1 zoned lots throughout the City. He said he was willing to study the proposal to see if it might be supportive of neighborhood retail. He concurred with Mr. Jeffares that some further, general work on definitions would be useful. He said he was interested in whether a definition could prescribe the preferred uses or whether size and parking would better accomplish that goal.

The Board requested separate maps showing where the five proposed uses are allowed throughout the City when the item returns.

Mr. Boyle recommended Staff also show the Board where those uses are allowed in local, comparable communities.

## **J. Miscellaneous Business and Communications**

### **1. Pre-Application Discussions**

PD Dupuis presented the proposals.

#### **i. 117 Willits – Shift/Sidecar/Slice Dumpster Enclosure**

Board consensus was that the request should return with better graphics and information about whether Mare was required to keep its refuse inside.

#### **ii. 2159 E. Lincoln – Lincoln Yard Façade Material**

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

The Chair said further requests from Lincoln Yard should be bundled and submitted as an agenda item and not as further pre-application discussions.

### **2. Communications**

The Chair thanked PD Dupuis for the project updates.

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

The Chair recommended that the list presently only focus on easily-accomplished items since Plan-related items will be added once the 2040 Plan is approved.

The Board recommended dumpster enclosures, lighting, landscaping, and impervious surfaces as such items.

The Chair recommended that impervious surfaces be moved higher on the list.

There was Board consensus to retain the health clubs item and to remove sustainability since the City was in the process of implementing a sustainability board. They also recommended that retail definitions be replaced with 'review use definitions'.

## **6. Other Business**

The Board recommended that a future item for a joint Board-Commission discussion be earlier Board courtesy reviews for public projects so the Board's feedback could impact project plans.

- 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 10:03 p.m.



Nick Dupuis, Planning Director



Laura Eichenhorn, City Transcriptionist



## MEMORANDUM

Planning Division

**DATE:** March 8, 2023

**TO:** Planning Board Members

**FROM:** Nicholas Dupuis, Planning Director

**SUBJECT:** The Birmingham Plan 2040 – Public Hearing

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

|                    |                                                                                         |                                                  |
|--------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------|
| October 13, 2021   | 2 <sup>nd</sup> Draft Receipt and Review Process                                        | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| November 10, 2021  | Introduction, Future Land Use Map, Chapter 1 (Connecting the City)                      | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| December 8, 2021   | Chapter 2 (Embraced Managed Growth)                                                     | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| January 12, 2022   | Chapter 3 (Retain Neighborhood Quality)                                                 | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| February 9, 2022   | Chapter 4 ( Support Mixed-Use Districts) & Chapter 5 (Advance Sustainability Practices) | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| March 9, 2022      | Summary of Recommendations – Draft #2                                                   | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| April 18, 2022     | City Commission Resolution Directing Preparation of Draft #3                            | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| <b>THIRD DRAFT</b> |                                                                                         |                                                  |
| August 10, 2022    | Draft #3 Review Process Update                                                          | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| September 14, 2022 | Final Draft Receipt and Process Confirmation                                            | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| October 3, 2022    | Resolution Authorizing 63-Day Notice Period                                             | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| January 11, 2023   | Final Draft & Public Comment Review                                                     | <a href="#">Agenda</a> – <a href="#">Minutes</a> |
| February 8, 2023   | Final Draft & Public Comment Review                                                     | <a href="#">Agenda</a>                           |
| March 8, 2023      | Recommendation to Adopt 2040 Master Plan                                                | -                                                |
| May 2023*          | Resolution to Formally Adopt Master Plan                                                | -                                                |

*\*Meeting 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.

### **Required 63-Day Public Notice Period**

On October 3, 2022, the City Commission authorized the 63-day distribution period for the final draft of the 2040 Plan pursuant to the requirements of Article III, Section 125.3841 of the Michigan Planning Enabling Act, and to notify the secretary of the planning commission to provide copies of the proposed master plan to all of the necessary entities pursuant to MCL 125.3841(2). The following entities were included in the distribution:

- Neighboring Municipalities:
  - Beverly Hills
  - Bloomfield Hills
  - Bloomfield Township
  - Royal Oak
  - Troy

- Regional Planning Agencies
  - SEMCOG
  - Oakland County
- Public Transportation Agencies:
  - Regional Transit Authority
  - SMART
  - Michigan Department of Transportation – Metro Region
- Railroad Agencies:
  - Amtrak
  - Canadian National Railway

Upon the closing of the 63-day distribution period, one comment was received from Oakland County. In summation, the County determined that the Birmingham Plan 2040 was NOT inconsistent with the plan of any city, village, or township that received notice of the draft plan.

### **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.



**Public Hearing**

On February 8, 2023 (Agenda), the Planning Board moved to set a public hearing to review and provide a recommendation to the City Commission in regards to the adoption of the Birmingham Plan 2040. During the meeting, the Planning Board considered additional public comment as well as minor, non-substantive changes desired by Planning Board members. The changes directed by the Planning Board were forwarded to the consultant team, who diligently worked with Staff to update the plan and provide a final draft for the Planning Board. The consultant team has submitted a final document that meets all of the requirements of the Michigan Planning Enabling Act, and is the complete and final version that will be reviewed by the City Commission at a future public hearing.

In addition, as required by the Michigan Planning Enabling Act, a legal add was placed in a newspaper of general circulation (the Oakland Press), which ran on February 21, 2023.

After a recommendation is made by the Planning Board, the City Commission will review the plan and consider adoption at an additional public hearing, which is planned for May 2023. The City will be providing an additional round of required notices for the public hearing at the City Commission, and public comment will continue to be accepted.

Finally, several public comments were submitted to the Planning Division after the agenda packet had been posted for the February 8, 2023 meeting. All of the public comment received up to the posting of the March 8, 2023 public hearing packet has been attached to this report for your review.

**Recommended Motion Language**

Make a motion to recommend that the City Commission adopt and approve in its entirety the Birmingham Plan 2040, inclusive of all maps, plats, charts, and other related matter, figures and the Future Land Use Map.

## 2/8/2023 - The Birmingham Plan Comments – Stuart Jeffares

### COMMENT 1

Page 23 – Boards & Programs

Page 69 – Master Plan Actions

Modify language to focus on studying mechanisms to ensure better use of public assets

*Suggested wording:*

“Study establishing or modifying an existing city organization to coordinate events in the city that leverage its facilities, parks and public places for the benefit of the residents, workers and businesses”

### COMMENT 2

Page 23 – Boards & Programs

Page 69 – Master Plan Actions

Amend language to include a comprehensive study of the North Old Woodward city property in addition to the extension of Bates Street and lot 6.

*Suggested wording:*

“Study North Old Woodward public land currently used for parking (NOW surface lot & deck and Lot 6 parking) to support Master Plan goals including parking, public spaces, commercial and residential needs.”

### COMMENT 3

NE Corner of Lincoln Eton – remove from commercial consideration

- Plan indicates that Torry needs a park – This space is fairly close
- Within 1 block are/will be many commercial/public destinations:
  - o Several eating establishments (Beyond Juice, Lincoln Yard, Little Yard)
  - o Several gyms/yoga studios
  - o Ice rink with concessions
  - o Skate Park
  - o Salon
- Maybe keep it as a small open space park with a possible coffee food truck...or no truck

### COMMENT 4

Page 18 – 1. Zoning Code Update

awkward language

*Suggested wording:*

“Update the zoning code. The following goals are provided for greater detail within the chapters listed.”

### COMMENT 5

Page 20 – Civic Facilities Studies

Modify language to focus on “studying” a Community Foundation and the support it might provide for Master Plan goals

*Suggested wording:*

“Study possible Community Foundation/Fund structures and their role in furthering Master Plan goals”

### COMMENT 6

It is a large and complicated plan, consider laying out a prioritization or 1<sup>st</sup> steps within each section



Nicholas Dupuis <ndupuis@bhamgov.org>

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## Proposed 6' Minimum Sidewalks & Conflicts with Existing 4' Sidewalks 2040 Master Plan Public Hearing March 8

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**larry bertollini** <lbartollini@att.net>

Sun, Feb 12, 2023 at 9:40 AM

To: Nicholas Dupuis <ndupuis@bhamgov.org>

Cc: Tom Markus <tmarkus@bhamgov.org>, Brad Host <wolverinecontractors@gmail.com>, Ecker <jecker@bhamgov.org>

Attention : Planning Board

Regarding Sidewalk Widths Proposed in 2040 Masterplan

Please see the attached photos of the 4' wide Webster Street sidewalks. The 2040 Masterplan proposes a minimum sidewalk width of 6' which is a 50% increase to the sidewalks on Webster Street. Typically on Webster Street, the City property (end of the Right-Of-Way) is 1 foot towards the private property. Adding another 2' is problematic with the existing street tree canopy & would encroach onto private property if extended towards the private property. The minimum 6' wide sidewalk subject should be revised to address these existing conflicts which would occur on Webster Street, as well as other streets with this condition. Thank you.

Larry Bertollini

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### 3 attachments



**IMG\_4813.jpg**  
5302K



**IMG\_4811.jpg**  
5518K



**IMG\_4810.jpg**  
6186K



Nicholas Dupuis <ndupuis@bhamgov.org>

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## City Park NE corner Lincoln and Eton

1 message

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**Jim Fisher** <james.d.fisher@outlook.com>  
To: ndupuis@bhamgov.org

Sat, Feb 11, 2023 at 2:37 PM

Dear Sir,

Please include this email in "public record".

As a long time resident of this neighborhood, I strongly oppose the development of the park on the NE corner of Lincoln and Eton. Please keep this space green and resist all attempts to develop city parks with commercial endeavors.

Thank you  
Jim Fisher  
1632 Webster



Nicholas Dupuis &lt;ndupuis@bhamgov.org&gt;

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**NE Corner of Lincoln and Eton**

1 message

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**Ann Kaufman** <anniek48009@yahoo.com>  
To: ndupuis@bhamgov.org

Wed, Feb 15, 2023 at 3:17 PM

I am strongly opposed to the rezoning of the park space at the NE corner of Lincoln and Eton!!! I have lived in the Tory neighborhood for almost 30 years. I have seen many changes, both good and bad. The traffic in the area has increased, but development of that property would increase traffic in an already congested intersection and altogether busy neighborhood street. I think that recent developments in the city of Birmingham has shown their interest in favoring business, and tax revenues, over the needs and wants of neighborhoods and residents!!!

Sent from my iPhone



Nicholas Dupuis &lt;ndupuis@bhamgov.org&gt;

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## Master Plan Comments

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

Thu, Mar 2, 2023 at 9:40 AM

To the Planning Board,

I recently watched the video of the February 8 2023 planning board meeting and was frustrated to see that my request to return the future land use designations near my home at Madison and Lawndale to what they were in the first draft of the master plan was not discussed (see below and attached). I made my request both in writing and again in person at the January 11th meeting. At that meeting, other residents had made requests regarding several parcels at Lincoln and Eton. These requests were discussed at length in the February 8th meeting. It is frustrating to see other residents' concerns discussed while mine are not. To clarify my request, the area I'm referring to is depicted in the attached images. The nomenclature has changed since the first draft, but I believe the most appropriate designation for these parcels in the current parlance would be "Activity Seam" with the northwest parcel as a "Commercial Destination". Can you confirm that you will discuss my request at the March 8th meeting? I will do my best to be present, but I may have child care duties to attend to. Thank you again for your time and consideration.

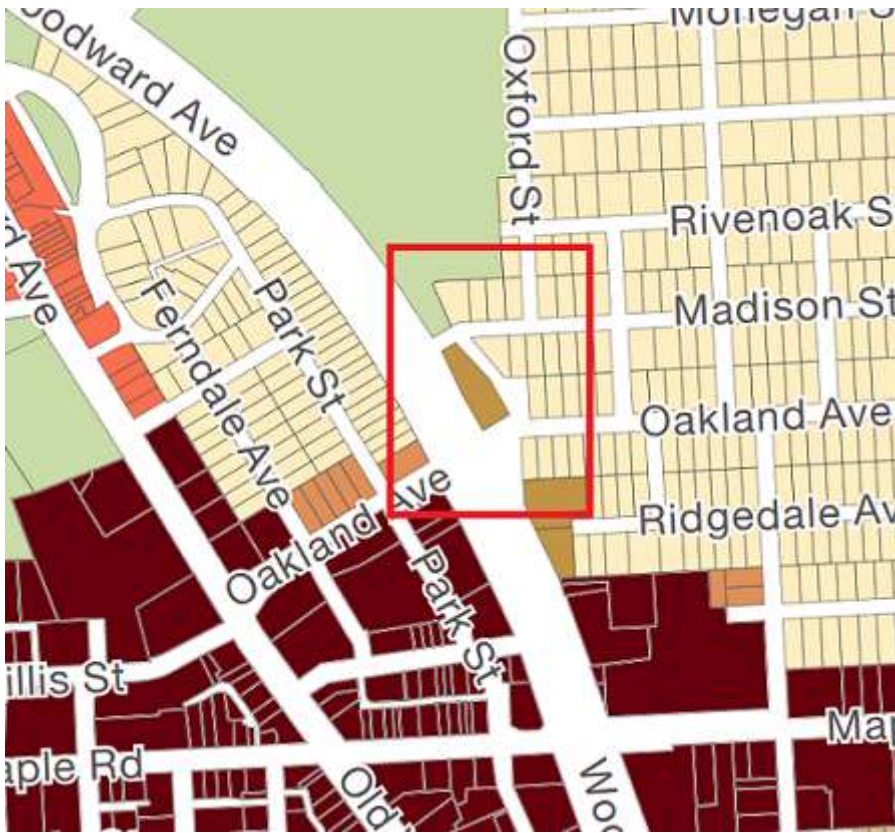
Kevin Kozlowski  
421 Madison St.

### Draft 1:



### Current Draft:





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**2 attachments**

**MadisonLawndaleDraft1.png**  
194K



**MadisonLawndaleDraft3.png**  
240K

February 8, 2023

Dear Planning Board Chair & Planning Board members,

The northeast corner of S. Eton & Lincoln should remain designated as recreational park space in the future land use guide of the 2040 Birmingham Masterplan. This land is currently used for activities such as group yoga, neighborhood events, & has even greater community/neighborhood recreational park potential. Outdoor space has become a vital resource since the COVID era & outdoor exercise space is important to the all of us. The Rail District already has an existing commercial destination at the northerly outside garden of the Griffin Claw. The Rail District should be entitled to outdoor recreational space for is residents of the District Lofts, The Crosswinds, & future multi-housing buildings to the area. Leaving the future land use of the NE Lincoln / Eton parcel as a recreational function, is paramount to the heath & image of the Rail District area & the surrounding single-family neighborhoods. This land is an ideal recreational parcel also due to the high visibility. Please keep it as it is. Thank you.

Larry Bertollini

Birmingham MI Resident



**JOAN LEMAHIEU**  
**753 N. Old Woodward Avenue**  
**Birmingham, MI 48009**  
[Joanlemahieu@gmail.com](mailto:Joanlemahieu@gmail.com)  
**248-229-9239**

Members of the Planning Board  
City of Birmingham, MI

**RE: Master Plan Discussion at Planning Board Meeting - February 8, 2023**

Thank you for the opportunity to comment on the final draft of the Citywide Master Plan for 2040.

My home, at 753 N. Old Woodward, is in the proposed Zone D2 – Market North. I have some concerns about changes that could occur with the establishment of Zone D2 placing the west side of N. Old Woodward (Harmon – Oak) in the same zone as the retail/office zone on the east side of N. Old Woodward. The “garden homes” on the west side of N. Old Woodward are a lovely area to live in and contribute to the charm of the City of Birmingham. Developing the west side of N. Old Woodward to slow down traffic (as stated in the Master Plan) or for any other reason, is concerning.

After a conversation with Planning Director Nick Dupuis, I do understand that there will be a series of steps in the process for any development west of N. Old Woodward. As I understand it, each of these steps would allow for input from the public/residents of Zone D2 – Market North. While this alleviates some concerns, I would, however, urge the Planning Board to review this carefully to ensure that this lovely residential area remains intact.

What is most concerning about the Citywide Master Plan for 2040 as it pertains to our neighborhood, is the plan for development of a café in Booth Park.

Booth Park is a Birmingham gem! It is a place for a quiet contemplative walk, a beloved area for winter sledding, a great place for children to play and a beautiful

green space in our downtown area. **Please do not alter the character of this park with commercial development.**

While I agree that the entry to the park is "underwhelming" I think a cafe is just wrong for a number of reasons:

a. **Primarily, it will change, for the worse, the unique and lovely character of this park;**

b. The trash from kitchen operations (back of house) will be an unsightly/smelly issue no matter what "enclosures" are designed; and,

c. The trash from cafe users would likely be spread around the park - food wrappers, coffee cups, etc.

As I am sure you are aware, there are many other ways (landscaping, architectural features, art, signage etc.) to address the issue of the "underwhelming" entry to the park without adding a commercial enterprise.

I urge the Planning Board to consider removing from the Citywide Masterplan for 2040 the possibility of commercial development in Booth Park.

Thank you very much for the opportunity to provide input. And, thank you for the work you do as Planning Board members for Birmingham residents and for future generations of residents.

Sincerely,



Joan LeMahieu

I would like this note to be public record and be a part of the agenda packet.

I am a single-family homeowner who has lived in Birmingham over 4 years. I fell in love with the Tory / Rail district area.

I was blessed to be able to find a house that suits my needs as I grow older and it was centrally located from my family and grandchildren and my career. I want to stay here. I am concerned some of the proposed changes and the City focus on Commercial Development will hinder me and other Seniors from living in our wonderful city.

I am strongly opposed to Commercial Destinations in our Parks. I especially oppose "The City Park" property at Lincoln and Eton being turned into a commercial property with a building. This is a Park. The Parks belong to the City Residents. Parks are one of the many reasons people choose to live in Birmingham. The New Plan has a direct impact on the neighborhoods especially east and south of the Downtown. Increased density, and commercial destinations in Parks and or in Neighborhoods should be taken to a Vote from the Residents. When a private person purchases a home, they usually make the decision based on the surrounding houses and neighborhood. The plan as written wants to erect Multiplexes right in the middle of a street of single-family houses and or neighborhoods. The multi plex would replace existing single-family homes. Zoning changes that would allow Multiplexes in a neighborhood should be put to a vote from the residents. Planners and the City should not be allowed to change the single-family zoning with out a Vote from the Residents.

The 2040 plan has some good ideas. But the increased density is problematic, as well as Commercial Structures in the seams and our Parks. I do not see any traffic studies that will help deal with the proposed increased density. The increased density in the neighborhoods using the Multi-plex structure limits available single family housing for young adults as well as for seniors. The eclectic nature of the Birmingham neighborhoods is part of the charm and draw to the city. I feel we are sadly losing this charm.

Our down town have become corporate stores as the Mom and Pop small business have been driven out. Residents who wanted a small town feel and the luxury to shop in their own town and go to unique family-owned business' will have to go to Milford, Plymouth, Northville or other small towns. In the 2040 plan the verbiage even addresses that the City Proper is too expensive for small business so those Mom and Pop business should be in the neighborhoods. Along with the increased density.

I would like the City to PLEASE take another look the 2040 plan. I feel the City needs to address the REAL needs of the Home Owning Residents right now. Our Streets are crumbling and a huge part of that crumbling is due to the Large Commercial vehicles involved in the increased development in the neighborhoods and City. The residents Should not have to bear the expense of the road repairs. Quite frequently homeowner's sewer line collapses and the homeowner in on the hook for a 20k repair. In my opinion the City is making Commercial Development a priority over the Residents needs and wants.

The Residents need good roads updated sewer and water infrastructure. Safe Sidewalk areas as well as safe bike areas so Birmingham can be a truly pedestrian friendly City.

Please keep our neighborhoods intact and do not use our parks for Commercial Destinations and figure another way to increase the City Coffers.

Diane Roach Smith  
1494 E Melton/ Tory / Neighborhood



Nicholas Dupuis &lt;ndupuis@bhamgov.org&gt;

---

## Lincoln/Eton park rezoning NO

---

C Stoll &lt;cathstoll@gmail.com&gt;

Thu, Mar 2, 2023 at 4:33 PM

To: ndupuis@bhamgov.org

I recently learned that the public open space at the corner of Lincoln and Eton has been recommended for rezoning to Commercial.

I am strongly against the loss of this irreplaceable public park space in my community. My Grandparents moved here in the '40s, choosing this community for its neighborhoods, schools and parks. 50 years after that I chose to purchase my own home here in Birmingham based on quality of life. Nearly 30 years later, Birmingham still remains one of the best options in Metro Detroit, and I believe a strong contributing factor keeping our community a desirable home for many for generations is the availability of a variety of walkable local parks and public spaces for our residents to enjoy within their neighborhoods.

This small open space may not be as heavily utilized as some other areas, however that does not mean it is unwanted or useless. I have seen people playing with pets and exercise classes using this space; it is neither disused nor abandoned. I understand one argument in favor of destroying this park is the proximity of Kenning Park. While I enjoy Kenning Park, please note that there is progressively less open unstructured space there as time passes, and indeed that is true in many of our parks. Perhaps some don't have so long a view as I do - I remember Shain park as mostly a grassy area we kids loved to play on, before it was partly paved - but the conversion of open space to a ball field in Kenning Park should be a fresh memory. More recently, open space adjacent to Roper school was developed as a play area and is seeing great enjoyment by local children and families.

**Clearly we see the pressure for more options in our parks, and greater usage at our parks driving these changes, so how on earth can permanently getting rid of our park space possibly be justified as meeting our community's present and future needs?** The area along Eton has seen significant development over the years with increasing housing density and many new residences in the Rail area condominium developments, and more recently the senior living center directly adjacent to Kenning Park. The 2040 plan includes proposals for further increased housing density along Lincoln in particular. More residents of all ages tends to drive more need for parks and open space, not less - perhaps even more so given the relative lack of individual lawns or community open space in the condominiums.

We have no desperate shortage of commercial space here to drive that decision either. While driving around Birmingham I saw a number of "For Lease" and "Available" signs on a variety of commercial properties last month - both in our vibrant town center and in regional/neighborhood commercial areas - and there is significant new commercial construction going on to add even more to the supply.

I see no outweighing need or benefit to Birmingham residents or my neighborhood in permanently giving up our local parks to developers to force-fit our existing community into someone else's rigid notion of inflexible zoning districts. Keep our community parks!

Cath Stoll  
1765 Croft Rd  
Birmingham, MI 48009





Nicholas Dupuis &lt;ndupuis@bhamgov.org&gt;

---

## Save our City Park. No to commercial development.

---

Claudia Unruh &lt;claudia-u@hotmail.com&gt;

Thu, Mar 2, 2023 at 3:56 PM

To: ndupuis@bhamgov.org

Hello Nick,

I am a Birmingham resident, specifically a resident of the Torry neighborhood, 1738 East Melton. I have been made aware of the Planning Commission's very ill advised proposal to plow over our beloved City Park for a commercial development. NE corner of the war zone intersection of Eton and Lincoln. I vehemently say no to this as do many of my Torry neighbors who would be effected. This parcel is zoned as a Park, is used as a park, and has a name... City Park. It also has about 18 old pine trees and a beautiful sculpture. It is used for neighborhood activities such as children's camps, holiday gatherings, yoga, martial arts, exercise, to name a few and is a very pleasant relief to the eyes.. a green space among the already overly developed area. I love that green space.

There is another very significant issue, though not your domain, it is directly related. That intersection at Eton and Lincoln is already a very busy and dangerous one. Unless you live in this neighborhood you have no clue... and it is my understanding that neither you or any member of the Planning Board lives here. I walk it every day, sometimes multiples, also drive, but have given up biking for safety. Common daily occurrences on Eton and Lincoln and in this intersection are speeding, rolling through the stop signs, blowing through the stop signs, 2 and 3 cars going through the intersection on one person's turns and ignoring pedestrians. The thought of adding more of this from people working in and going to a building on this corner is almost unimaginable.

Please forward this e-mail to the Planning Board members. Please make this e-mail a public record.

Sincerely,  
Claudia Unruh  
1738 East Melton  
Birmingham

Sent from my iPhone



# The Birmingham Plan

03/03/23

**CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN**  
**THE BIRMINGHAM PLAN 2040 RESOLUTION OF ADOPTION**

WHEREAS, The Michigan Planning Enabling Act (Public Act 33 of 2008), as amended, provides for a City Planning Commission to prepare and adopt a Master Plan for the physical development of the community; and

WHEREAS, The Planning Board is a locally organized board and is not established under the Municipal Planning Commission Act, Act No. 285 of the Public Acts of Michigan of 1931 (MCL 125.31 et seq.), as amended. Thus, the Planning Board acts as a recommending body to the City Commission, which assumes the role of a Planning Commission for the purposes of master plan adoption in the City of Birmingham; and

WHEREAS, The Planning Board, in conjunction with the City Commission, has prepared such a master plan for the City's physical development in compliance with the Michigan Planning Enabling Act, including maps, plats, charts, and other related matter; and

WHEREAS, The Planning Board and City Commission have provided plentiful opportunities for public participation throughout the drafting process; and

WHEREAS, The City Commission on October 3, 2022 moved to authorize the required 63 day distribution period for the final draft of the Birmingham Plan 2040 pursuant to the requirements of Article III, Section 125.3841 of the Michigan Planning Enabling Act and to notify the secretary of the planning commission to provide copies of the proposed master plan to all of the necessary entities pursuant to MCL 125.3841(2); and

WHEREAS, The Planning Board on March 8, 2023 held a formal public hearing after the public received proper legal notice at least 15 days before the date of the public hearing, reviewed additional public comment, and moved to recommend that the City Commission adopt and approve in its entirety the Birmingham Plan 2040, inclusive of all maps, plats, charts, and other related matter, figures and the Future Land Use Map; and

WHEREAS, All public comments received during the drafting process have been carefully considered and the Planning Board and City Commission is satisfied that the Birmingham Plan 2040 is ready for adoption.

NOW, THEREFORE, BE IT RESOLVED, The Birmingham City Commission hereby adopts and approves in its entirety the Birmingham Plan 2040, inclusive of all maps, plats, charts, and other related matter, figures and the Future Land Use Map.

---

Scott Clein, Planning Board Chairperson

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Therese Longe, Mayor

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Nicholas Dupuis, Planning Director

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Thomas M. Markus, City Manager

I, Alexandria Bingham, City Clerk of the City of Birmingham, Michigan, do hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Birmingham City Commission at its regular meeting held on May 22, 2023.

