



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY JANUARY 24, 2024 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI *

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

- A. Roll Call
- B. Review and Approval of the Minutes of the Regular Meeting of **January 10, 2024**
- C. Chairpersons' Comments
- D. Review of the Agenda
- E. Meeting Open to the Public for Items Not on the Printed Agenda
- F. Unfinished Business
- G. Rezoning Applications
- H. Community Impact Studies
- I. Special Land Use Permits
- J. Site Plan & Design Reviews
 - 1. **720 S. Adams – Request for Preliminary Site Plan Review for New 5-Story Mixed-Use Building in the Triangle District (Postponed from December 13, 2023)**
 - 2. **295 Elm – Forest Townhouses – Request for Final Site Plan and Design Review for New Single-Family Attached Development in the Triangle District**
 - 3. **294 E. Brown – Brown St. Mixed-Use – Request for Design Review for Changes to Building Facade**
- K. Study Session
 - 1. **The Birmingham Plan 2040 – Prioritization of Key Actions**
- L. Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - i. **479 S. Old Woodward – Tandem Parking**
 - 2. Communications
 - i. **Project Updates**
 - 3. Administrative Approval Correspondence
 - i. **January 5, 2024 – January 19, 2024**
 - 4. Draft Agenda – **February 28, 2024**
 - 5. Action List – **2023/2024**
 - 6. Other Business
- M. Planning Division Action Items
 - 1. Staff Report on Previous Requests
 - 2. Additional Items from Tonight's Meeting
- N. Adjournment

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

Link to Access Virtual Meeting: <https://zoom.us/j/111656967>
Telephone Meeting Access: 877-853-5247 US Toll-Free
Meeting ID Code: 111656967

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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
January 10, 2024
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on January 10, 2024. The meeting was convened at 7:30 p.m.

A. Roll Call

Present: Board Members Robin Boyle, Stuart Jeffares, Daniel Share, Bert Koseck;
Alternate Board Members Jason Emerine, Nasseem Ramin

Absent: Chair Scott Clein, Vice-Chair Bryan Williams; Board Member Janelle Whipple-Boyce

Staff: Planning Director Dupuis; Planning Intern Aldred, City Transcriptionist Eichenhorn

01-01-24

Motion by Mr. Share

Seconded by Mr. Jeffares to nominate Robin Boyle to serve as temporary chair for today's meeting.

Motion carried, 6-0.

VOICE VOTE

Yeas: Ramin, Emerine, Share, Boyle, Koseck, Jeffares

Nays: None

B. Approval Of The Minutes Of The Regular Planning Board Meeting of December 13, 2023

01-02-24

Motion by Mr. Share

Seconded by Mr. Jeffares to approve the minutes of the Regular Planning Board meeting of December 13, 2023 as amended.

VOICE VOTE

Yeas: Ramin, Emerine, Share, Boyle, Koseck, Jeffares

Nays: None

C. Chair's Comments

Temporary Chair Boyle welcomed everyone to the meeting and reviewed the meeting's procedures.

D. Review Of The Agenda

E. Meeting Open to the Public for Items Not on the Printed Agenda

F. Unfinished Business/Courtesy Review

G. Rezoning Applications

H. Community Impact Study and Site Plan Review

I. Special Land Use Permits

J. Site Plan & Design Review

K. Study Session

1. The Birmingham Plan 2040 — Prioritization of Key Actions

PD Dupuis reviewed the Board's previous work on the item and answered informational questions from the Board.

The following comments were made during Board discussion:

- An option for an organizing framework was briefly described;
- It would be helpful to have the boards and Commission review their respective, proposed assignments, and to hear whether there are any other assignments each board believes would be within its purview. Staff should provide an introductory memo to each board regarding its potential assignments;
- The items on pages eight through 14 were identical to the items on 14 through 23, just organized differently;
- After the other boards have an opportunity to review their proposed assignments, the Planning Board can begin to review its assignments, discuss the resources and funding it will need to carry out its assignments, and to discuss both the Planning Board and Planning Staff's capacity to implement said assignments;
- It may be appropriate to have a deep-dive session to discuss aspects of the Plan;
- It will be necessary to ensure that the recommendations of the Plan become enforceable ordinances as appropriate;
- Staff should be entrusted to categorize the Board's assignments into priority levels, within which the Board can make more specific priority rankings;
- Staff's recommendations of the board assignments were largely appropriate;
- The Planning Board should have input on aspects of the Woodward Safety and Beautification Plan, the North Old Woodward Streetscape, the Mixed-use Streetscape Plan, the Tree Canopy Plan, and the Eton Road Corridor Plan;
- The Board should be able to recommend that some of the other boards' assignments be addressed with interdepartmental Staff;
- If the Board ties its action list back to the 2040 Plan, it will make the annual and five year reviews easier;
- Keeping the 2040 Plan front-of-mind will result in better outcomes and better management;
- Some of the Commission assignments will likely begin with initial Commission review and direction, and subsequently may become assignments for the Board and/or consultants as appropriate;
- The City would likely benefit from a citywide parking study in the future;
- In preparation for the next Board meeting, each Board member should:
 - Determine which potential Board assignments should be the first priorities; and,
 - List which potential Board assignments may need funding for consultants.

- Then, at the next Board meeting, the Board can determine whether there is a consensus on the priorities and items that may need consultants; and,
- For the next Board meeting, Staff will edit some of the proposed board assignments and sub-assignments based on the preceding discussion.

Public Comment