---

Alexandria Bingham, City Clerk



# Acknowledgements

## Master Plan, City of Birmingham, Michigan

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Elaine McLain, Mayor Pro-Tem  
Clinton Baller  
Pierre Boutros  
Brad Host  
Andrew Haig  
Katie Schafer

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**Master Plan Approved by Planning Board:                      March 8, 2023**

**Master Plan Adopted by City Commission:                      May 22, 2023**



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## A. Introduction

# A. Introduction

## Context

### Context

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

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

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

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

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

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

## A Global Pandemic

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

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

# A. Introduction

## Planning Districts

### Planning Districts

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

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

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

### Retaining Quality of Life

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

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



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

# A. Introduction

## Retaining Quality of Life

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

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

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

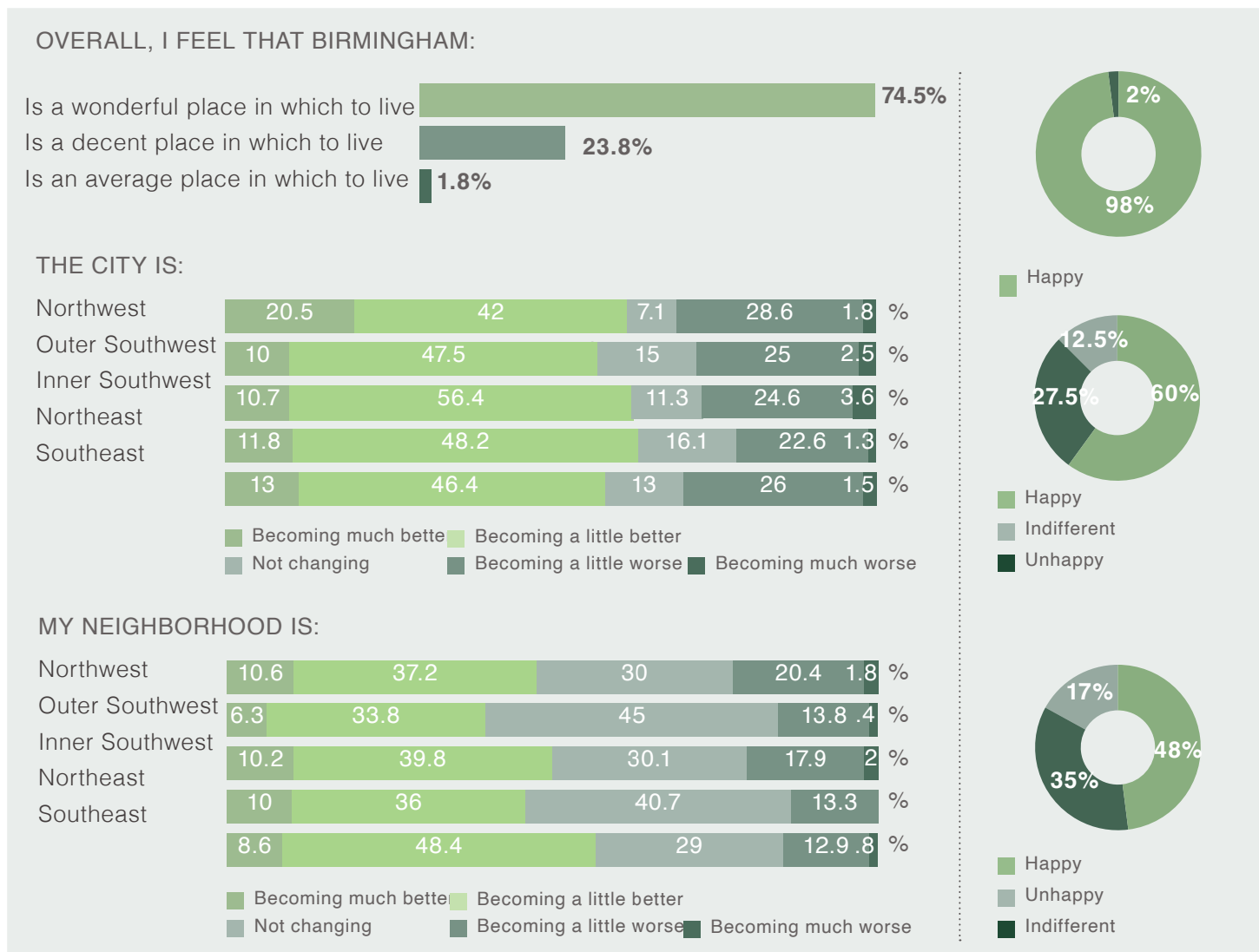


Figure 2. The Birmingham Plan initial survey results (May 2019).



# A. Introduction

## Retaining Quality of Life

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

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

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

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

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



Figure 3. Vibrant tree canopy in Birmingham.



Figure 4. Birmingham Hometown Parade (May 2019).

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## B. Future Land Use

## B. Future Land Use

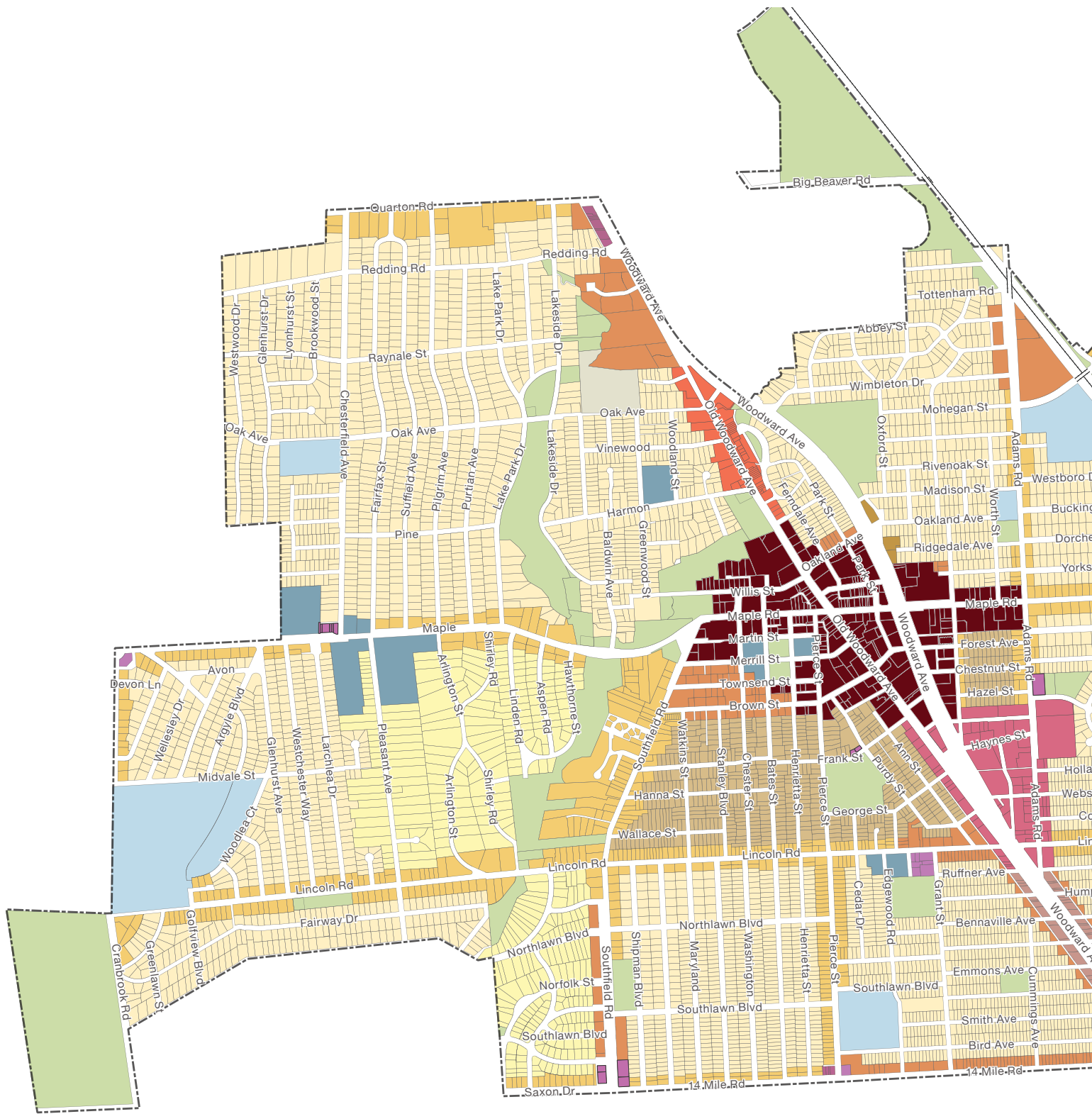


Figure 5. Future Land Use Map.

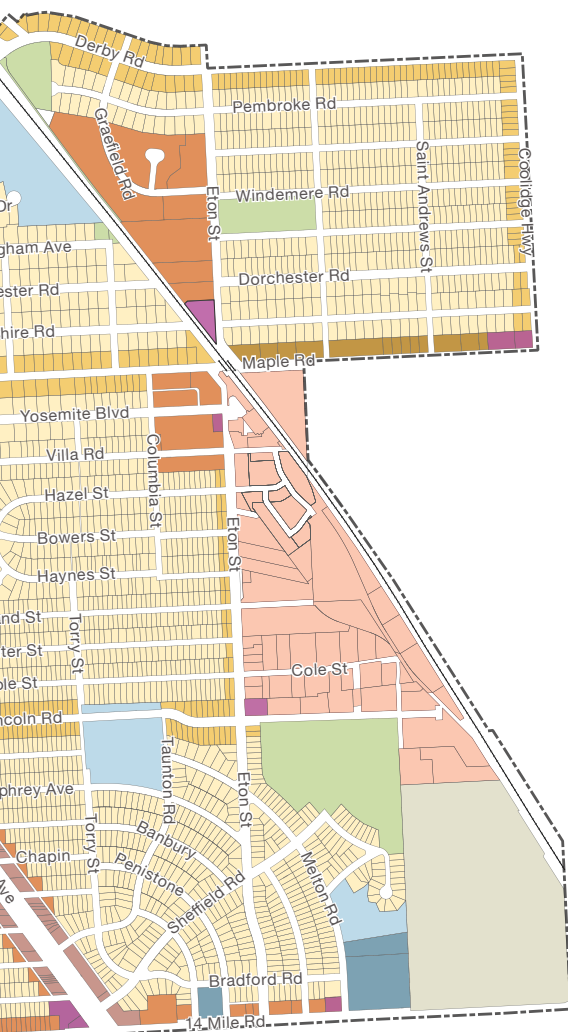


# B. Future Land Use

## Future Land Use Map

### Future Land Use Map

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



#### District Destinations

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

#### Mixed Use District Fabric

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

#### Neighborhood District Fabric

- Fine Grained
- Traditional
- Picturesque

#### District Seams

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

## B. Future Land Use

### Zoning Plan

#### Zoning Plan

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

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

| Future Land Use Category            | Corresponding Zoning District(s)                                                                                                                                                                                                                                        |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>District Destinations</b>        |                                                                                                                                                                                                                                                                         |
| 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                                                                                                                                                                                                                     |
| <b>Mixed-use District Fabric</b>    |                                                                                                                                                                                                                                                                         |
| 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                                                                                                                                                                                                                          |
| <b>Neighborhood District Fabric</b> |                                                                                                                                                                                                                                                                         |
| Fine Grained                        | R2: Single-Family Residential; R3: Single-Family Residential;<br>R4: Two-Family Residential                                                                                                                                                                             |
| Traditional                         | R1: Single-Family Residential; R2: Single-Family Residential                                                                                                                                                                                                            |
| Picturesque                         | R1A: Single-Family Residential; R1: Single-Family Residential                                                                                                                                                                                                           |
| <b>District Seams</b>               |                                                                                                                                                                                                                                                                         |
| Buffer                              | TZ-1: Transition Zone; TZ-3: Transition Zone; R3: Single-Family Residential<br>R4: Two-Family Residential; R5: Multiple-Family Residential<br>R6: Multiple-Family Residential; R7: Multiple-Family Residential<br>R8: Attached Single-Family Residential; MX: Mixed Use |
| Activity                            | TZ-1: Transition Zone; R3: Single-Family Residential<br>R4: Two-Family Residential; R5: Multiple-Family Residential<br>R6: Multiple-Family Residential; R8: Attached Single-Family Residential                                                                          |
| Access                              | R1A: Single-Family Residential; R1: Single-Family Residential;<br>R2: Single-Family Residential; R3: Single-Family Residential;<br>R4: Two-Family Residential (only where abutting R3 or more intense zoning districts)                                                 |

Figure 6. Zoning Plan.

## B. Future Land Use

### Birmingham Planning Districts

#### Birmingham Planning Districts

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

Birmingham's Planning Districts, due in part to the era in which the city was built, closely reflect the structure of a 1920's neighborhood unit. Figure 7 illustrates that typical neighborhood unit structure, which is reflected in the Future Land Use Map. The neighborhood unit consists mostly of District Fabric, whether mixed-use or residential. Fabric describes the typical condition of an area. For residential neighborhoods, this generally consists of houses of a similar

scale arranged in blocks and facing onto small, residential streets, which have street trees and sidewalks. Fabric may differ in residential neighborhoods by the way streets are laid out - straight or curved - and the average size of homes and residential properties. Similarly, mixed-use areas have a consistent type of mixed-use fabric. Mixed-use fabric generally consists of multi-story buildings with commercial ground floor uses, arranged on rectangular blocks and located close to sidewalks, along streets that accommodate significant pedestrian and vehicle traffic and often have wide sidewalks and striped and metered parking. Planning Districts also typically contain recreational space, civic institutions, and a small commercial area, which are all destinations for district residents. Most of Birmingham's Planning Districts include these elements, Barnum and Pierce most closely resembling the diagram.

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

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

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

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



Figure 7. Planning District Structure.

## B. Future Land Use

### Zoning Plan

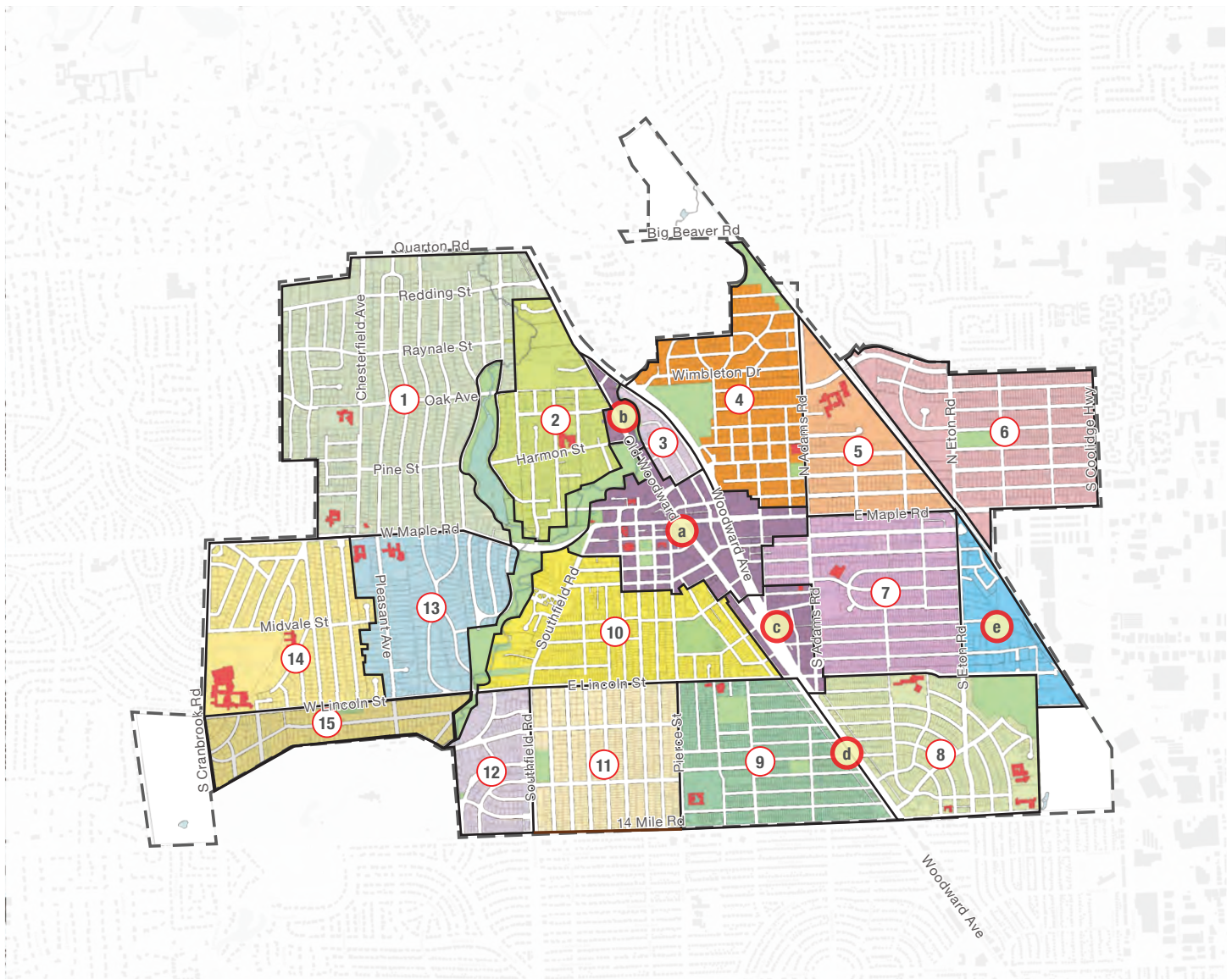


Figure 8.

### BIRMINGHAM PLANNING DISTRICTS

#### Neighborhood Districts

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

#### Mixed-use Districts

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



## B. Future Land Use

### Mixed-use District Fabric

#### Mixed-use District Fabric

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

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

#### Neighborhood District Fabric

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

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

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

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

## B. Future Land Use

### District Seams

#### District Seams

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

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

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



Figure 10. A hypothetical Activity Seam.

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

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

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

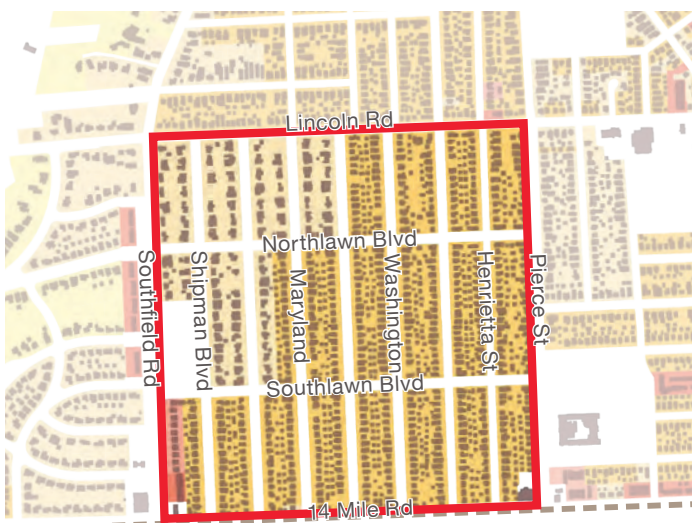


Figure 9 - Crestview neighborhood fabric.



## B. Future Land Use

### District Destinations

#### District Destinations

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

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

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

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



Figure 11. Example of a Commercial Destination land use.

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## C. Summary of Key Actions

# C. Summary of Key Actions

## Key Actions

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

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

## C. Summary of Key Actions

### Key Actions

| Type              | Title                                    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Where                                                                                      |
|-------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
|                   | 1. Zoning Code Update (continued)        | <ul style="list-style-type: none"> <li>- Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center.</li> <li>- Establish zoning standards to encourage redevelopment of South Woodward Gateway properties.</li> <li>- Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway.</li> <li>- Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway.</li> <li>- Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements.</li> <li>- Adopt a policy requiring a minimum 6 foot clear path along the sidewalk throughout mixed-use districts.</li> <li>- Seek to advance building sustainability in new construction, especially within the City's mixed-use districts and for municipal buildings.</li> </ul> | <p>Ch. 1</p> <p>Ch. 4</p> <p>Ch. 4</p> <p>Ch. 4</p> <p>Ch. 4</p> <p>Ch. 4</p> <p>Ch. 5</p> |
| Policy            | 2. Historic Districts Policy             | Adopt a policy to proactively establish new historic districts as well as landmarks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ch. 3                                                                                      |
| Policy            | 3. 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 | 4. Sustainability Board                  | Establish a Sustainability Board to oversee the recommendations of this plan section and other future sustainability initiatives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Ch. 5                                                                                      |
| New Plans         | 5. Woodward Safety & Beautification Plan | <p>Create a Woodward Safety and Beautification Plan. The following goals are provided greater detail within the chapters listed.</p> <ul style="list-style-type: none"> <li>- Improve Woodward crossings following best practices for pedestrians and cyclists.</li> <li>- Study lane reduction and re-striping options for Woodward.</li> <li>- Pursue a speed reduction on Woodward through legislative means.</li> <li>- Plant a full and consistent tree canopy along the Woodward median throughout Birmingham, beginning with the northern and southern entries.</li> <li>- Adjust Elm to meet Woodward perpendicularly.</li> <li>- Adjust Worth to meet Woodward perpendicularly.</li> </ul>                                                                                                                                                                                                                  | <p>Ch. 1</p> <p>Ch. 1</p> <p>Ch. 1</p> <p>Ch. 4</p> <p>Ch. 1</p> <p>Ch. 1</p>              |
| Policy            | 6. Unbundled Parking                     | Pilot unbundled residential parking within Downtown parking garages.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ch. 2                                                                                      |
| Policy            | 7. Unimproved Streets                    | <p>Adopt policy recommendations specified by the Ad-hoc Unimproved Streets Committee (AHUSC), including the following:</p> <ul style="list-style-type: none"> <li>- Establish a yearly budget to remedy unimproved streets, considering the general fund plus bond strategy and repayment timelines.</li> <li>- 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.</li> <li>- Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.</li> </ul>                                                                                                                                                                                                                                              | <p>Ch. 3</p> <p>Ch. 3</p> <p>Ch. 3</p>                                                     |
| New Plans         | 8. Mixed-use Districts Parking Plan      | <p>Create a Mixed-use Districts Parking Plan. The following goals are provided greater detail within the chapters listed.</p> <ul style="list-style-type: none"> <li>- Establish unbundled residential parking policies within Downtown garages.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Ch. 2                                                                                      |



## C. Summary of Key Actions

### Key Actions

| Type                  | Title                                           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Where                                                                                                                                                                                            |
|-----------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       | 8. Mixed-use Districts Parking Plan (continued) | <ul style="list-style-type: none"> <li>- Establish unbundled residential parking policies in all mixed-use districts in existing and future parking garages.</li> <li>- Provide public parking as recommended in the 2007 Triangle District Plan.</li> <li>- 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.</li> <li>- Provide public parking for the western Haynes Square district.</li> <li>- Provide way-finding and informational signage for public parking.</li> <li>- Study opportunities to accommodate more monthly garage permits.</li> <li>- Study monthly parking pass fees to better align with prevailing rates.</li> <li>- Study tiered parking pricing to encourage use of under-utilized garages.</li> <li>- Study tiered parking meter pricing to encourage use of under-utilized on-street parking.</li> <li>- Study the potential for Public Private Partnerships to construct garages.</li> <li>- Study bike parking and electric vehicle charging stations in garages.</li> <li>- Study additional parking assessment districts or incremental tax districts for land purchases and financing the development of parking garages.</li> <li>- Study parking garages at the Bates Street Extension and Lot 6.</li> <li>- Study technological improvements to ease usage of parking garages.</li> </ul> | <p>Ch. 2</p> <p>1, 2, 4<br/>2 &amp; 4</p> <p>Ch. 2</p> <p>1 &amp; 4</p> <p>Ch. 4</p> <p>Ch. 4</p> <p>2 &amp; 4</p> <p>Ch. 4</p> <p>Ch. 1</p> <p>Ch. 4</p> <p>Ch. 1</p> <p>Ch. 4</p> <p>Ch. 4</p> |
| New Plans             | 9. North Old Woodward Streetscape               | 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               | 10. Civic Facilities Study                      | <p>Study key civic facilities to continue to support Birmingham residents. The following goals are provided greater detail within chapters specified.</p> <ul style="list-style-type: none"> <li>- Study the location, programming, and funding for new facilities for Next.</li> <li>- Study a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.</li> <li>- 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.</li> <li>- Study how a Community Foundation / Fund may further Master Plan goals.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Ch. 1</p> <p>Ch. 4</p> <p>Ch. 1</p> <p>Ch. 1</p>                                                                                                                                              |
| Existing Plan Updates | 11. Parks and Recreation Master Plan Update     | <p>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.</p> <ul style="list-style-type: none"> <li>- Differentiate parks by type to better determine appropriate amenities, services, and best practices.</li> <li>- Utilize Planning Districts to determine sufficiency of park access across the city, availability of amenities, and consideration of activities and recreation in each season.</li> <li>- Formalize the public use of school and institutional open spaces for neighborhood recreation, prioritizing under-served Planning Districts.</li> <li>- Develop Worth Park to provide needed open space for Torry.</li> <li>- Develop the contemplated linear park and trail along the Rail District.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Ch. 3</p> <p>Ch. 3</p> <p>1 &amp; 3</p> <p>Ch. 3</p> <p>Ch. 4</p>                                                                                                                             |

## C. Summary of Key Actions

### Key Actions

| Type                  | Title                                                   | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Where                                                                                                                                                           |
|-----------------------|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       | 11. Parks and Recreation Master Plan Update (continued) | <ul style="list-style-type: none"> <li>- Build a cafe or provide accommodations in Booth Park as recommended in the 2016 Downtown Plan.</li> <li>- Increase amenities and connections in Downtown's parks and mini-parks.</li> <li>- 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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>1 &amp; 4</p> <p>Ch. 4</p> <p>Ch. 3</p>                                                                                                                      |
| Policy                | 12. Residential Street Standards                        | <ul style="list-style-type: none"> <li>- Update the Residential Street Standards, aligning the streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly.</li> <li>- Advocate for state legislation permitting municipalities to reduce posted speed limits below 25 mph.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Ch. 3</p> <p>Ch. 3</p>                                                                                                                                       |
| Policy                | 13. 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             | 14. Mixed-use Streetscape Plan                          | - Create a streetscape improvement plan for the Triangle District and Rail District.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ch. 1                                                                                                                                                           |
| Existing Plan Updates | 15. Multi-modal Plan Update                             | <p>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.</p> <ul style="list-style-type: none"> <li>- Address increased pedestrian activity anticipated in mixed-use districts that will grow in residential population.</li> <li>- Support increased pedestrian activity on both sides of North Old Woodward and provide streetscape amenities.</li> <li>- Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.</li> <li>- Address recent experiences with increased outdoor dining.</li> <li>- Ensure bicycle facilities are protected on all streets posted at or above 35mph.</li> <li>- Study bicycle accommodation alternatives along Lincoln.</li> <li>- Include mobility routes based upon bicycle boulevard practices.</li> <li>- Implement additional transportation mode best practices for new mobility technology and modes such as micro EVs, golf carts, and micro-mobility.</li> <li>- Improve the conditions at bus stops along more major roads.</li> <li>- Add Electric Vehicle charging stations throughout the city at garages, public parking lots, and on-street in Mixed-use Districts.</li> <li>- Adopt a policy regulating street lighting, including intensity, color temperature, luminaire, and pole height and frequency.</li> <li>- Include a public education component.</li> </ul> | <p>Ch. 1</p> <p>Ch. 4</p> <p>Ch. 3</p> <p>1 &amp; 4</p> <p>Ch. 1</p> <p>Ch. 3</p> <p>Ch. 1</p> <p>Ch. 1</p> <p>Ch. 1</p> <p>Ch. 5</p> <p>Ch. 3</p> <p>Ch. 1</p> |
| Existing Plan Updates | 16. Eton Road Corridor Plan                             | <p>Update the Eton Road Corridor Plan. The following goals are provided greater detail within Chapter 4.</p> <ul style="list-style-type: none"> <li>- Increase connectivity for pedestrians, bikes, and cars for the area south of Hazel Street including future rail crossings.</li> <li>- Provide access to the Troy Transit Center and consider the development of surrounding properties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Ch. 4</p> <p>Ch. 4</p>                                                                                                                                       |

## C. Summary of Key Actions

### Key Actions

| Type      | Title                                         | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Where                                                                                                                |
|-----------|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| New Plans | 17. 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    | 18. 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 | 19. Green Infrastructure                      | Create a Green Infrastructure Plan to address stormwater run-off and areas experiencing regular flooding.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Ch. 5                                                                                                                |
| New Plans | 20. Sustainability Action Plan                | <p>Create a Sustainability Action Plan. The following goals are provided greater detail within chapter 5.</p> <ul style="list-style-type: none"> <li>- Reduce environmental impacts of municipal operations.</li> <li>- Incentivize green building, renewable energy, and green landscaping.</li> <li>- Expand recycling and composting.</li> <li>- Implement green stormwater practices in streets and parks.</li> <li>- Support Rouge River Natural Area improvements.</li> <li>- Implement other sustainability focused recommendations of this plan.</li> <li>- Create a Hazard Mitigation Plan addressing the City's future climate.</li> <li>- Increase inter-governmental cooperation around sustainability initiatives.</li> <li>- Study the best path towards encouraging or requiring businesses reduce plastic and Styrofoam use.</li> </ul>                                                                      | <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> |
| New Plans | 21. Rouge River Restoration Plan              | <p>Develop a plan to improve and maintain the Rouge River natural area. The following goals are provided greater detail within chapter 5.</p> <ul style="list-style-type: none"> <li>- Inventory and analyze the Rouge corridor's wildlife, ecology, natural systems, and pollution sources.</li> <li>- Stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species.</li> <li>- Mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area.</li> <li>- Establish a "Friends of the Rouge" or similar foundation to oversee, build support, and raise funding for the park's enhancements.</li> <li>- Work with other area and regional organizations and communities to improve the quality of the Rouge River watershed.</li> </ul>                                                               | <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p>                                                     |
| New Plans | 22. Rouge River Trails and Access Master Plan | <p>Develop and implement a trails and access master plan to improve the Rouge River trails and trail heads.</p> <ul style="list-style-type: none"> <li>- Install pedestrian linkages to the park's surrounding neighborhoods and commercial districts, including to Quarton Road.</li> <li>- Secure easements to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.</li> <li>- Coordinate with Bloomfield and Beverly Hills to expand trail connections.</li> <li>- Install an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River.</li> <li>- Expand the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off.</li> <li>- Install bridges, ramps, and other enhancements to enable access by all ages and abilities.</li> </ul> | <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p> <p>Ch. 5</p>                                        |

## C. Summary of Key Actions

### Key Actions

| Type              | Title                                                     | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Where                                              |
|-------------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
|                   | 22. Rouge River Trails and Access Master Plan (continued) | - 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         | 23. Tree Canopy Improvement Plan                          | Create a Tree Canopy Improvement Plan. The following goals are provided greater detail within Chapter 3.<br>- Establish comprehensive policies for trees in streets and open spaces.<br>- Create 5-, 10-, and 15- year goals to expand tree canopy cover.<br>- Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements.<br>- Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees.<br>- Prevent existing, healthy trees from being removed due to new construction.<br>- Survey areas with constrained root area and establish a plan to add additional soil volume. | Ch. 3<br>Ch. 3<br>Ch. 3<br>Ch. 3<br>Ch. 3<br>Ch. 3 |
| New Plans         | 24. Woodward Gateways Plan                                | Create a Woodward Gateways Plan to comprehensively address the three gateway areas along Woodward.<br>- Revisit and adopt plan components for the South Woodward Gateway Plan.<br>- Create plan components for a North Woodward Gateway, including the future use of public land.<br>- Create plan components a Downtown Gateway Plan for the Big Woodward and Maple intersection.                                                                                                                                                                                                                                                                                                         | 1 & 4<br>1 & 4<br>Ch. 1                            |
| New Plans         | 25. Haynes Square Plan                                    | Create a Haynes Square Plan which provides the details, timing, and funding for implementing Haynes Square recommendations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Ch. 1                                              |
| Studies           | 26. Residential Districts Parking                         | Study citywide street on-parking restrictions and permits.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ch. 3                                              |
| Studies           | 27. Shared-use Streets                                    | Study shared-use streets. The following goals are provided greater detail within the chapters listed.<br>- Study a shared-use streetscape retrofit along with a social district in the Maple & Woodward district.<br>- Study a shared-use street section along Cole and Commerce Streets.<br>- Study additional opportunities in other mixed-use districts.                                                                                                                                                                                                                                                                                                                                | 1 & 4<br>Ch. 4<br>1 & 4                            |
| Boards & Programs | 28. Civic Events                                          | Extend the role of the Public Arts Board or other existing board, or establish a Civic Events Board, to develop regular civic events to continue engaging the community throughout the year and promote existing civic institutions.<br>- Consider regular events in community parks.<br>- Consider activities and special events to attract office workers and residents to shop and dine downtown, including weekly events at Shain Park.                                                                                                                                                                                                                                                | 1 & 4<br>Ch. 3<br>Ch. 4                            |
| Studies           | 29. Circulator                                            | Study a public circulator to provide viable means of accessing mixed-use districts and other significant destinations without a car.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ch. 1                                              |
| Studies           | 30. 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 Michigan Department of Transportation (MDOT) indicated that their current preference for major roadways such as Woodward is to provide greater accommodation for pedestrians, cyclists, and transit, and to stitch together those communities historically divided by state routes. However, implementing those changes are currently well beyond MDOT’s ability to fund directly. Funding aside, they are supportive of City-led initiatives to improve crossings and the character of Woodward. In the short term, key changes to Woodward should be targeted with a focus on pedestrian and bicyclists at crossings. In the long term, larger changes should be studied and advocated for at the county and state levels.

#### Short-term Action: Improve Crossings

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

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

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

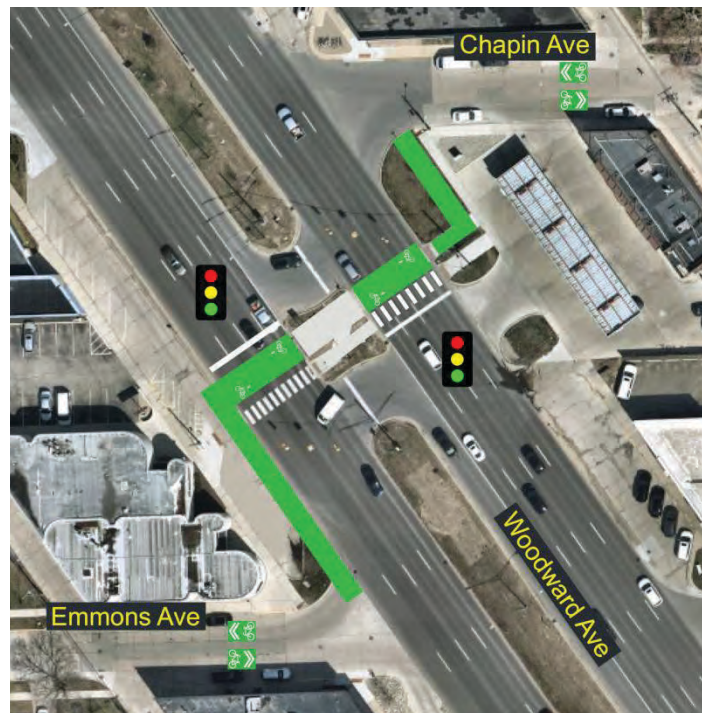


Figure 13. Prioritized Crossing at Emmons.

# Ch 1. Connect the City

## Overcome the Woodward Divide

### Short-term Action: Re-striping

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

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

### Medium-term Action: Reduce Vehicle Speeds

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

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

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

### KEY WOODWARD CROSSING IMPROVEMENTS

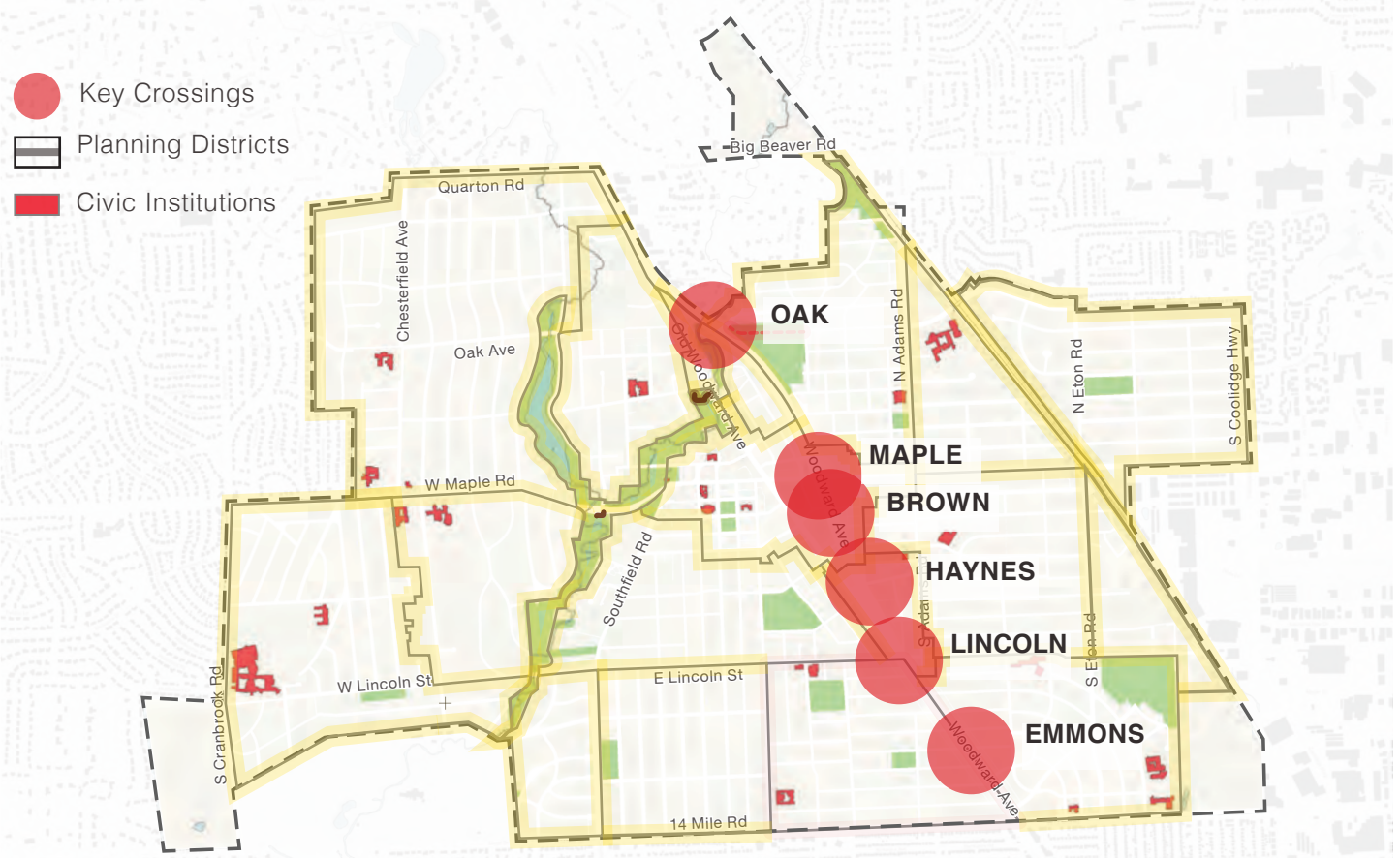


Figure 14. Key Woodward Crossing Improvements.



# 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.

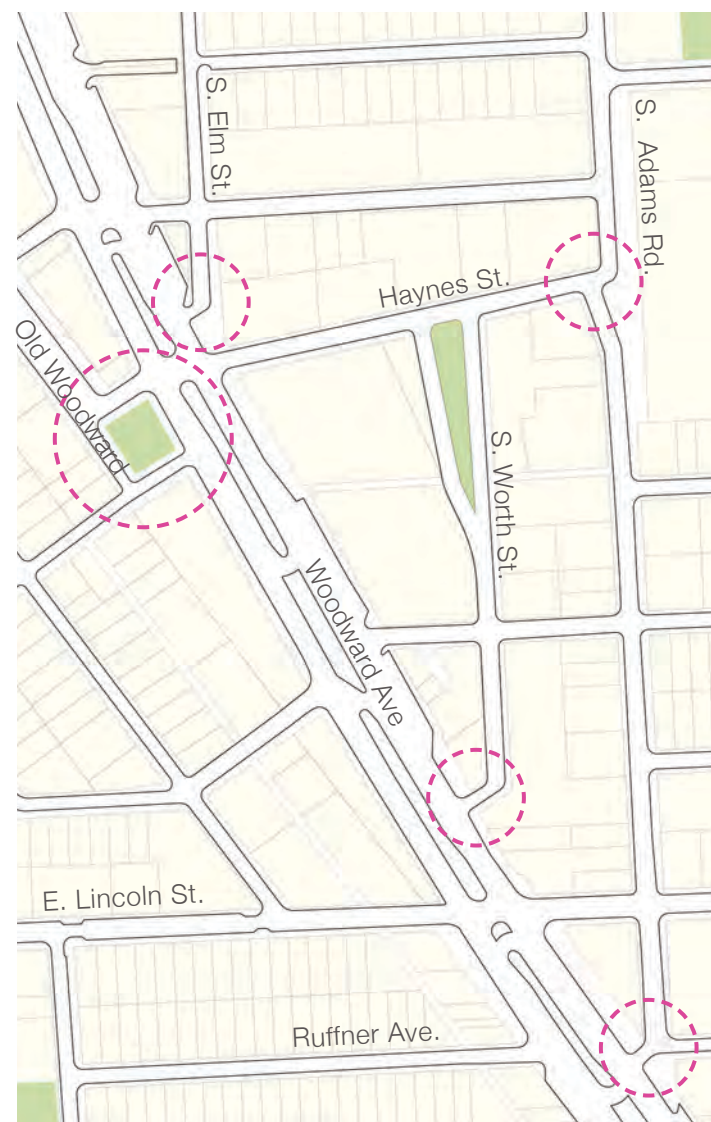
### Long-term Action: Re-align Secondary Intersections

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

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

### Long-term Action: Celebrate Downtown with a Gateway

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



Intersection changes along Woodward and Adams.

Figure 15. Key Woodward intersection adjustments.

# Ch 1. Connect the City

## Overcome the Woodward Divide

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

### MASTER PLAN ACTIONS

1. Create a Woodward Safety and Beautification Plan, including:
  - a. Adjust Elm to meet Woodward perpendicularly per the Triangle District plan.
  - b. Adjust Worth to meet Woodward perpendicularly per the Triangle District plan.
  - c. Update the Multi-modal Plan to improve Woodward crossings and conditions, see updates listed in the following section.
  - d. Pursue a speed reduction on Woodward 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 Manual on Uniform Traffic Control Devices (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 such as the special emphasis type.
- 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.

# Ch 1. Connect the City

## Redefine Downtown Districts

### Redefine Downtown Districts

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

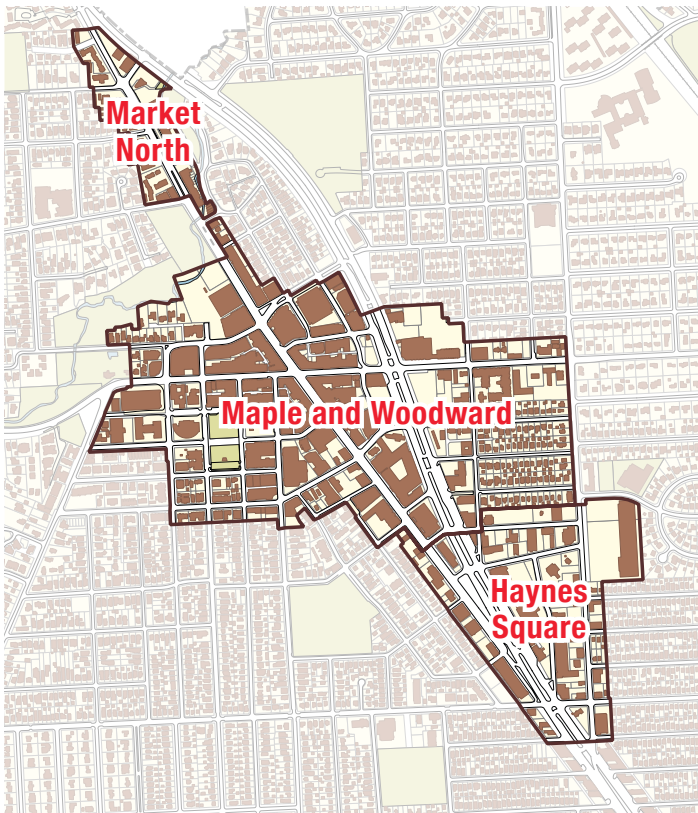


Figure 16. Three districts of downtown.

### Downtown Sub-districts

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

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

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

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

### Identity, Signage, and Way-finding

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





# Ch 1. Connect the City

## Redefine Downtown Districts

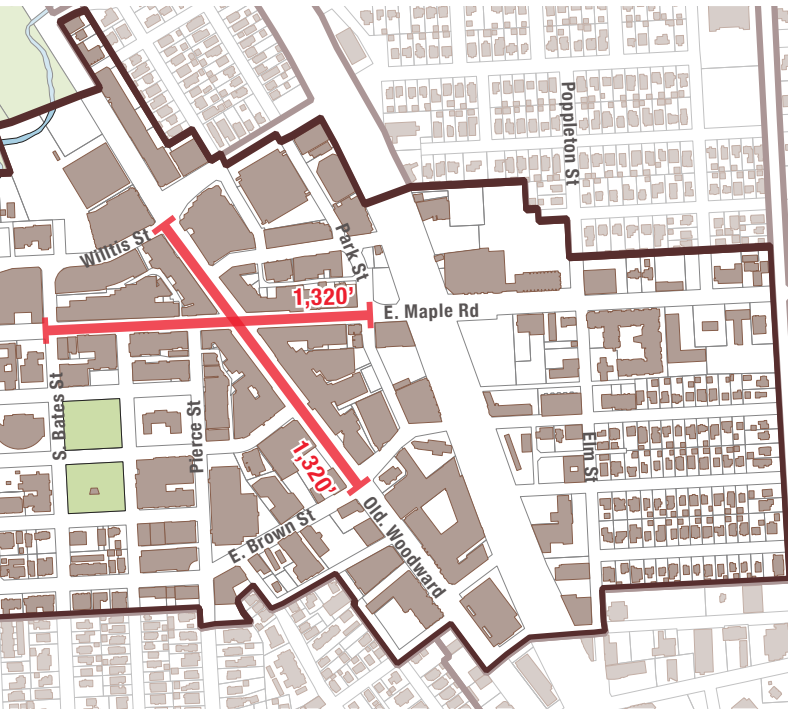


Figure 17. Typical length of main streets.

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

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



Figure 18. Way-finding signage examples.

### MASTER PLAN ACTIONS

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

# Ch 1. Connect the City

## Implement Haynes Square

### Implement Haynes Square

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

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

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

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

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

### Street and Property Reconfiguration

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

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

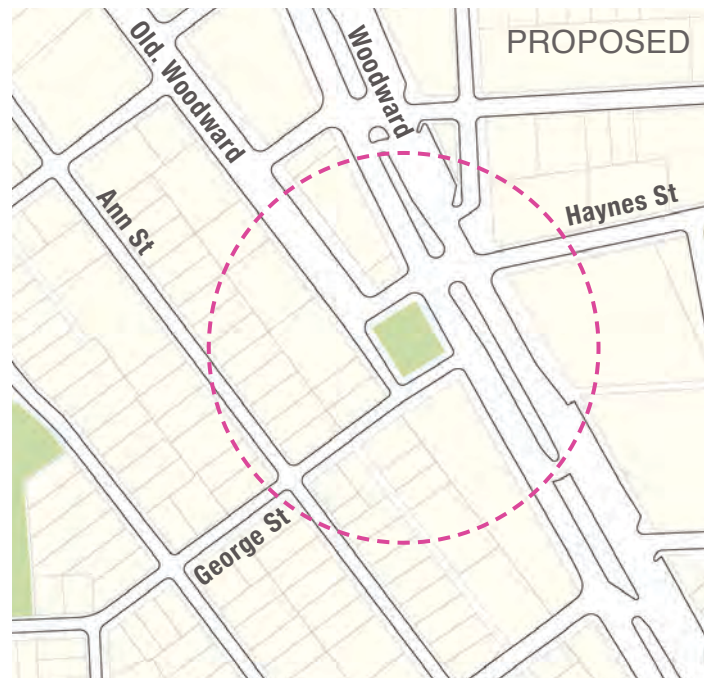
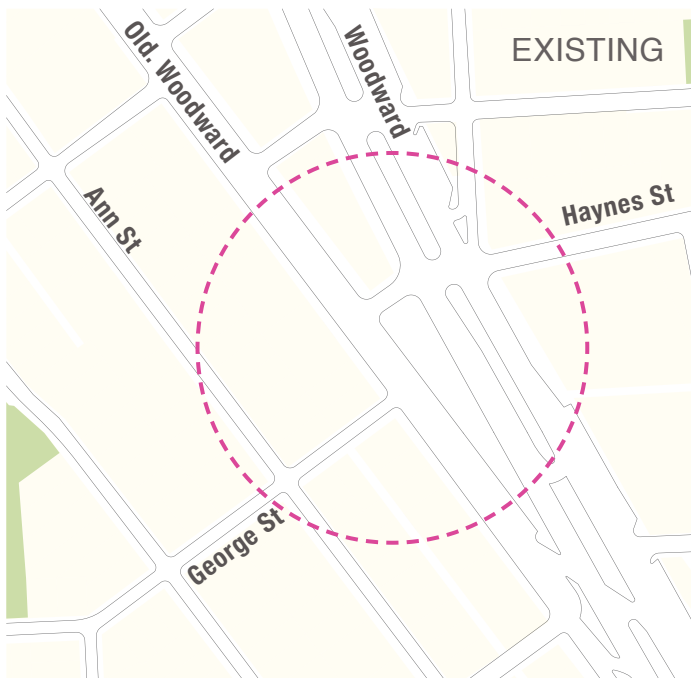


Figure 19. Haynes Square reconfiguration.



# Ch 1. Connect the City

## Implement Haynes Square



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

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

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

### Public Parking

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

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

### Other Area Improvements

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

# Ch 1. Connect the City

## Implement Haynes Square

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

### MASTER PLAN ACTIONS

1. Create a Mixed-use Districts Parking Plan, including:
  - a. Implementing the public parking deck recommendation of the 2007 Triangle District Plan.
  - b. Create additional parking assessment districts (such as per the 2007 Triangle District Plan) or incremental tax district as necessary for land purchases and for financing the development of parking structures.
  - c. Study the potential for Public Private Partnerships to construct parking structures (including in the Triangle District).
2. Create a Haynes Square Plan which provides the details, timing, and funding for implementing Haynes Square recommendations, including:
  - a. Study the privatization of public property, or land swap, as is necessary to implement Haynes Square.
  - b. Reconfigure the streets around Haynes Square to create the square and fix the acute intersection between Woodward and Old Woodward.
  - c. Divert Adams traffic onto Haynes by angling NB Adams to intersect perpendicularly with Haynes.
  - d. Adjust Adams to meet Woodward perpendicularly at Ruffner.
  - e. Build the public square with amenities as are appropriate for that type of park. (See Fig. 34)
  - 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 in the Haynes Square area.
  - 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.



# Ch 1. Connect the City

## Encourage Gathering Places

### Encourage Gathering Places

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

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

#### Commercial Destinations

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

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

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

#### Park Cafes

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

#### MASTER PLAN ACTIONS

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

# Ch 1. Connect the City

## Encourage Gathering Places

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

### Civic Destinations

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

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

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

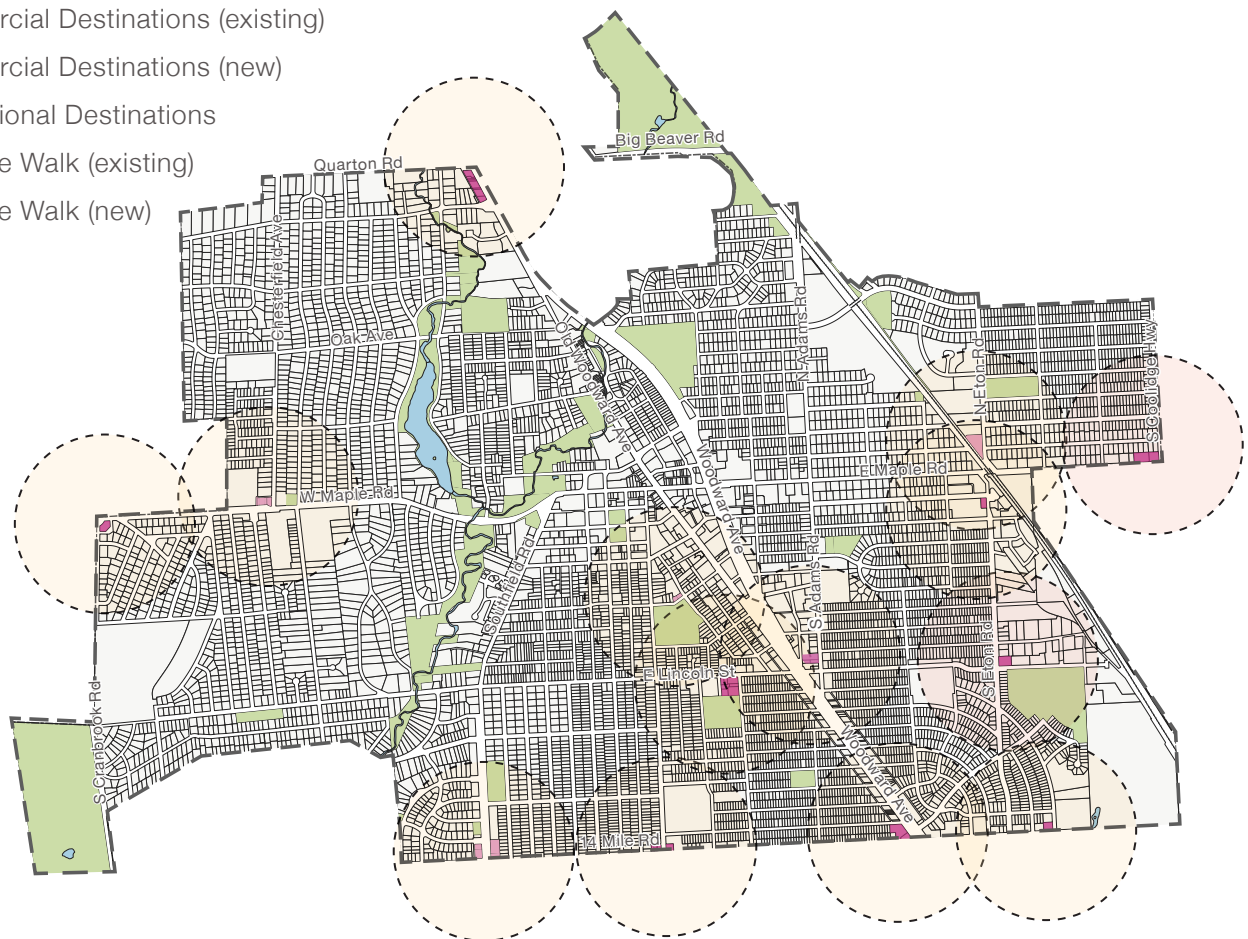


Figure 22. Proposed Neighborhood Destinations.

# Ch 1. Connect the City

## Encourage Gathering Places

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

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

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

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

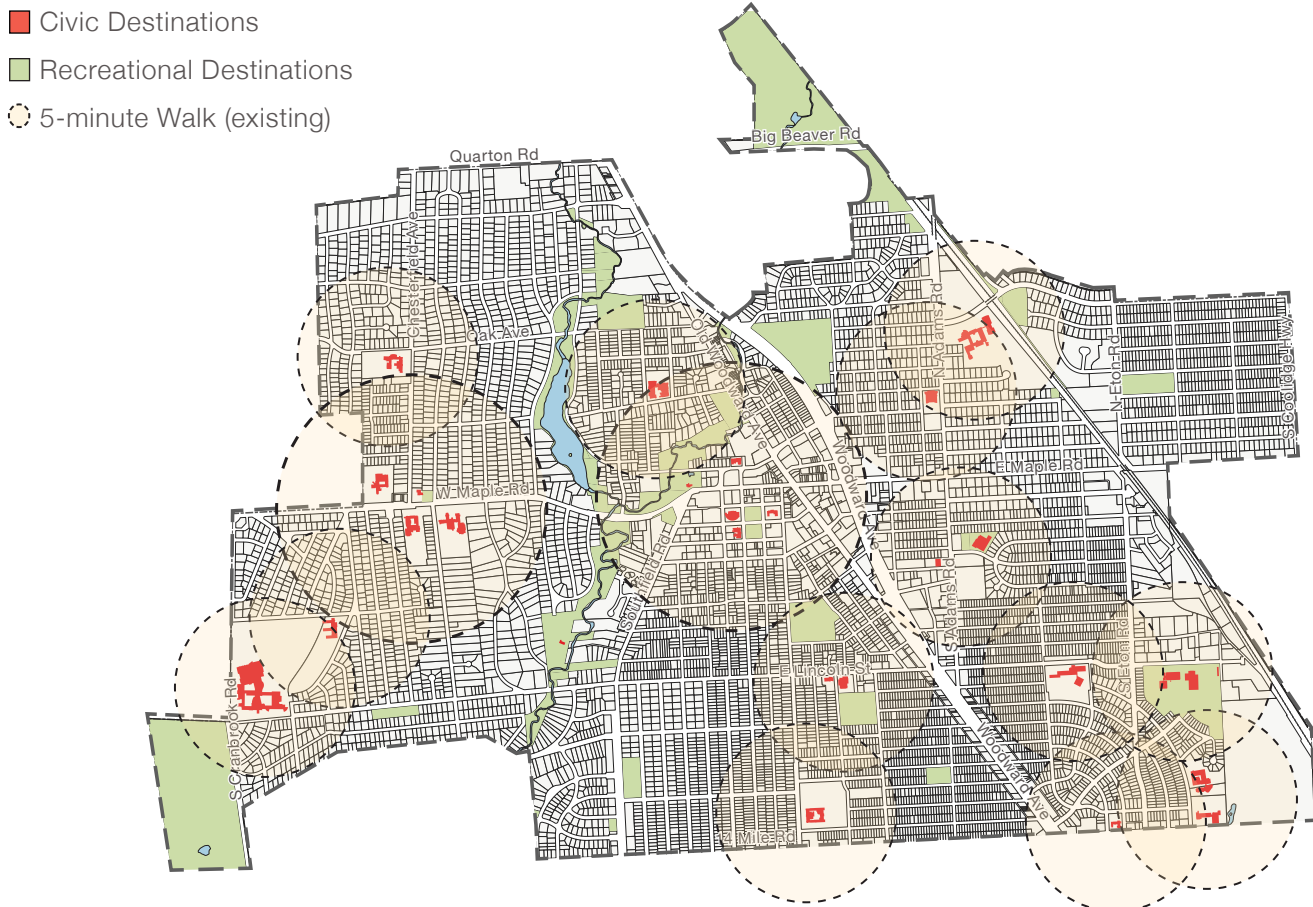


Figure 23. Civic Destinations.



# Ch 1. Connect the City

## Accommodate More Modes of Movement

### MASTER PLAN ACTIONS

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

### Accommodate More Modes of Movement

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

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

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

### Multi-modal Facilities

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

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

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

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



# Ch 1. Connect the City

## Accommodate More Modes of Movement

### Mobility Routes

Presently, the city's major roads run between planning districts which is efficient for long-distance car needs, but is less convenient and safe for walkers, cyclists, and micro-mobility users. Additionally, many neighborhoods experience cut-through traffic when congestion is high on major roads along the district perimeter. To address these issues the Multi-modal Plan should be updated to add a series of "mobility routes" based upon bicycle boulevard practices. Mobility routes are connected pathways to navigate throughout the city along secondary streets which are signed and equipped to increase the safety and comfort of non-vehicle users. Examples of accommodations include diverting vehicle traffic, aligning stop signs to enable bikes and other devices to continue without stopping, widening sidewalks, enhancing street crossings, especially at major roads, providing seating and shade, and including wayfinding signage to reach destinations such as parks, schools, and the City's mixed-use districts. They 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 options for those with limited mobility.

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

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

### Educating Roadway Users

While new mobility options provide benefits for many travelers, addressing safety issues and a clear understanding and respect for rules is critical. Riders of bicycles, scooters, and other modes must be aware of where they are expected and allowed to ride, whether safety equipment is required, and how right-of-way is determined. In addition to awareness, the

city should understand that most frequently violations occur where people feel that it is unsafe or very inconvenient to ride where directed. But equally importantly, drivers need to respect the rights of other roadway users, many of which do not. To address these issues, adequate signage, public education, and enforcement are necessary.

### MASTER PLAN ACTIONS

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

### BEST PRACTICE RECOMMENDATIONS FOR THE MULTI-MODAL PLAN

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

# Ch 1. Connect the City

## Improve Regional Transit Connections

### Improve Regional Transit Connections

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

To support transit, Birmingham has relatively little work to do, already having a well established downtown along Woodward. Most significantly, Birmingham needs to add residents to Downtown, which is detailed 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 doesn't serve residents who are further from Downtown. An internal circulator, defined by a limited route operating exclusively within Birmingham, providing access to destinations throughout the City, would address this limitation. Different types of circulator vehicles may be applicable because circulators don't require high seating capacity. A circulator within Birmingham should be accessible within neighborhoods and include diversions to high-frequency destinations like Seaholm. This would provide greater access to residents, including those who have difficulties walking and biking, and reduce some parking demand Downtown and also at Seaholm.

#### MASTER PLAN ACTIONS

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

#### BEST PRACTICE RECOMMENDATIONS FOR THE MULTI-MODAL PLAN

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

### Multi-modal Plan Updates

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

#### PEDESTRIAN FACILITIES

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

#### BICYCLE FACILITIES

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

#### TRANSIT FACILITIES

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

# Ch 1. Connect the City

## Improve Regional Transit Connections

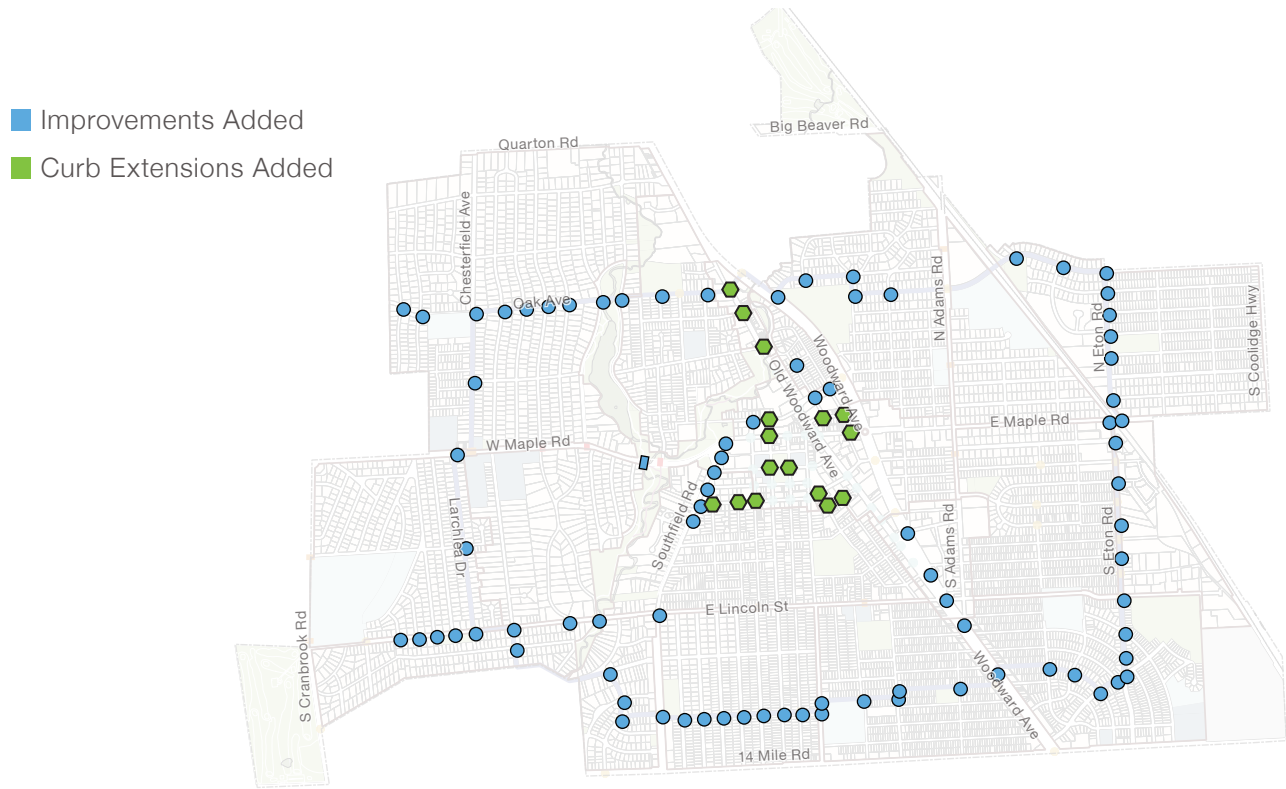


Figure 25. Pedestrian updates to the Multi-modal Plan.

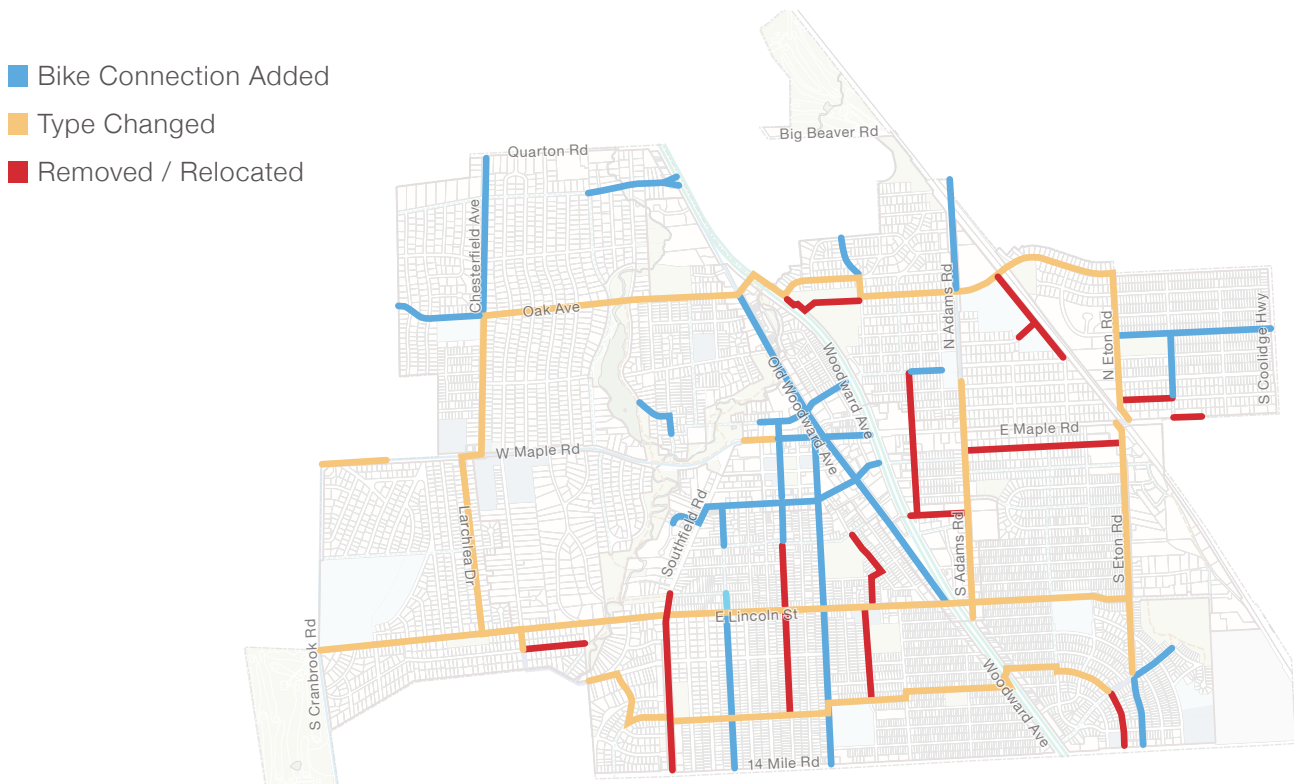


Figure 26. Bicycle facility updates to the Multi-modal Plan.

# Ch 1. Connect the City

## Improve Regional Transit Connections

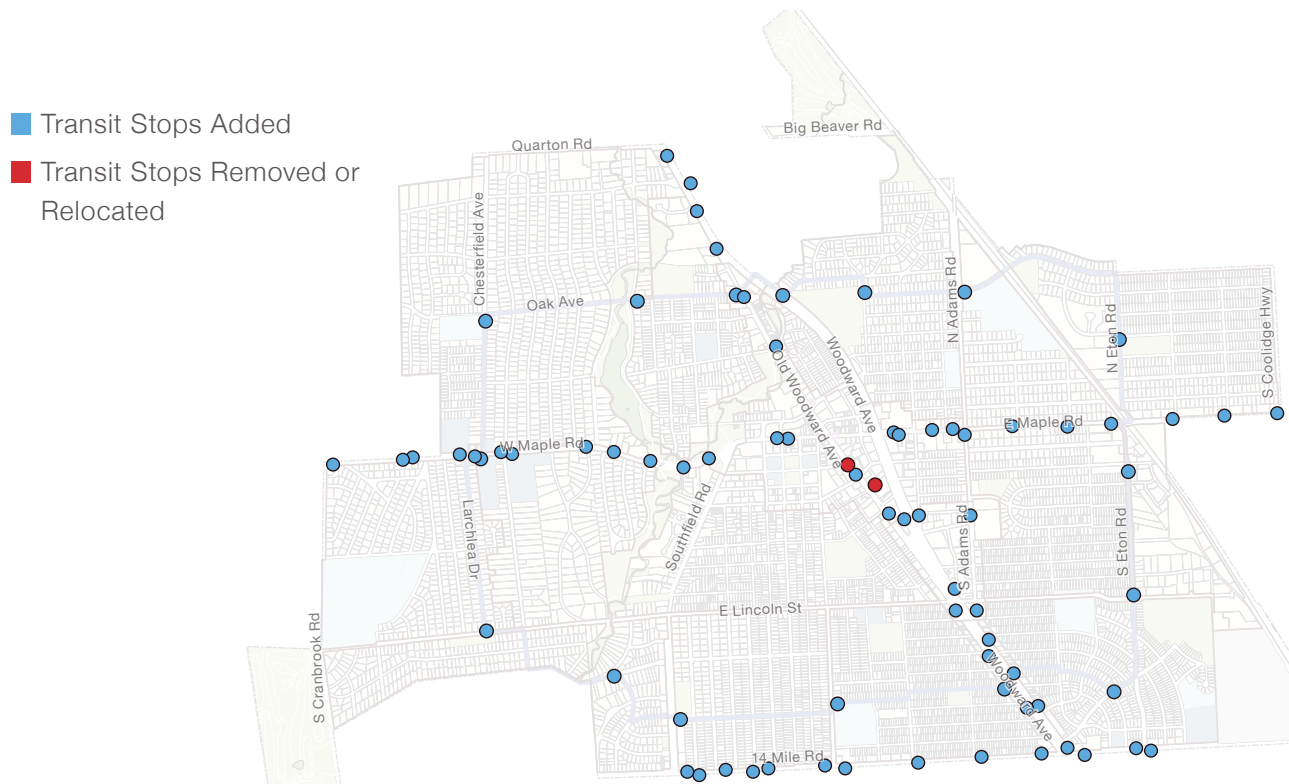


Figure 27. Transit updates to the Multi-modal Plan.

## Ch 2. Embrace Managed Growth



# Ch 2. Embrace Managed Growth

## Encourage Housing in Mixed-use Districts

### Encourage Housing in Mixed-use Districts

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

#### Maple and Woodward

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

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

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

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

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

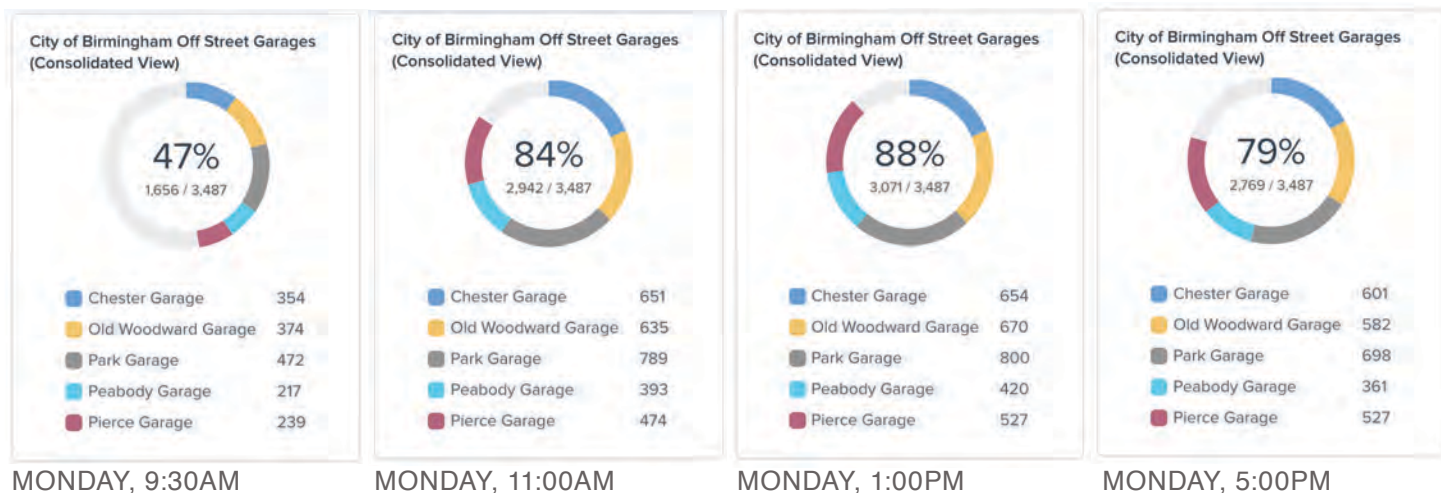


Figure 28. Downtown garage capacity at different times on a Monday.

## Ch 2. Embrace Managed Growth

### Encourage Housing in Mixed-use Districts

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

#### Haynes Square

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

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

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

#### The Rail District

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

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

#### MASTER PLAN ACTIONS

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

# Ch 2. Embrace Managed Growth

## Infill Some Activity and Buffer Seams

### Infill Some Activity and Buffer Seams

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

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

#### MASTER PLAN ACTIONS

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

### Study Accessory Dwelling Units

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

- Buffer Seams
- Activity Seams





## Ch 2. Embrace Managed Growth

### Study Accessory Dwelling Units



Figure 30. An existing ADU equivalent.

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

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

#### MASTER PLAN ACTIONS

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

#### ADU BEST PRACTICES

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

# Ch 2. Embrace Managed Growth

## Update the Zoning Code

### Update the Zoning Code

Birmingham's Zoning Ordinance (referred to as "zoning code") is difficult to understand, does not align with the character of many existing and historic buildings, and has been updated over the years through overlay zones, like Downtown and the Triangle District, which replace code elements that no longer function for the City's goals. Overlays of this type are a discouraged practice resulting in multiple maps for the same properties and out of date requirements. Within the city's residential districts, the zoning requirements are not well aligned with existing housing character, which has led to new buildings that residents feel is out of character with the surrounding neighborhood. Birmingham's Zoning Code is due for an overhaul.

While the zoning code is better than codes for many cities of a similar size, 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 in number, 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 that currently replace their outdated underlying zoning, typically Business or Office, should be replaced with new zones that clearly direct the intent of those areas. 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 retain 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, and new zones crafted 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. Minimizing zones and clarifying standards can also simplify the review process and make new revisions easier to implement. Use categories should also be collapsed to the broadest categories practicable. In all, the zoning code should be entirely replaced or significantly altered to align with the City's goals for neighborhoods and mixed-use districts.

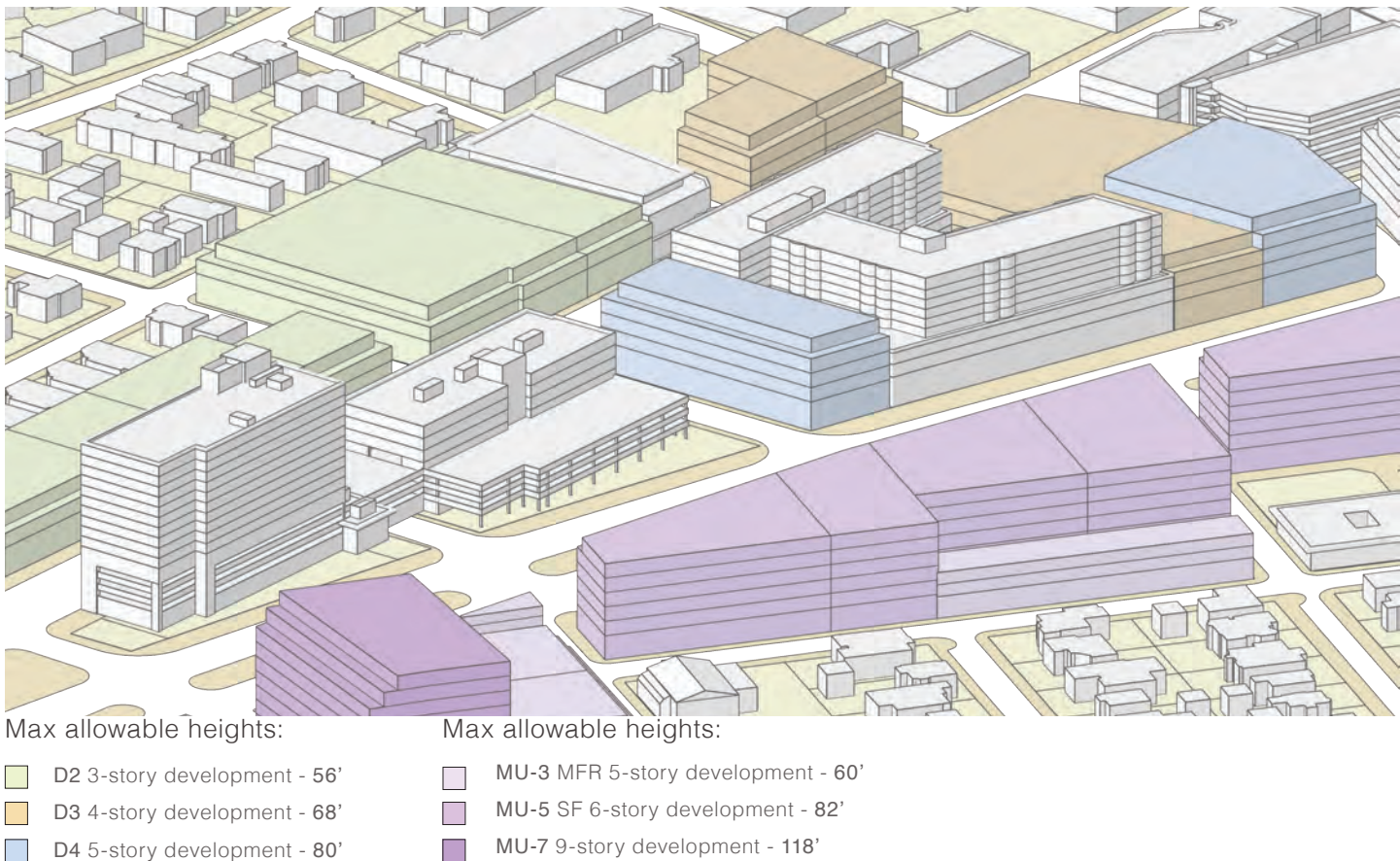


Figure 31. Existing Development Potential in Neighboring Overlays.



# Ch 2. Embrace Managed Growth

## Update the Zoning Code

### MASTER PLAN ACTIONS

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

1. Update the zoning code, including:
  - a. Focus on brevity, clarity, graphics, and aligning zones with Future Land Use categories.
  - b. Consolidate zones and uses as much as is practical and ensure the updated document is legible, clear, and predictable for residents as well as developers.
  - c. Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton. (Ch.4)
  - d. Modify MX to enable the urban development envisioned for the Rail District. (Ch. 4)
  - e. Develop an Overlay Zoning District for the Lower Rail District that permits the existing, but somewhat improved condition to persist for the area south of Palmer Street. (Ch. 4)
  - f. Create zoning districts to enable neighborhood destinations. (Ch.1)
  - g. Create new zoning districts or modify the transition zone districts to encourage infill development of small homes, townhomes, duplexes, and small multi-family buildings, limited to Activity and Buffer Seams. (Ch.2)
  - h. Adjust residential zone boundaries and standards to better match existing housing. This requires a study of the city's residential architectural styles and building types, their key characteristics, position on their properties, driveway configuration, age, and the areas where each common type is located. (Ch. 3)
  - i. Encourage renovations to expand existing houses rather than the construction of new houses. (Ch. 3)
  - j. Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction. (Ch. 3)
  - k. Consider age-in-place-friendly building regulations, such as grab-bars, ramps, and elevators in single-family homes, with careful attention paid to the city's architectural heritage. (Ch. 3)
  - l. Address neighborhood lighting standards, including exterior residential lighting intensity and color temperature. See the International Dark Sky Association recommended standards. (Ch. 3)
  - m. Develop storefront design, signage, and other standards to retain the small-scale business character of Market North. (Ch. 4)
  - n. Enable Accessory Dwelling Units (ADUs) in already compatible zones: MX, TZ1, TZ3, and R4 through R8. Study ADUs for additional locations within the city and the regulations necessary to ensure compatibility. (Ch. 2)
  - o. Allow cafes, food trucks, kiosks, and other appropriate amenities in parks, currently the Public Property district. (See Fig. 34) (Ch. 1)
  - p. Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center. (Ch. 1)
  - q. Establish zoning standards to encourage redevelopment of South Woodward Gateway properties. (Ch. 4)
  - r. Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway. (Ch. 4)
  - s. Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway. (Ch. 4)
  - t. Require adherence to LEED standards within the City's mixed-use districts and municipal buildings. (Ch. 5)

### BEST PRACTICE RECOMMENDATIONS

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

# Ch 2. Embrace Managed Growth

## Update the Zoning Code

### Downtown overlay

### Triangle overlay

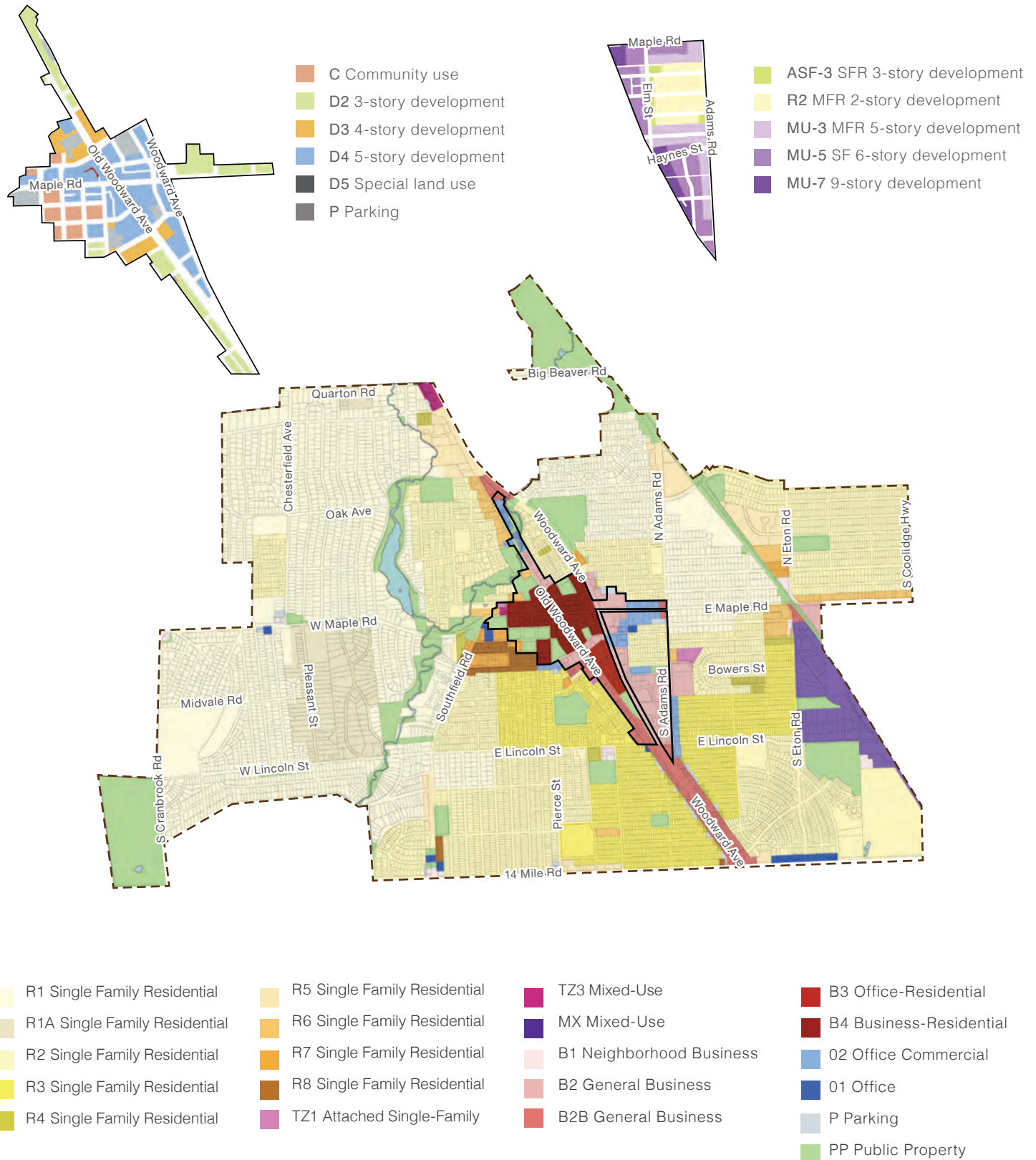


Figure 32. Existing Zoning Districts.

## Ch 3. Retain Neighborhood Quality

# Ch 3. Retain Neighborhood Quality

## Equip Parks to Serve Neighborhoods

### Equip Parks to Serve Neighborhoods

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

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

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

all ages are accommodated. Best practice recommendations are provided herein for consideration in a future update to the Parks and Recreation Master Plan. Figure 34 includes examples of the types of programming elements that may be appropriate within Birmingham's parks.

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

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

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

liability, equipment, and maintenance. In a fully built community like Birmingham, school fields are one of the only opportunities to expand open space access and amenities. Similarly, religious and other institutions may also be engaged in formal shared amenity arrangements. Such an arrangement with Our Shepherd Lutheran School would provide needed amenities to the Torry neighborhood.



Figure 33. Kids playing in Booth Park.

# Ch 3. Retain Neighborhood Quality

## Equip Parks to Serve Neighborhoods

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

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



# Ch 3. Retain Neighborhood Quality

## Equip Parks to Serve Neighborhoods

### MASTER PLAN ACTIONS

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

### PARKS BEST PRACTICES

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

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

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

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

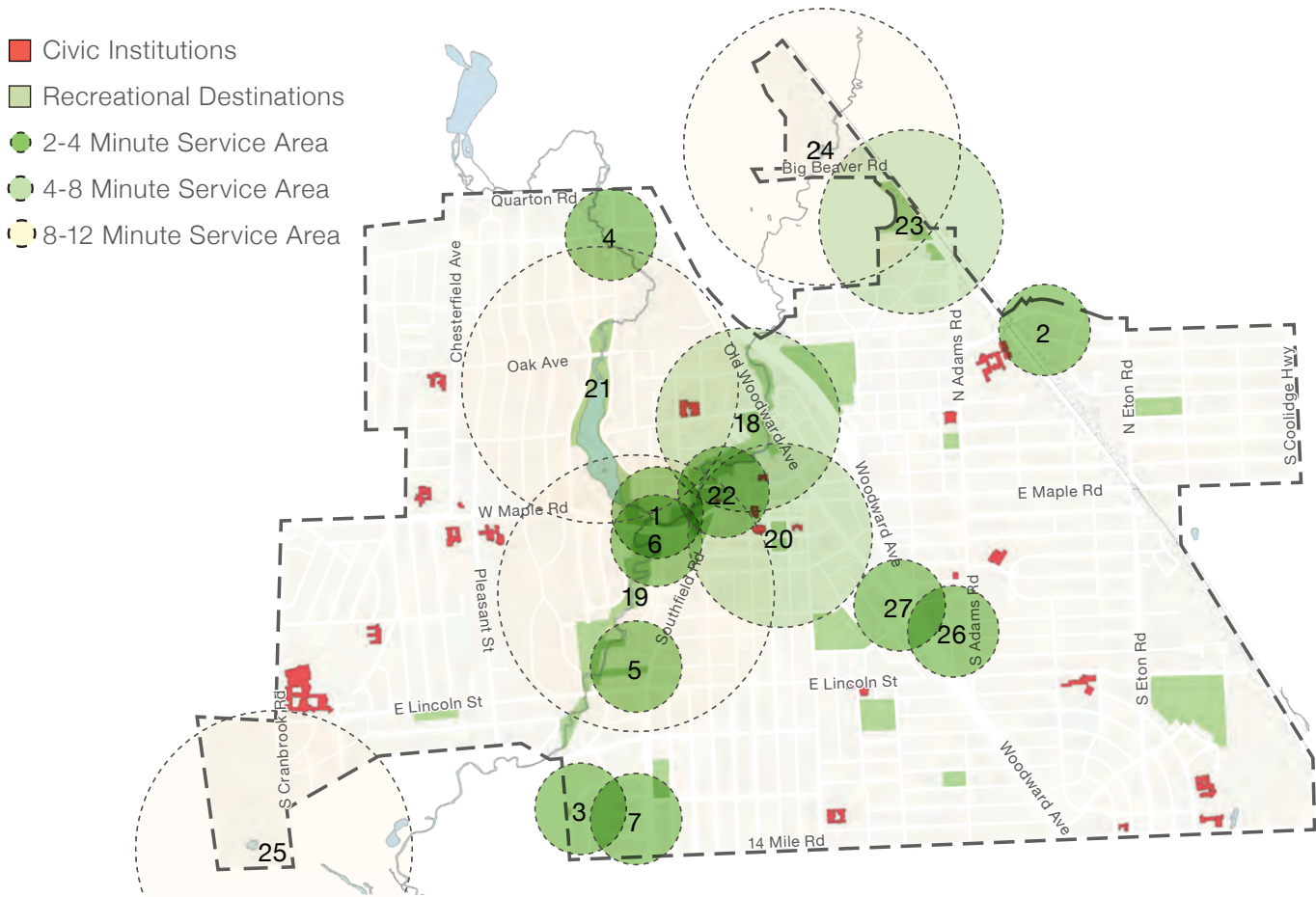


Figure 35. Birmingham Specialty Parks and Mini Parks.

# Ch 3. Retain Neighborhood Quality

## Equip Parks to Serve Neighborhoods

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

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

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

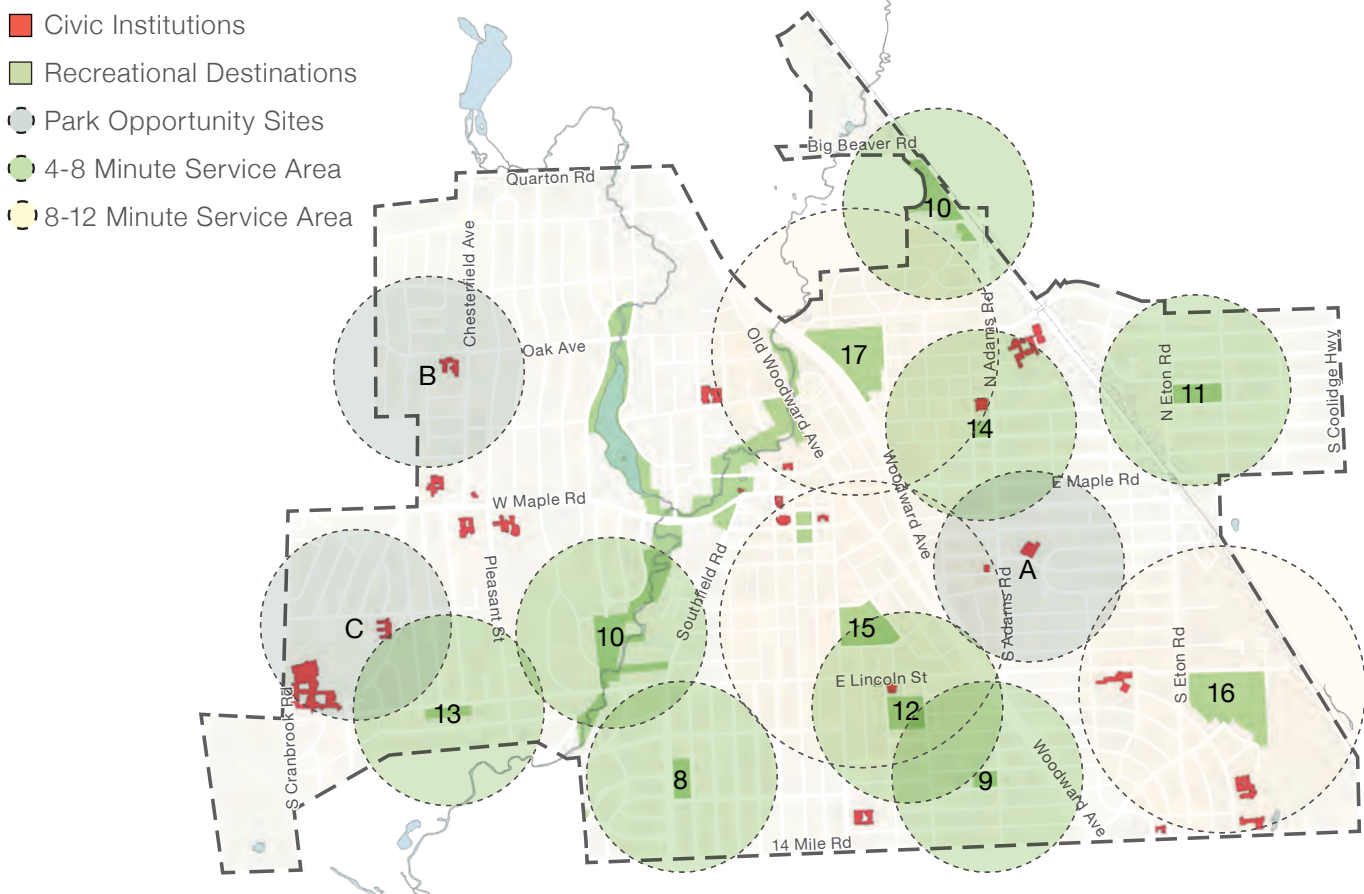


Figure 36. Neighborhood and Community Parks.

# Ch 3. Retain Neighborhood Quality

## Keep Streets Pedestrian-oriented

### Keep Streets Pedestrian-oriented

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

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

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

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

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

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

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

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

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

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



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



# Ch 3. Retain Neighborhood Quality

## Keep Streets Pedestrian-oriented

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

Current street roadway standards should be retained, and augmented to simplify the exception criteria, aligning it with future land use. Minor modification is also needed to accommodate wider sidewalks along district seams. The residential street standards provide a modification of roadway width from 26 feet to 28 feet where on-street parking is in more active use. Because on-street parking will be more actively used in neighborhoods with Fine Grained and Traditional Fabric, the standard here may default to 28 feet. Similarly, neighborhoods with Picturesque 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. Fine Grained Fabric: 6 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells or continuous planters; on-street parking both sides.
3. Traditional and Picturesque Fabric: 5 foot sidewalk; tree lawns 8 feet or wider; on-street parking on one or both sides.
4. Buffer and Activity District Seam: 6-to-8 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells; on-street parking both sides.
5. Access District Seam: 6 foot sidewalk, tree lawns 6 feet or wider; on-street parking both sides.

# Ch 3. Retain Neighborhood Quality

## Replace Unimproved Streets

### Replace Unimproved Streets

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

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

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

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

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

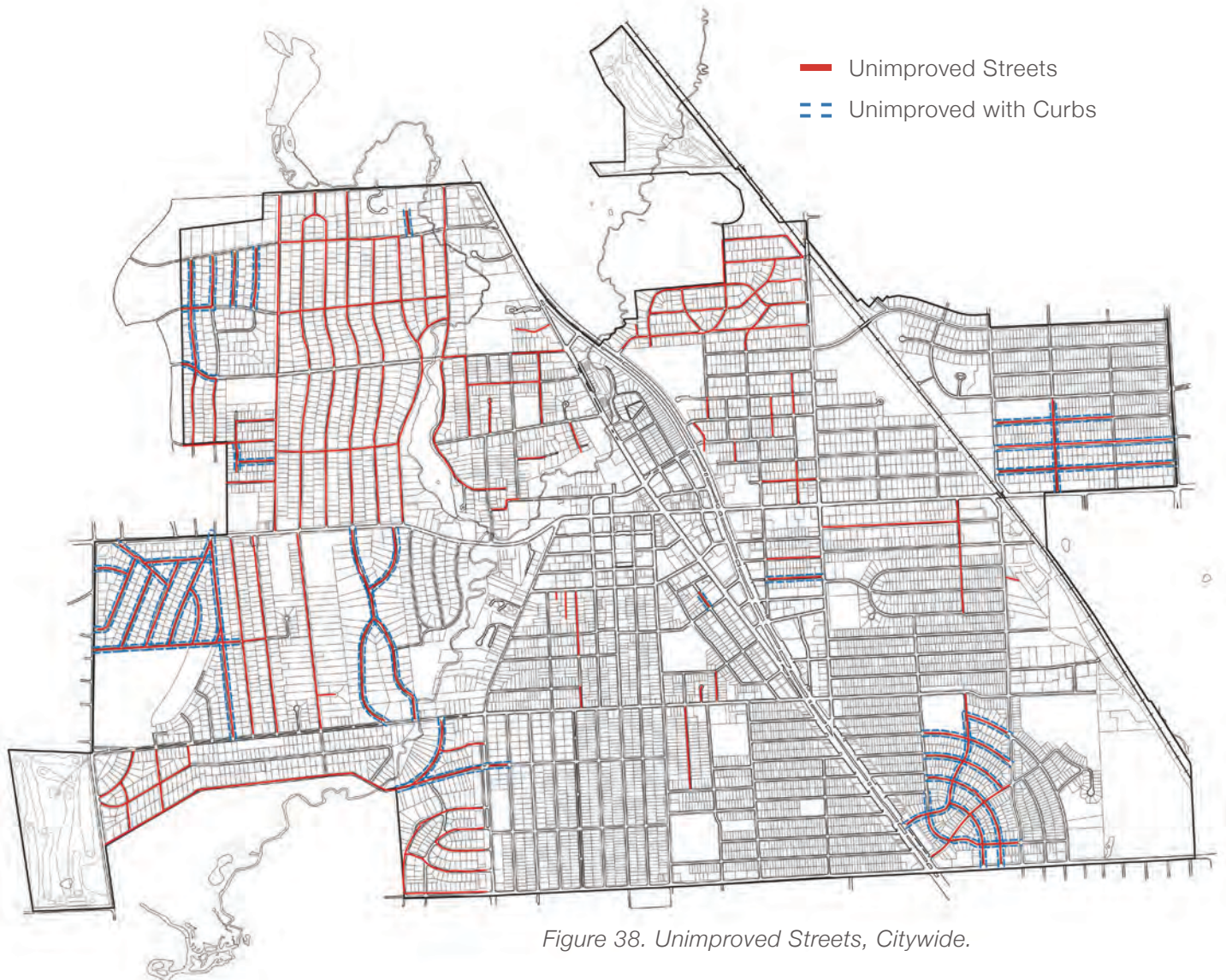


Figure 38. Unimproved Streets, Citywide.



# Ch 3. Retain Neighborhood Quality

## Retain Street Tree Canopy

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

### MASTER PLAN ACTIONS

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

### Retain Street Tree Canopy

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

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

### MASTER PLAN ACTIONS

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

# Ch 3. Retain Neighborhood Quality

## Revise Parking Restrictions

### Revise Parking Restrictions

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

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

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

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

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

### MASTER PLAN ACTIONS

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

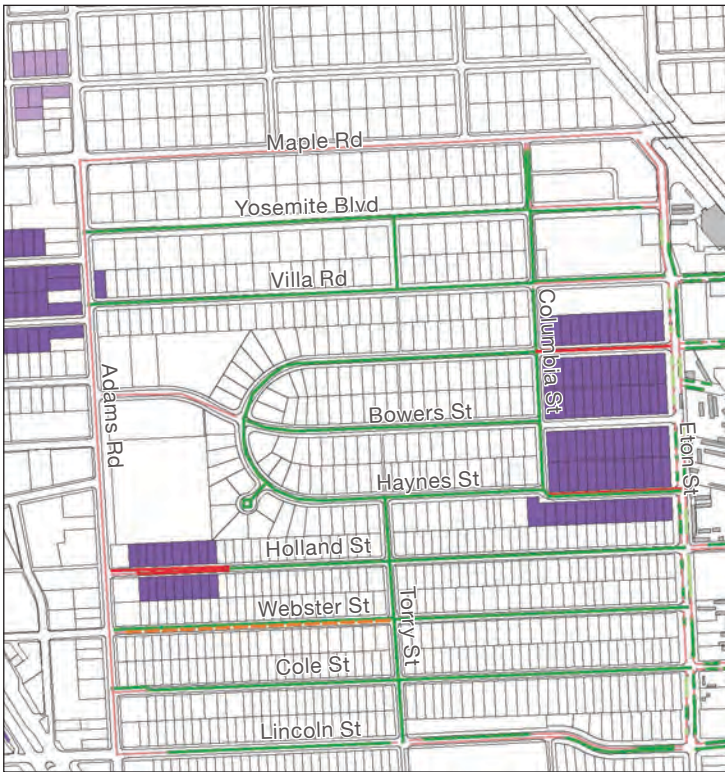
# Ch 3. Retain Neighborhood Quality

## Revise Parking Restrictions

### EXISTING PARKING RESTRICTIONS

#### TORRY AT THE RAIL DISTRICT:

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



#### SEAHOLM AND LINCOLN HILLS:

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



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

Figure 39. Sample of Existing Parking Restrictions



# Ch 3. Retain Neighborhood Quality

## Retain Housing Character

### Retain Housing Character

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

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

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

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

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

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



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



## Ch 3. Retain Neighborhood Quality

### Retain Housing Character



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

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

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

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



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



# Ch 3. Retain Neighborhood Quality

## Retain Housing Character

### MASTER PLAN ACTIONS

1. As part of a zoning code update:
  - a. Adjust residential zone boundaries and standards to better match existing housing. This requires a study of the city's residential architectural styles and building types, their key characteristics, position on their properties, driveway configuration, age, and the areas where each common type is located.
  - b. Encourage renovations to expand existing houses rather than the construction of new houses.
  - c. Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction.
  - d. Consider age-in-place-friendly building regulations, such as grab-bars, ramps, and elevators in single-family homes, with careful attention paid to the city's architectural heritage.
  - e. Address neighborhood lighting standards, including exterior residential lighting intensity and color temperature. See the International Dark Sky Association recommended standards.
2. Adopt a policy to proactively establish new historic districts as well as landmarks.
3. 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 Fine Grained Fabric justifies higher lighting intensity and Picturesque Fabric justifies lower lighting intensity. Dark Sky LZ1 may be appropriate in Picturesque and Traditional Fabric areas, LZ2 in Fine Grained Fabric areas, and LZ3 in the city's mixed-use districts.

## Ch 4. Support Mixed-use Districts

# Ch 4. Support Mixed-use Districts

## Continue Improving the Maple & Woodward District

### Continue Improving the Maple & Woodward District

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

#### Active Sidewalks

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

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

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

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

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

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



Figure 44. Old Woodward following the recent streetscape redevelopment.

# Ch 4. Support Mixed-use Districts

## Continue Improving the Maple & Woodward District

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

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

# Ch 4. Support Mixed-use Districts

## Continue Improving the Maple & Woodward District

### MASTER PLAN ACTIONS

1. Adopt a policy requiring a minimum 6 foot clear path along the sidewalk throughout mixed-use districts.
2. Extend the role of the Public Arts Board or other existing board, or establish a Civic Events Board, tasked with expanding activities and events to attract office workers and residents to shop and dine downtown, including weekly 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 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 café-style 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.

# Ch 4. Support Mixed-use Districts

## Establish Market North as a Distinct District

### Establish Market North as a Distinct District

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

#### Active Sidewalks

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

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



Figure 47. Character of small scale businesses.



Figure 48. Small scale outdoor dining.

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

#### Public Space

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

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

#### Housing

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



# Ch 4. Support Mixed-use Districts

## Establish Market North as a Distinct District



Figure 49. Proposed open air market pavilion.

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

needed along Old Woodward particularly north of Harmon.

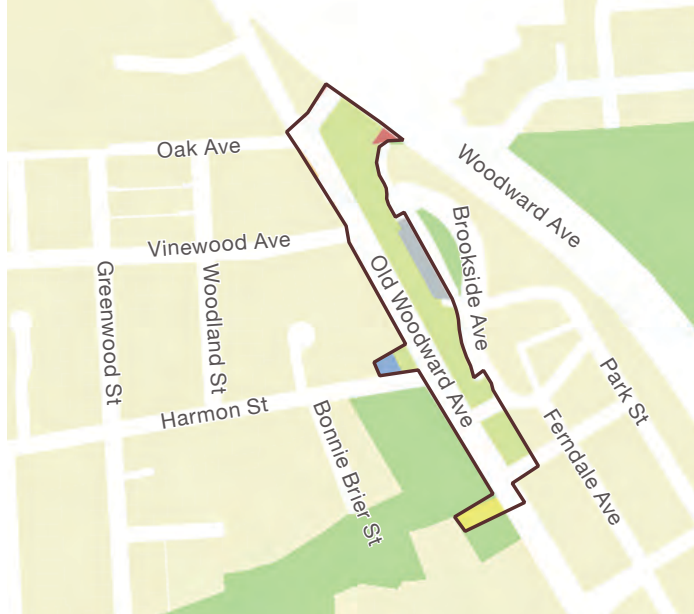
### Parking

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

### MASTER PLAN ACTIONS

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

### CURRENT ZONING WITH OVERLAY



#### Downtown Overlay Zoning

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

#### Zoning

- R2 single family residential
- R6 single family residential

### PROPOSED OVERLAY EXTENSION



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

Figure 50. Extension of D2 zoning in Market North.



# Ch 4. Support Mixed-use Districts

## Implement Haynes Square

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

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

### MULTI-MODAL PLAN UPDATES

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

### PARKS AND RECREATION PLAN UPDATES

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



Figure 51. Booth Park's underwhelming entrance.



Figure 52. Typical character of the gateway.

## Implement Haynes Square

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

## Adopt a South Woodward Gateway Plan

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

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

## Ch 4. Support Mixed-use Districts

### Adopt a South Woodward Gateway Plan



Figure 53. Shared-use alley space concept.

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

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

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

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

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

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

#### Neighborhood Sleeves

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

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



Figure 54. Building with potential for sleeve activation.



# 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.

## Ch 4. Support Mixed-use Districts

### Create a North Woodward Gateway Plan

#### Create a North Woodward Gateway Plan

Both the North and South Woodward Gateways are important opportunities to showcase Birmingham's character, and play an important role in calming traffic entering the city. It is especially important to address southbound traffic speeds, which are influenced by 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 and a study of public property along North Old Woodward. Ahead of a full gateway plan, additional canopy trees should be added to the Woodward median throughout the city.

#### MASTER PLAN ACTIONS

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

#### Keep it Loose in the Rail District

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

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

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

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

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



# Ch 4. Support Mixed-use Districts

## Keep it Loose in the Rail District

### Near-term Conditions

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

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

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

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



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

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

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



Figure 57. Current conditions in the Lower Rail District.



## Ch 4. Support Mixed-use Districts

### Keep it Loose in the Rail District

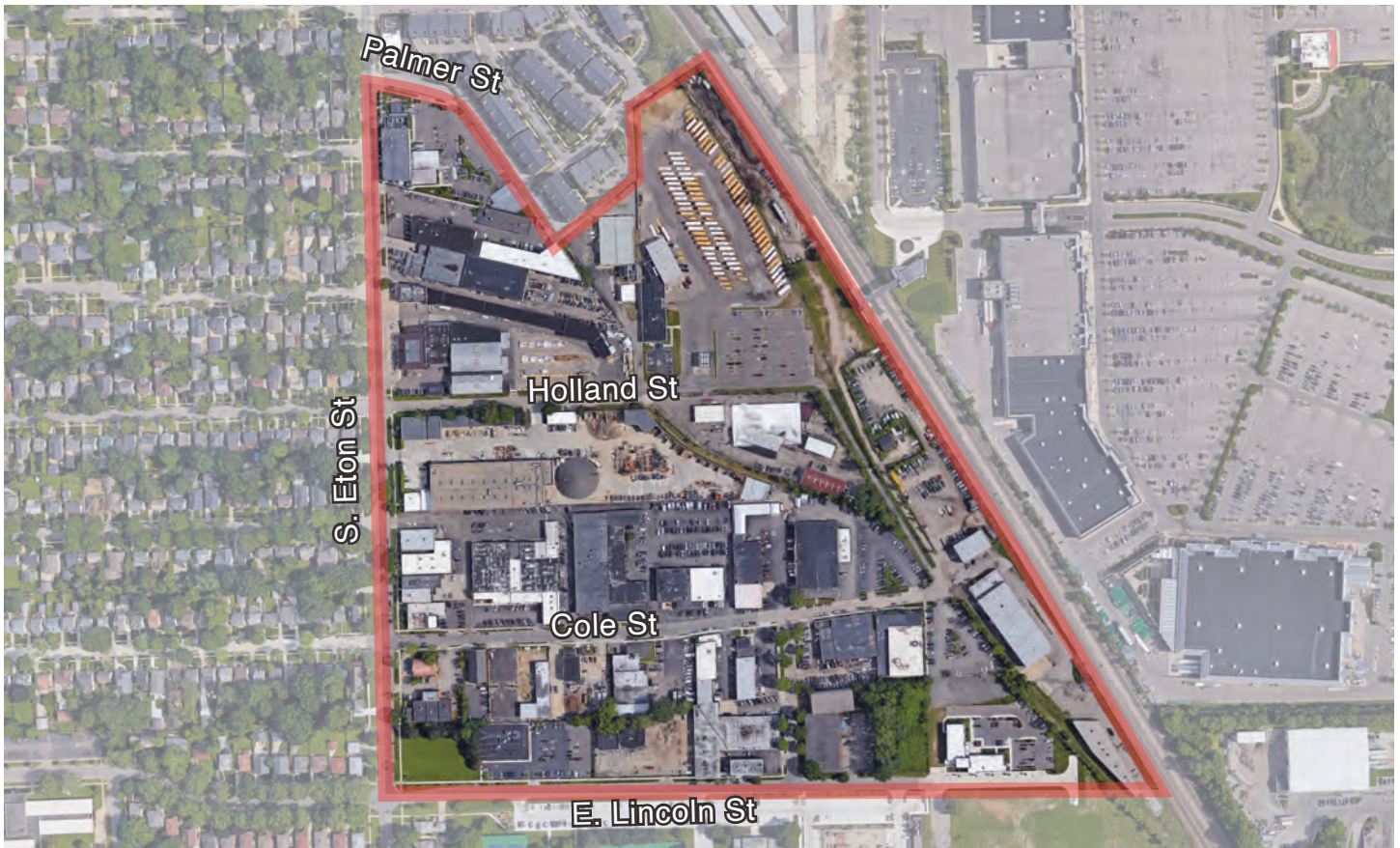


Figure 58. The Lower Rail District.

#### Long-term Conditions

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

Before the district begins to see more intense development,

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

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

# Ch 4. Support Mixed-use Districts

## Keep it Loose in the Rail District

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

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

occupy a portion of a public parking facility in its place.

5. Update the Parks & Recreation Master Plan, including constructing the contemplated linear park and trail along the railroad.

### MASTER PLAN ACTIONS

1. Update the zoning code, including:
  - a. Develop an Overlay Zoning District for the Lower Rail District that permits the existing, but somewhat improved condition to persist for the area south of Palmer Street.
  - b. Modify the MX District to enable the urban development envisioned for the Rail District, consider the following:
    - i. Exempt LA-01 (E) and (F), as is true in Downtown, or at a minimum that plantings in the MX District are only required within the streetscape and within open areas of the property, not based on a minimum number of trees per residential unit.
    - ii. MX District zoning should be carefully analyzed in the future zoning code update due to a potential mismatch between the MX District standards and the characteristics of existing sites, small and large, with and without on-site parking.
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

## Ch 5. Advance Sustainability Practices



# Ch 5. Advance Sustainability Practices

## Create a Sustainability and Climate Action Plan

### Create a Sustainability and Climate Action Plan

To focus on sustainability and the future climate of Birmingham, the city should create a Sustainability and Climate Action Plan. Many 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, however a targeted plan 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 neighboring communities 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. Supporting Rouge River Natural Area improvements.
  - f. Implementing other sustainability focused recommendations of this plan.
  - g. Creating a Hazard Mitigation Plan..
  - h. Increasing 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.

### Advance Building Sustainability 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 green building standards.

# Ch 5. Advance Sustainability Practices

## Expand Recycling and Composting

### MASTER PLAN ACTIONS

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

## Expand Recycling and Composting

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

### MASTER PLAN ACTIONS

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

## Install Green Stormwater Infrastructure in Neighborhood Streets and Parks

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

### MASTER PLAN ACTIONS

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



Figure 60. A segment of the Rouge trail.



# Ch 5. Advance Sustainability Practices

## Improve the Rouge River Natural Area

### Improve the Rouge River Natural Area

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

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

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

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

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

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



Figure 61. A segment of the Rouge trail.

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

# Ch 5. Advance Sustainability Practices

## Implement Plan Actions Supporting Sustainability

### MASTER PLAN ACTIONS

1. Develop and implement a trails and access master plan to improve the Rouge River trails and trail heads. The plan should consider:
  - a. Installing pedestrian linkages to the park's surrounding neighborhoods and commercial districts, including to Quarton Road.
  - b. Securing easements of additional key properties to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.
  - c. Coordinating with Bloomfield and Beverly Hills to expand trail access and connections.
  - d. Installing an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River.
  - e. Expanding the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off.
  - f. Installing bridges, ramps, and other enhancements to enable access by all ages and abilities.
  - g. Installing other amenities such as bicycle racks, lighting, markers, seating, and signage at trail heads, and seating, markers, and interpretive features throughout the trail system.
2. Develop and implement a restoration master plan to restore the Rouge River ecosystem to its natural and sustainable conditions. The plan should consider:
  - a. Retaining environmental scientists to inventory and analyze the Rouge corridor's wildlife, ecology, natural systems, and pollution sources.
  - b. Establishing a phased enhancement time frame to stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species.
  - c. Identifying and mitigating potential pollution or chemical sources, including the existing Springdale snow storage dumping area.
3. Establish a "Friends of the Rouge" foundation to oversee, build support, and raise funding for the park's enhancements. Consider securing corporate or philanthropic funding in exchange for special recognition.
4. Work with other area and regional organizations and communities to improve the quality of the Rouge River watershed.
5. As part of a zoning code overlay, implement policy to ensure that private property construction is 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:** March 3<sup>rd</sup>, 2023

**TO:** Planning Board Members

**FROM:** Brooks Cowan, Senior Planner

**APPROVED:** Nicholas Dupuis, Planning Director

**SUBJECT:** B1 Neighborhood Business Zoning Amendment Application – Study Session 2

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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)

Study Session 1 – February 8<sup>th</sup>, 2023 (Left in report for reference – skip to Study Session 2)

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 or Drink Establishment (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.

#### *Food or Drink Establishment*

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 make a distinction between the different types of uses that have a number of similarities, but do not exactly fit an existing category.

#### *Fast Casual / Cafe*

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.

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.

Study Session 2 – March 8<sup>th</sup>, 2023

On February 8<sup>th</sup>, 2023, the Planning Board first reviewed the proposed changes to the Zoning Ordinance for the B1 Neighborhood Business District. Concerns about parking were expressed, as well as how to distinguish between desired small neighborhood businesses versus generic national chains.

The Planning Board requested that maps be created to highlight the locations of where each proposed use is currently allowed in comparison to the B1 zone areas where they are not allowed. Such maps were created for food or drink establishments, health club / studios, specialty food stores, and boutique uses which are attached following the memo. Uses permitted in the underlying zone are highlighted in light purple, uses permitted by an overlay zone are highlighted

in a dark purple, and uses permitted in a zone requiring a SLUP are highlighted in blue. The attached maps will indicate that "food or drink establishments are permitted in nearly all commercial zones except the O1-Office, TZ-1, and the subject B1. Health club / studio uses are permitted in the B3 zone (S. Old Woodward), the Triangle District, and the Rail District.

In regards to the newly proposed use "fast casual / café", there was discussion that the definition for speciality foods store could be expanded to incorporate indoor dining instead. Doing so could help prevent generic chains from being permitted in the B1 district. The term "fast casual" may incorporate a broad range of food stores, whereas the definition of specialty foods store is more specific in requiring originality and authenticity. An example of updating the specialty food store to include indoor dining could be the following:

*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. **Indoor dining is permitted when 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.***

In regards to food or drink establishments, The Planning Board discussed how different establishments have a broad range of parking demands. The Planning Board wanted to evaluate how other cities addressed parking requirements for such uses.

City staff began researching ways in which other cities classify various restaurant styles for parking. The Urban Land Institute's "Shared Parking – Third Edition" separates food and beverage into four categories:

|                       |                                                  |
|-----------------------|--------------------------------------------------|
| Fine/casual dining    | 17.75 spaces per 1,000 SF of gross leasable area |
| Family restaurant     | 17.4 spaces per 1,000 SF of gross leasable area  |
| Fast casual/fast food | 14.7 spaces per 1,000 SF of gross leasable area  |
| Bar/lounge/nightclub  | 19 spaces per 1,000 SF of gross leasable area    |

The Urban Land Institute's ratios are based on the 85<sup>th</sup> percentile of peak hours for their examined classifications. Such ratios require 1 parking space per 50 to 70 square feet of leasable area. Their studies appear to cover various areas throughout the country, though in staff's opinion, does not appear to classify or cover smaller neighborhood businesses or cafes. This conclusion is from attempting to classify Birmingham businesses such as Canelle Patisserie or Svenska Café within the ULI's categories. City staff recommends that the Planning Board consider a café category.

The following are examples of parking requirements for uses related to food & beverage. City staff has underlined the metric in which different cities use to incorporate area in the parking calculation ratios. Staff sees requirements ranging from 1 per 100 to 1 per 250 of gross floor area in some examples. In cities such as Ithaca, NY and Folsom, CA, the term "assembly space" is used instead of gross floor area. The building code uses assembly space to determine occupancy load of a seating area, and the assembly space is separated from the kitchen space. Mill Creek, WA is

provided as an example of how cities delineate requirements between small and large places which the City of Birmingham used to do.

### **Plymouth, MI**

Restaurant - 1 space per 250 SF in the downtown B2 central business district area.

|                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Establishment for sale and consumption on the premises of beverages, food and refreshments | Outside of the downtown development district: One for each 75 square feet of <u>usable floor area</u> or one for each three persons allowed within the maximum occupancy load as established by local, county or state fire, building or health codes, whichever is greater.                                                                                                            |
|                                                                                            | Within the downtown development district: Effective May 1, 1994: One for each 150 square feet of <u>usable floor space</u> ; and effective January 1, 1997: One for each 75 square feet of usable floor area or one for each three persons allowed within the maximum occupancy load as established by local, county or state fire, building or health codes, whichever is the greater. |

### **Northville, MI**

Restaurant (including restaurants with or without dancing, lounges, bars and entertainment facilities, which provide only seated table service)

One (1) space per one hundred (100) square feet of gross floor area, plus any spaces required for any banquet and meeting rooms.

Restaurant, Family (without a bar or lounge area which provides food delivered to tables or dining counters and only incidental carry-out service).

One (1) space per one hundred (100) square feet of gross floor area plus any spaces required for any banquet or meeting rooms.

Restaurant, Take Out, Fast Food (including drive through and drive-in, providing quickly or previously prepared foods. The patron typically carries the food out or separate indoor or outdoor seating area).

One (1) space per one hundred (100) square feet of gross floor area, plus three (3) stacking spaces per order pickup station, plus spaces for employees of a peak shift, minimum of three (3) spaces.

### **Ithaca, NY**

Bar, tavern or restaurant - 1 per 50 square feet of net floor area of the assembly space

### **Mill Creek, WA**

Restaurants, taverns, cocktail lounges:

(a) if less than 4,000 square feet in gross floor area, one space per 200 square feet of gross floor area; (b) if over 4,000 square feet in gross floor area, 20 spaces plus one additional space per 100 square feet in excess of 4,000 square feet.

### **Folsom, CA**

Eating establishments and bars:

One space per three seats, based on the capacity of fixed and movable seating area as determined under the Uniform Building Code. If located within a shopping center or other mixed-use development which is predominantly retail commercial, the retail commercial parking requirement applies, provided that there are mutual parking agreements and the total cumulative gross floor area of the eating establishment(s) do(es) not exceed ten percent of the gross floor area of the shopping center.

The Planning Board may wish to discuss separating assembly space from kitchen space in parking calculations for food and beverage uses, and/or a different calculation for smaller spaces. Floor plan examples from Canelle Patisserie and Holiday Market Select have been provided as samples. The assembly area for Canelle Patisserie is approximately 550 SF while the entire space is about 1,640 SF. The assembly area for Holiday Market Select is approximately 375 SF while the entire space is about 3,150 SF with remaining areas for groceries and storage.

In regards to health club / studio uses, staff has found a broad range of requirements using either the occupancy load or the gross square footage. Given that this use encapsulates everything from one-on-one physical training sessions to yoga classes with a higher density of patrons, staff recommends the Planning Board discuss and provide direction on ways to regulate the various aspects of this use in a B1 district. The Zoning Ordinance parking ratio is currently 1 per 550 SF, however this requirement appears to be directed at big box gyms. Meanwhile the Urban Land Institute recommends 1 per 175 SF for a Health Club use.

City staff is less concerned about the proposed boutique and bank uses. It appears that clarification and discussion is necessary regarding food or drink establishments, specialty food stores, and the newly proposed fast casual / café uses.

**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.

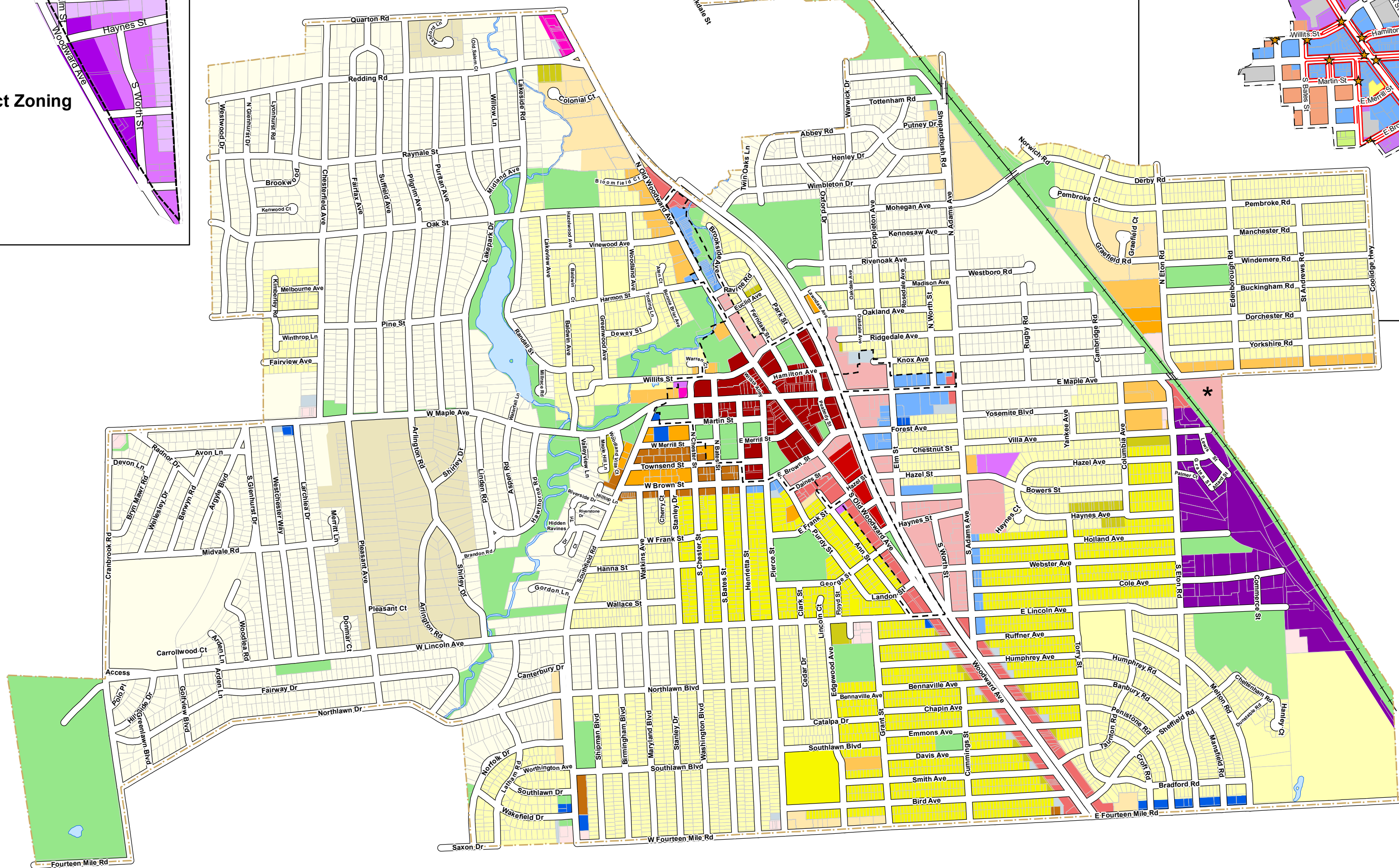
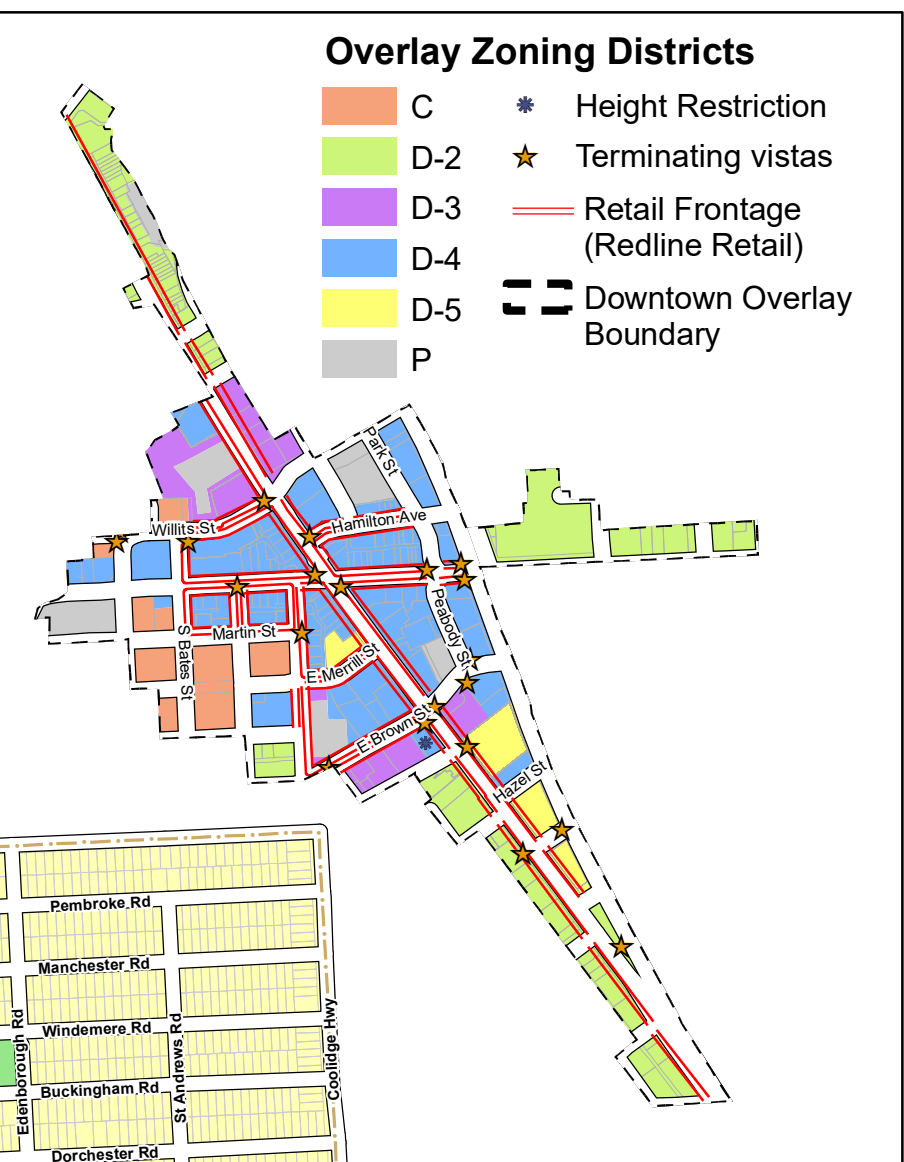
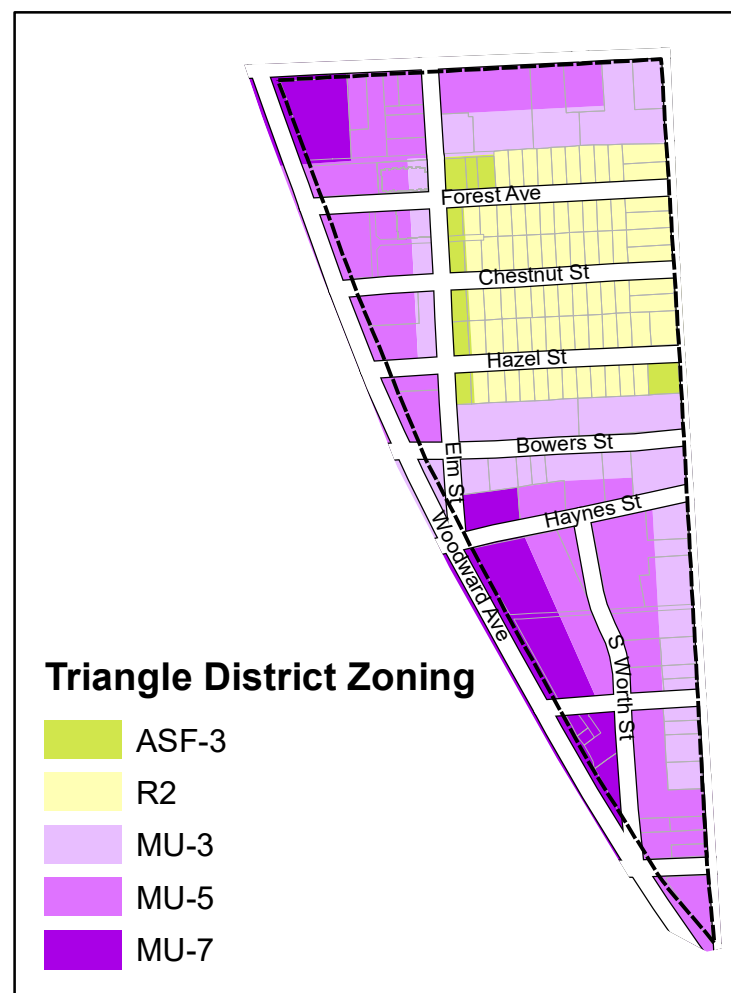


# B1 - Neighborhood Business Zones

 B1 Neighborhood Business Zone







1,500 750 0 1,500 Feet

Coordinate System: State Plane Coordinate System Michigan South Zone 2113 Projection: Lambert Conformal  
 Conic, Units: International Feet, Datum: NAD83  
 Data Sources: Oakland County GIS Utility, City of Birmingham  
 Updated: February 17, 2017



# City Of Birmingham Zoning Map

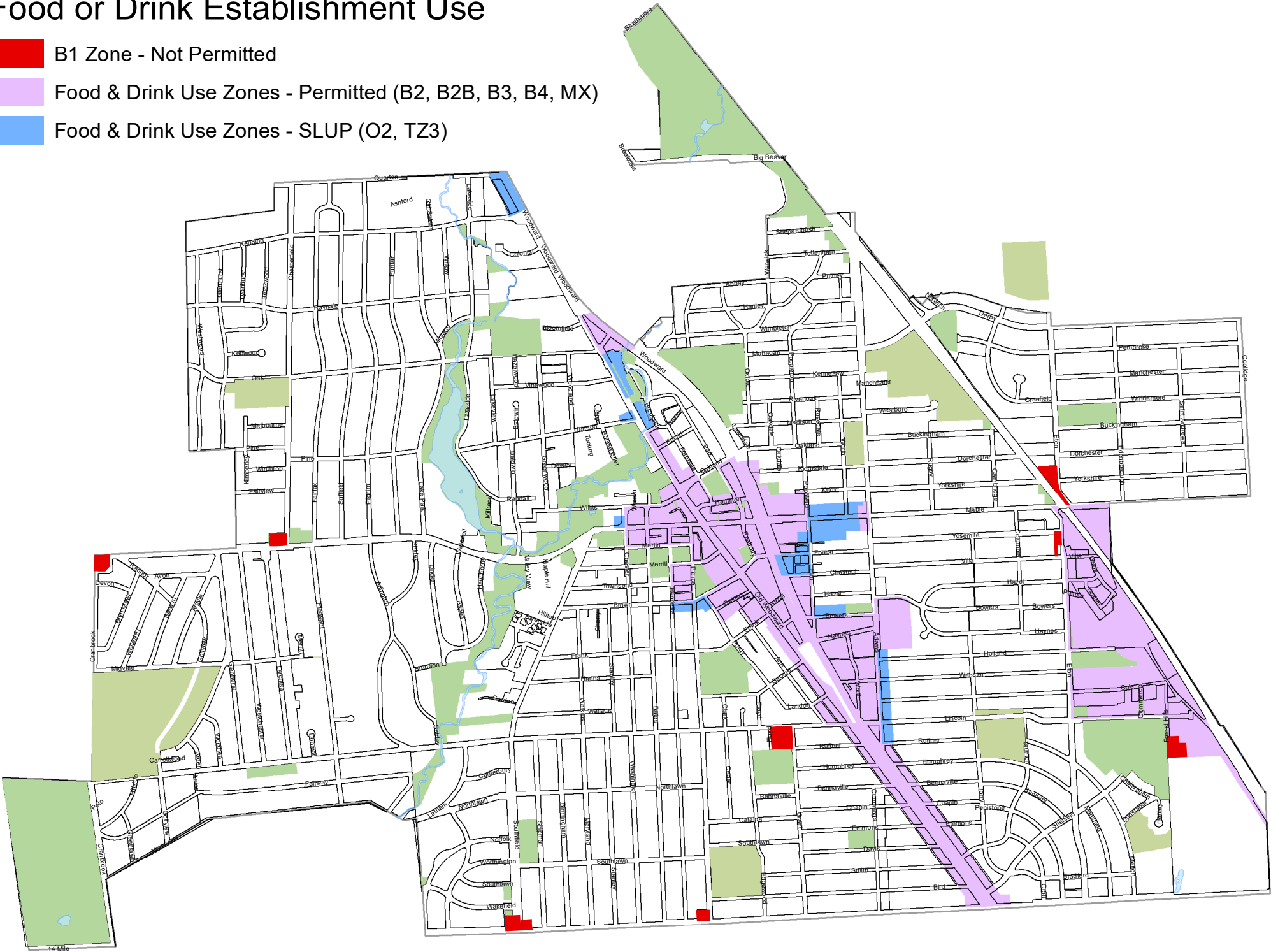
## Zoning Districts

|                                |                                                   |                           |
|--------------------------------|---------------------------------------------------|---------------------------|
| R1 Single-Family Residential   | R7 Multiple-Family Residential                    | B-2B General Business     |
| R1-A Single-Family Residential | R8 Multiple-Family Residential                    | B-3 Office-Residential    |
| R2 Single-Family Residential   | TZ1 Transitional Zoning 1                         | B-4 Business-Residential  |
| R3 Single-Family Residential   | TZ3 Transitional Zoning                           | O-2 Office Commercial     |
| R4 Two-Family Residential      | MX Mixed-Use                                      | O-1 Office                |
| R5 Multiple-Family Residential | B-1 Neighborhood Business                         | P Parking                 |
| R6 Multiple-Family Residential | B-2 General Business                              | PP Public Property        |
|                                | B-2 General Business Limited to Grocery Store Use | Downtown Overlay Boundary |



# Food or Drink Establishment Use

- B1 Zone - Not Permitted
- Food & Drink Use Zones - Permitted (B2, B2B, B3, B4, MX)
- Food & Drink Use Zones - SLUP (O2, TZ3)

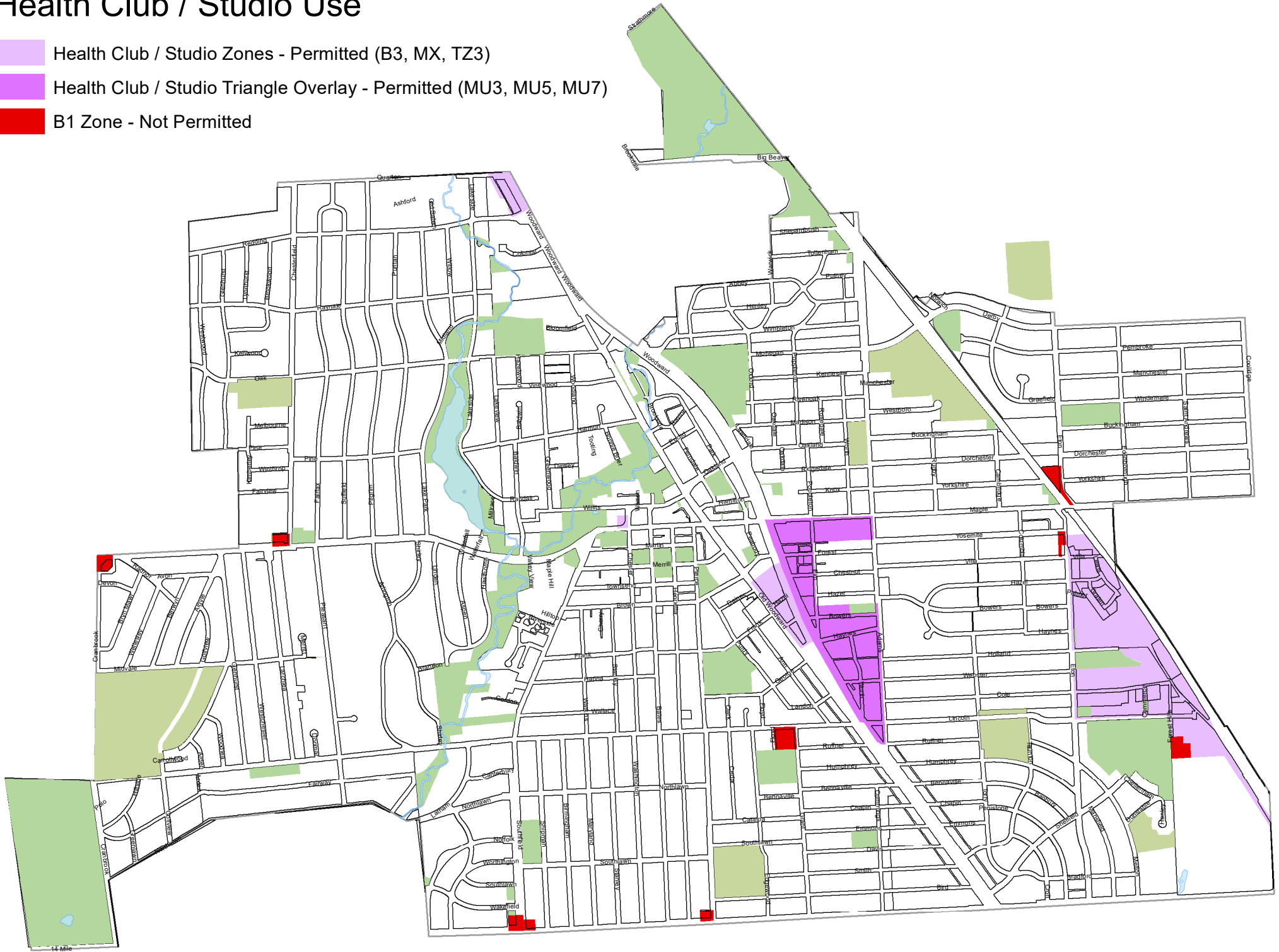


# Health Club / Studio Use

Health Club / Studio Zones - Permitted (B3, MX, TZ3)

Health Club / Studio Triangle Overlay - Permitted (MU3, MU5, MU7)

B1 Zone - Not Permitted





# Specialty Foods Stores

- Specialty Food Store - Permitted (O2, MX)
- Specialty Food Store - SLUP (TZ3)
- B1 Zone - Not Permitted



# Boutique Use

- Boutique - Permitted (O2, MX)
- Boutique - SLUP (TZ3)
- B1 Zone - Not Permitted



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. 14 Mile and Pierce



# **CASE DESCRIPTION**

**1740 W Maple (21-40)**

**Hearing date: September 14, 2021**

**Appeal No. 21-40:** The owner of the property known 1740 W Maple, requests to appeal a use interpretation of the Building Official regarding indoor seating for a bakery in a B1 Neighborhood Business zone.

## **Staff Notes:**

After a recent expansion of the Holiday Market, the appellant inquired about adding indoor seating in a bakery section of the existing grocery store. The question was brought to the Building Official to determine if indoor dining would be a permitted use in a B1 Zoning District. The Building Official ruled that it would not and the appellant is appealing that decision.

The decision that indoor dining is not permitted in a B1 district was made after reviewing the district intent and the permitted uses in that district compared to other districts. The intent of the B1 District as stated in the Zoning Ordinance is to allow only uses necessary to satisfy basic shopping and/or service needs for adjacent residential areas which are not related to the shopping pattern of the general business district. In accordance with Section 1.13 of the Zoning Ordinance, any use not specifically listed as permitted in each district is considered non-permitted. The uses permitted in B1 as listed in Section 2.27 of the Zoning Ordinance would not include indoor seating for dining purposes that are typically found in other zones closer to the general shopping district. As you get closer to the downtown, the B2, B2B, B2C, and B4 Zoning Districts all permit food and drink establishments and delicatessens that would have indoor seating.

The appellant questioned how Cannelle Patisserie located at 159 N. Eton in a B1 zoned district was approved with indoor seating. It appears an oversight by staff was made when Cannelle Patisserie was approved with indoor seating for dining purposes.

This property is zoned B1.

---

Bruce Johnson  
Building Official



# 1740 W MAPLE MAP



**CITY OF BIRMINGHAM**  
**Community Development - Building Department**  
**151 Martin Street, Birmingham, MI 48009**  
**Community Development: 248-530-1850**  
**Fax: 248-530-1290 / [www.bhamgov.org](http://www.bhamgov.org)**

**APPLICATION FOR THE BOARD OF ZONING APPEALS**

Application Date: 7/14/2021

Hearing Date: 9-14-21

Received By: BM

Appeal #: 21-40

|                   |                                                             |                                      |                                            |                               |                                       |
|-------------------|-------------------------------------------------------------|--------------------------------------|--------------------------------------------|-------------------------------|---------------------------------------|
| Type of Variance: | <input checked="" type="checkbox"/> Interpretation <b>X</b> | <input type="checkbox"/> Dimensional | <input type="checkbox"/> Land Use <b>X</b> | <input type="checkbox"/> Sign | <input type="checkbox"/> Admin Review |
|-------------------|-------------------------------------------------------------|--------------------------------------|--------------------------------------------|-------------------------------|---------------------------------------|

**I. PROPERTY INFORMATION:**

|                                             |             |                 |
|---------------------------------------------|-------------|-----------------|
| Address: 1740 W MAPLE, BIRMINGHAM, MI 48009 | Lot Number: | Sidwell Number: |
|---------------------------------------------|-------------|-----------------|

**II. OWNER INFORMATION:**

|                                   |                  |                     |                 |
|-----------------------------------|------------------|---------------------|-----------------|
| Name: Jerry Mills                 |                  |                     |                 |
| Address: 737 Kensington Lane      | City: Bloomfield | State: MI           | Zip code: 48304 |
| Email: <u>jerry@millsplls.com</u> |                  | Phone: 248-421-1101 |                 |

**III. PETITIONER INFORMATION:**

|                                      |                  |                                                   |                 |
|--------------------------------------|------------------|---------------------------------------------------|-----------------|
| Name: Jason Krieger                  |                  | Firm/Company Name: Krieger Klatt Architects, Inc. |                 |
| Address: 2120 E. 11 Mile Road        | City: Southfield | State: MI                                         | Zip code: 48067 |
| Email: <u>jason@kriegerklatt.com</u> |                  | Phone: 248-414-9270                               |                 |

**IV. GENERAL INFORMATION:**

The Board of Zoning Appeals typically meets the second Tuesday of each month. Applications along with supporting documents must be submitted on or before the 12<sup>th</sup> day of the month preceding the next regular meeting. Please note that incomplete applications will not be accepted.

To insure complete applications are provided, appellants must schedule a pre-application meeting with the Building Official, Assistant Building Official and/or City Planner for a preliminary discussion of their request and the documents that will be required to be submitted. Staff will explain how all requested variances must be highlighted on the survey, site plan and construction plans. Each variance request must be clearly shown on the survey and plans including a table as shown in the example below. All dimensions to be shown in feet measured to the second decimal point.

The BZA application fee is \$360.00 for single family residential; \$560.00 for all others. This amount includes a fee for a public notice sign which must be posted at the property at least 15-days prior to the scheduled hearing date.

| Variance Chart Example    |            |            |            |                 |
|---------------------------|------------|------------|------------|-----------------|
| Requested Variances       | Required   | Existing   | Proposed   | Variance Amount |
| Variance A, Front Setback | 25.00 Feet | 23.50 Feet | 23.50 Feet | 1.50 Feet       |
| Variance B, Height        | 30.00 Feet | 30.25 Feet | 30.25 Feet | 0.25 Feet       |

**V. REQUIRED INFORMATION CHECKLIST:**

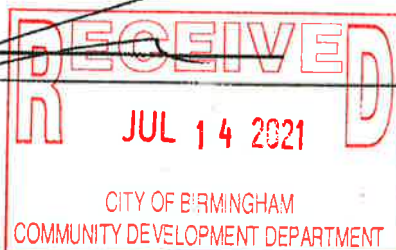
- One original and nine copies of the signed application
- One original and nine copies of the signed letter of practical difficulty and/or hardship
- One original and nine copies of the certified survey
- 10 folded copies of site plan and building plans including existing and proposed floor plans and elevations
- If appealing a board decision, 10 copies of the minutes from any previous Planning, HDC, or DRB board meeting

**VI. APPLICANT SIGNATURE**

By signing this application, I agree to conform to all applicable laws of the City of Birmingham. All information submitted on this application is accurate to the best of my knowledge. Changes to the plans are not allowed without approval from the Building Official or City Planner.  
 \*By providing your email to the City, you agree to receive news and notifications from the City. If you do not wish to receive these messages, you may unsubscribe at any time.

Signature of Owner: [Signature] Date: 7/19/2021

Signature of Petitioner: [Signature] Date: 7/14/2021



**krieger klatt**  
ARCHITECTS  
architecture interiors consulting

July 21st, 2021

City of Birmingham Board of Zoning Appeals  
151 Martin Street, P.O. Box 3001  
Birmingham, Michigan 48012

Re: #Holiday Market Select – 1740 W Maple Rd., Birmingham, MI 48009

Hello Board of Zoning Appeals Members,

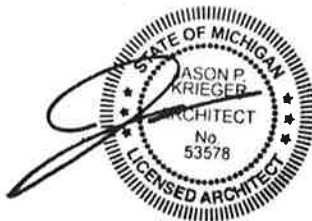
We are appealing the decision of the Building Official, regarding the addition of indoor seating in the Holiday Market Select at 1740 W Maple Road. The building department's belief is that this is not a permitted use within this zoning district. We believe the origin of this determination is that restaurants are not allowed within this zoning district. Our opinion is that this is not a restaurant, but rather a bakery. It is common for bakeries to have small seating areas where patrons can enjoy freshly bought products. This is seen in other establishments like Tim Hortons, Kroger, Holiday Market in Royal Oak, Bread and even Cannelle Patisserie which is located in Birmingham.

Cannelle's is located at 159 N Eton Street. This business is in the same zoning district and matches the intent of the indoor seating for Holiday Market Select. Within Cannelle Patisserie there is movable seating in the interior and exterior. That allows patrons who buy baked goods from the business to sit down and eat. The same goal is in mind at Holiday Market. This establishment will not be serviced by wait staff as this is not a restaurant. There is also no cooking equipment in the store or anything that would qualify Holiday Market as a commercial kitchen. The store will only have warming equipment that is typical for a market.

Based on this example of a similar business within a B1 district, the Holiday Market Select would match the intent of the zoning code and provide a valuable and community-enriching addition to the City of Birmingham. Attached to this you will find plans for the development of the interior of the store as well as a site plan.

Thank you,

Jason Krieger  
Principal  
Krieger Klatt Architects , Inc.





## CASE STUDY



**CANELLE PATISSERIE**  
159 N ETON ST, BIRMINGHAM, MI 48009







719 Griswold St. • Suite 270 • Detroit, Michigan 48226  
P: 313-859-6000 F: 313-859-8888 www.daltontomich.com

September 3, 2021

City of Birmingham Board of Zoning Appeals  
151 Martin Street, P.O. Box 3001  
Birmingham, Michigan 48012

Re: Holiday Market Select – 1740 W Maple Rd., Birmingham, MI 48009

Dear Board Members,

My firm represents the Holiday Market Select (HMS) located at 1740 W. Maple Road. This correspondence is submitted as a supplement to HMS's appeal regarding the addition of indoor seating in our Birmingham location. Please include this letter in the official record for this application. For the reasons below, HMS respectfully asserts that our proposed indoor seating falls comfortably within the spirit and intent of the B1 zoning ordinance.

#### **Background Facts**

Holiday Market Select is a true neighborhood market where the gourmet experience is front and center. It caters to busy, time-strapped people who want the best for themselves and their families. To this end, HMS desires to place indoor seating in its W. Maple Road location to enhance the customer experience. This indoor seating would allow for customers to enjoy a quick bite to eat while shopping. The seating area would enhance the community experience at HMS.

HMS is located in the B1 Zoning District. The City Building Department has concluded that HMS's indoor seating is not a permitted use within the B1 Zoning District. HMS strongly disagrees with this conclusion. Therefore, HMS submits this appeal of the Building Department's decision.

#### **Analysis**

Under Section 8.01(F)(1) of the Birmingham Zoning Ordinance:

- a. The Board of Zoning Appeals shall hear and decide appeals from and review any order, requirement, decision or determination made by an administrative official charged with the enforcement of the Zoning Ordinance.
- b. It may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from and shall make such order, requirement,

decision or determination as in its opinion ought to be made in the situation, and to that end shall have all the powers of the officer from whom the appeal is taken.

In this case, HMS requests a reversal of the decision regarding HMS's proposed indoor seating.

As the Board is aware, The B1 District is governed by Section 2.27 of the Zoning Ordinance. According to the Zoning Ordinance, the B1 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."

Under the Zoning Ordinance, permitted uses in the B1 District include:

- community center
- government office
- government use
- religious institution
- school - private
- school - public
- social club
- recreational club
- swimming pool – semiprivate
- bakery
- barber shop/beauty salon
- drugstore
- dry cleaning
- grocery store
- hardware store
- neighborhood convenience store
- office
- shoe store/shoe repair
- tailor

Additionally, "outdoor cafes" are permitted as an accessory use, and "alcoholic beverage sales (on-premise consumption)" are allowed as a special land use. The Zoning Ordinance does not include a specific definition of "indoor dining" or "indoor seating."

Many of the uses permitted in the B1 District often include indoor seating for dining. For example, schools and social clubs nearly always have a cafeteria for dining. Government offices frequently have a small dining area for employees. Indoor dining areas are also common in bakeries. Finally, many religious institutions have a "fellowship hall" where meals or refreshments are served.

It is apparent that indoor seating for dining is contemplated within the B1 District when it is incidental to a permitted use.

In the zoning districts which permit bistros, restaurants, etc., the Zoning Ordinance does not specifically permit indoor seating for dining. To disallow indoor seated dining in every district

where it is not specifically permitted would result in banning the use from the entirety of the city. This is certainly not the result intended by the Zoning Ordinance.

By way of example, there is already at least one business in the B1 Zoning District which is successfully utilizing indoor seating for dining. Cannelle Patisserie, located at 159 N. Eton St., offers indoor seating for dining in a manner very similar to what HMS proposes. There have been no ill effects of this use. On the contrary, publicly available reviews indicate that the indoor seating area is viewed as a positive element.

Similar to Cannelle Patisserie, HMS proposes movable casual-style seating which caters to customers who will enjoy a quick bite rather than a full meal. The seating will be easily movable and consistent with "the convenience of shopping." HMS's proposed use is consistent with the objectives of the B1 Zoning District and is consistent with existing uses. Further, approval of HMS's proposed use would prevent inconsistent enforcement of the Zoning Ordinance within the B1 District.

### **Conclusion**

In sum, HMS's proposed indoor seating should be approved. It is consistent with the spirit and intent of the B1 Zoning District. It is also consistent with existing uses in the B1 Zoning District. Therefore, HMS respectfully requests a decision in its favor and consistent with the authority cited herein.

Very truly yours,

**DALTON & TOMICH, PLC**

*/s/ Daniel P. Dalton*

Daniel P. Dalton

DPD/ljo







BAKERY SEATING

APRIL 28, 2021





EXISTING PHOTOS

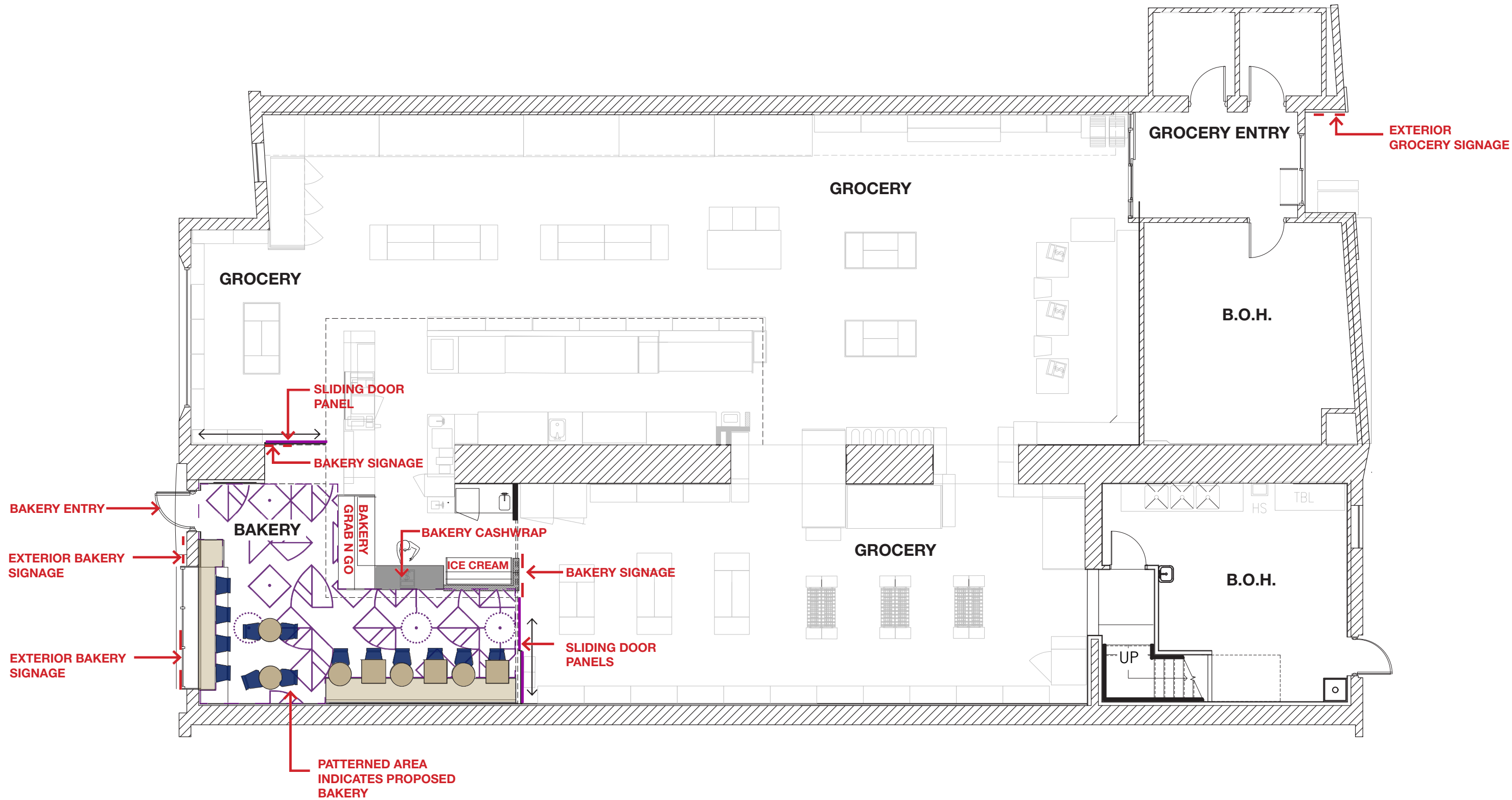


NOTE: EQUIPMENT SHOWN IS FOR DESIGN INTENT ONLY. COORDINATE ALL EQUIPMENT WITH ARCHITECT AND EQUIPMENT SUPPLIER. (TYP.)

NOTE: CEILING HEIGHTS ARE BASED ON AN ASSUMED 10'-6". DIMENSIONS TO BE VERIFIED. IF DIFFERENT CONTACT STUDIO H2G (TYP.)

NOTE: DIMENSIONS ARE FOR DESIGN PURPOSES ONLY (V.I.F.) SEE ARCHITECTURAL DRAWINGS. VERIFY EQUIP SIZES BEFORE STARTING ANY CONSTRUCTION

NOTE: DRAWINGS ARE FOR DESIGN PURPOSES ONLY. SEE ARCHITECT AND ENGINEERS DRAWINGS FOR NOTES DIMENSIONS AND DETAILS (TYP.)



FLOOR PLAN  
N.T.S. (NOT TO SCALE)



RENDERED VIEW- BAKERY ENTRANCE

EXTERIOR SIGN & LOGO TO BE ATTACHED TO EXISTING FACADE:

BLACK BACKER WITH WHITE "HM" LOGO TEXT SIZE TO BE V.I.F.

"BAKERY" TEXT TO BE APPROX. 12" H X 1" THICK DIMENSIONAL LETTERS, FINISH TO BE WHITE V.I.F. FONT: OFFICINA SANS STANDARD BOOK



PIN MOUNT LETTERS TO BE ATTACHED TO EXISTING FACE:

3.5" H X .25" THICK, FINISH TO BE WHITE, ATTACHED TO FACADE USING SPACERS TO ALLOW LETTERS TO STAND OFF THE WALL FONT: OFFICINA SANS STANDARD BOOK





RENDERED VIEW- GROCERY ENTRANCE



PIN MOUNT LETTERS TO BE ATTACHED TO EXISTING FACE:  
3.5" H X .25" THICK, FINISH TO BE WHITE,  
ATTACHED TO FACADE USING SPACERS TO  
ALLOW LETTERS TO STAND OFF THE WALL  
FONT: OFFICINA SANS STANDARD BOOK





RENDERED VIEW





RENDERED VIEW





RENDERED VIEW





RENDERED VIEW





DASHED LINES REPRESENT SUN SAILS ABOVE, TO BE FAB2 AND FAB3, FABRICATED BY AWNING VENDOR (TYPICAL)

EXISTING WALL TO RECEIVE VERTICALLY HUNG FESTOON LIGHTS, L1

BUILT IN BENCH WITH PLANTER, TO BE EXTERIOR GRADE FINISHED WOOD TO MATCH W1, SEAT CUSHION TO BE FAB1

EXISTING FRONT ENTRY DOOR

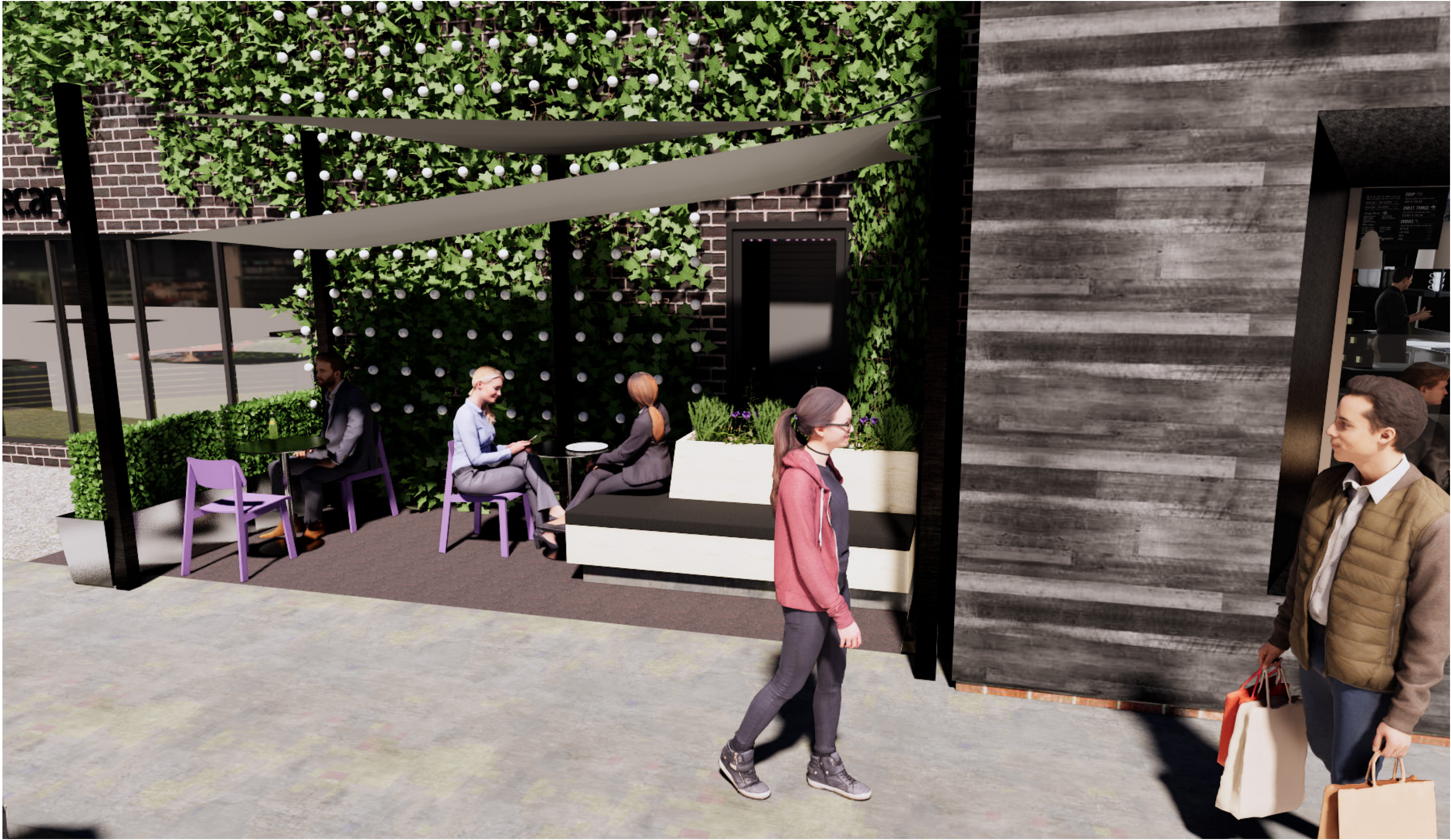
EXTERIOR SEATING PLAN (NTS- NOT TO SCALE)





RENDERED VIEW (EXTERIOR SEATING)





RENDERED VIEW (EXTERIOR SEATING)





RENDERED VIEW (EXTERIOR SEATING)





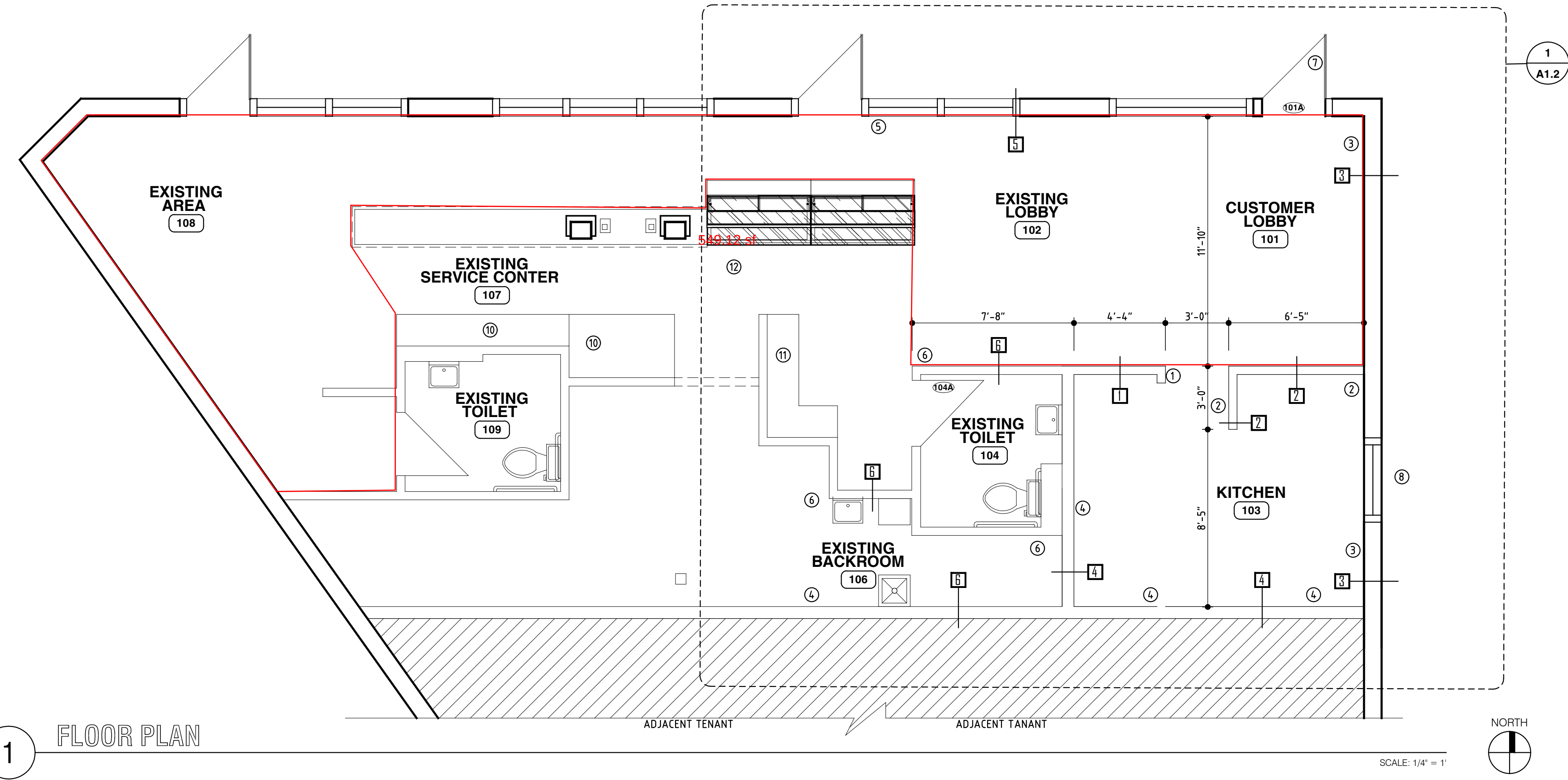
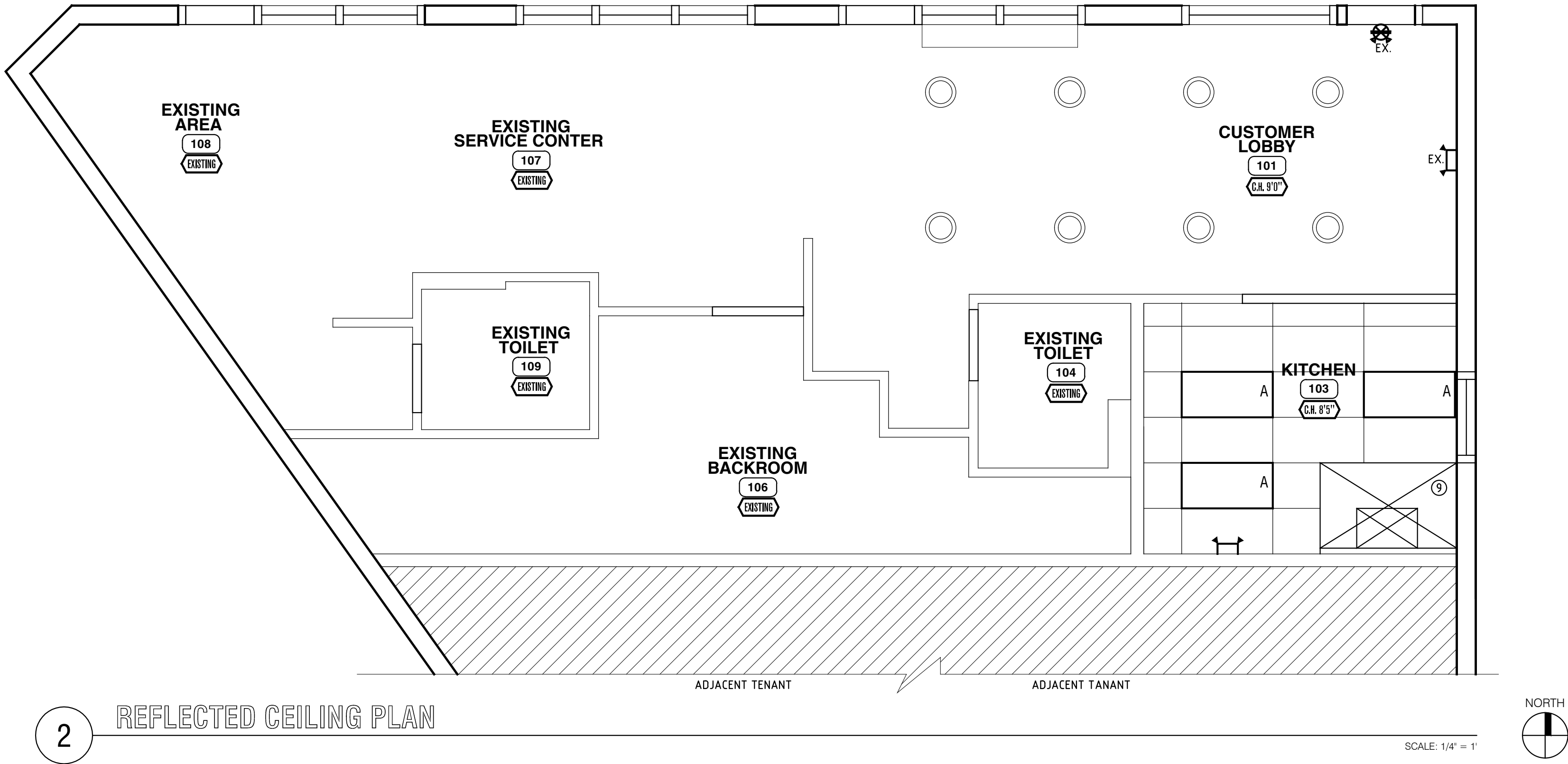
RENDERED VIEW (EXTERIOR SEATING)



*Thank You.*



2299 E Lincoln Birmingham, MI 48009 USA  
+1 248.671.4640 [www.studioH2G.com](http://www.studioH2G.com)



| DIMENSIONS                     |                        |
|--------------------------------|------------------------|
| NEW INTERIOR PARTITIONS:       | GYP. BD. TO GYP. BD.   |
| EXISTING CMU & DEMISING WALLS: | FACE OF MASONRY / STUD |

| PLAN LEGEND |                                                        |
|-------------|--------------------------------------------------------|
|             | EXISTING WALL - TO REMAIN<br>SEE ASSEMBLY TYPES        |
|             | NEW WALL<br>SEE ASSEMBLY TYPES                         |
|             | EXISTING DOOR & FRAME - TO REMAIN<br>SEE DOOR SCHEDULE |
|             | NEW DOOR<br>SEE DOOR SCHEDULE                          |

| CEILING LEGEND |                                                        |
|----------------|--------------------------------------------------------|
|                | LAY-IN CEILING TILE<br>SEE FINISH SCHEDULE             |
|                | NEW 2x4 SUSPENDED CEILING GRID<br>LAY-IN LIGHT FIXTURE |
|                | WALL MOUNTED<br>EMERGENCY LIGHT FIXTURE                |
|                | EXIT SIGN WITH EMERGENCY LIGHT                         |
|                | PENDANT LIGHT TO MATCH EXISTING                        |
|                | RECESSED CAN LIGHTS                                    |

| ASSEMBLY TYPE |                                                                                              |              |
|---------------|----------------------------------------------------------------------------------------------|--------------|
| MARK          | DESCRIPTION                                                                                  | DETAIL       |
| 1             | TYP. INTERIOR PARTITION<br>W/ NEW FINISH<br>GYP + 3-5/8" MTL STUD<br>TYP. INTERIOR PARTITION | 1/A6.1       |
| 2             | W/ NEW FINISH WALL HEIGHT<br>5'-0"GYP + 3-5/8" MTL STUD                                      | 1/A6.1       |
| 3             | EX. EXTERIOR WALL<br>FIELD VERIFY + REBAR AS REQ'D                                           | 2/A6.1       |
| 4             | EXIST. DEMISING W/ NEW FINISH<br>FIELD VERIFY & REPAIR AS REQ'D                              | 3/A6.1       |
| 5             | EX. STORE FRONT GLAZING SYSTEM<br>FIELD VERIFY & REPAIR AS REQ'D                             | 4/A6.1       |
| 6             | EX. INTERIOR PARTITION TO REMAIN<br>FIELD VERIFY & REPAIR AS REQ'D                           | NO<br>DETAIL |
| 7             | -                                                                                            | -            |

| KEY NOTES |                                                                                        |
|-----------|----------------------------------------------------------------------------------------|
| 1         | TYP. INTERIOR PARTITION W/ NEW FINISH<br>SEE ASSEMBLY TYPES & FINISH SCHEDULE          |
| 2         | TYP. 5'-0" INTERIOR PARTITION W/ NEW<br>FINISH SEE ASSEMBLY TYPES & FINISH<br>SCHEDULE |
| 3         | EXISTING EXTERIOR WALL W/ NEW FINISH<br>SEE ASSEMBLY TYPES & FINISH SCHEDULE           |
| 4         | EXISTING DEMISING WALL W/ NEW FINISH<br>SEE ASSEMBLY TYPES & FINISH SCHEDULE           |
| 5         | EXISTING STORE FRONT GLAZING SYSTEM<br>SEE ASSEMBLY TYPES & FINISH SCHEDULE            |
| 6         | EXISTING INTERIOR PARTITION TO REMAIN<br>SEE ASSEMBLY TYPES & FINISH SCHEDULE          |
| 7         | EXISTING STORE FRONT DOOR TO REMAIN                                                    |
| 8         | NEW 3'-0" X 5'-0" EXPO. WINDOW<br>SEE ENLARGED ELEVATIONS                              |
| 9         | NEW HOOD VENT<br>SEE EQUIPMENT PLAN & SCHEDULE                                         |
| 10        | EXISTING BREAD & BAKED GOOD DISPLAY TO<br>REMAIN                                       |
| 11        | EXISTING ESPRESSO COUNTER                                                              |
| 12        | EXISTING REFRIGERATED PASTRY DISPLAY                                                   |

| REVISION #1:                |                                                              |
|-----------------------------|--------------------------------------------------------------|
| PER BLDG DEPT. - REVIEW #1: | REVISED PLANS TO SHOW FULL LAYOUT OF<br>EXISTING BAKERY. PER |

3300 AUBURN RD., SUITE 300  
AUBURN HILLS, MI 48326  
T:248.601.4422 F:248.453.5854  
WWW.DESIGNHAUS.COM  
INFO@DESIGNHAUS.COM

EST 1998

DESIGNHAUS ARCHITECTURE

|                |          |
|----------------|----------|
| Revision #1    | 10.20.21 |
| Permits        | 08.20.21 |
| Revision/Issue | Date     |

PETER M. STUHLREYER  
ARCHITECT  
4400  
LICENSED ARCHITECT

Cannelle Bakery Addition  
159 N. Eton St.  
Birmingham, MI 48009

First Floor & Reflected Ceiling Plan

021103

A1.1

Michael R. Vogt  
T (248) 530-6335  
F (248) 530-9173  
Email: MVogt@ClarkHill.com

Clark Hill PLC  
151 S. Old Woodward Ave., Ste 200  
Birmingham, MI 48009  
T (248) 642-9692  
F (248) 530-9173

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
  - 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 Grant**
  - 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.





## MEMORANDUM

Planning Division

**DATE:** March 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. New information/updates provided in **bold blue text**.

### 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 – Approved by the City Commission on February 27, 2023.**
- **34350 Woodward – Fred Lavery Porsche – Public Hearing set at the City Commission for March 13, 2023.**

## **Ordinance Amendments/Master Planning**

- **Outdoor Dining Ordinance – Public Hearing has been tabled to give staff time to research and provide new language regarding amortization/sunset.**

## **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.
- **185 Oakland – Belfor – A design review application was submitted for a complete new façade on the existing 3-story commercial building.**
- **33680 Woodward – Petrucci Studio – New façade on existing commercial building.**
- **Historic District Design Guidelines – The final deliverable will be reviewed by the HDC on March 15, 2023.**
- **Citywide Wayfinding and Signage Design Program Update – Consultant selected (Corbin Design Group). Kickoff meeting has been had, next steps are public input and tour.**
- **Ad Hoc Environmental Sustainability Committee – Now accepting applications, due by March 22.**
- **Eton St. Bike Lane Study – After the bike lane pilot on Eton, MMTB is studying a new design as a part of a resurfacing project that is planned for 2023.**

# ADMIN APPROVAL - PB

| App Date   | Case #     | Scope of Work                                                                                                                                                                                                                                                                                                                                                                             | Property Address   | Status               |
|------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------|
| 12/29/2022 | PAA22-0144 | New temporary wood fence around vacant lot adjacent to Hunter House Hamburgers.<br><br>Fence height - roughly 3 ft.<br>Fence construction - 4x4 posts and 2x4 rails<br><br>Applicant submitted plans demonstrating that vehicular circulation to the curb cut on Hamilton Row will not be obstructed.<br><br>In addition, a gate will be provided on Hamilton Row for access to the site. | 35001 WOODWARD AVE | COMPLETED - APPROVED |
| 02/06/2023 | PAA23-0010 | Facade material finish change from painted block to corrugated metal paneling on select portions of the building                                                                                                                                                                                                                                                                          | 2159 E LINCOLN AVE | IN PROGRESS          |
| 02/27/2023 | PAA23-0013 | Approval of changes from final site plan to building permit. Minor floor plan changes, site changes, landscaping, and elevation changes                                                                                                                                                                                                                                                   | 707 S WORTH        | IN PROGRESS          |

Total Processes For Type:

3





**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
  - 1. ~~34952 Woodward & 690 E. Maple – Request for Community Impact Study Review for new 6-9 story mixed-use development~~
- 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. ~~34952 Woodward & 690 E. Maple – Request for Preliminary Site Plan Review for new 6-9 story mixed-use development~~
  - 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)**
- J.** Study Session
- K.** Miscellaneous Business and Communications:
  - 1. Pre-Application Discussions
    - i. **380 S. Bates – Community House**
    - ii. **34952 Woodward & 690 E. Maple**
  - 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 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 día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).



**AGENDA**  
**REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD**  
**WEDNESDAY APRIL 12, 2023 – 7:30 PM**  
**151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI\***

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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 22, 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. **B1 Zoning District – Commercial Permitted Uses Study Session**
- K.** Miscellaneous Business and Communications:
  - 1. Pre-Application Discussions
  - 2. Communications
    - i. **Project Updates**
  - 3. Administrative Approval Correspondence
    - i. **March 17, 2023 – April 7, 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

---

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## 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.                                                                   | <input checked="" type="checkbox"/> | Ongoing                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B1 Neighborhood Business Uses | Consider adding additional commercial permitted uses in the B1 zone.                                     | <input checked="" type="checkbox"/> | 1 <sup>st</sup> (January-March)    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Mixed Use Requirements        | Consider changing the requirements for mixed use in the Triangle District.                               | <input type="checkbox"/>            | 1 <sup>st</sup> (January-March)    | <input type="checkbox"/>            | <input type="checkbox"/> |
| Impervious Surface Definition | Clarify definition to promote the infiltration of storm water.                                           | <input type="checkbox"/>            | 2 <sup>nd</sup> (April-June)       | <input type="checkbox"/>            | <input type="checkbox"/> |
| Lighting Standards            | Review lighting standards and study residential districts to reduce light pollution and nuisance.        | <input type="checkbox"/>            | 2 <sup>nd</sup> (April-June)       | <input type="checkbox"/>            | <input type="checkbox"/> |
| Health Club/Studio Use        | Consider allowing health/fitness type activities in more areas of the City.                              | <input type="checkbox"/>            | 3 <sup>rd</sup> (July-September)   | <input type="checkbox"/>            | <input type="checkbox"/> |
| Dumpster Enclosures           | Expand the materials permitted/not permitted in dumpster enclosures.                                     | <input type="checkbox"/>            | 3 <sup>rd</sup> (July-September)   | <input type="checkbox"/>            | <input type="checkbox"/> |
| Definitions                   | Revisit key definitions to address any challenges presented and clean up verbiage to aid Planning Staff. | <input type="checkbox"/>            | 4 <sup>th</sup> (October-December) | <input type="checkbox"/>            | <input type="checkbox"/> |

## Next Up...

| Topic                 | General Goals                                                                                 | City Commission Directive? | Quarter | Status                   |                          |
|-----------------------|-----------------------------------------------------------------------------------------------|----------------------------|---------|--------------------------|--------------------------|
|                       |                                                                                               |                            |         | In Progress              | Complete                 |
| Public Project Review | Place on joint meeting agenda to express concerns over the review process of public projects. | <input type="checkbox"/>   | -       | <input type="checkbox"/> | <input type="checkbox"/> |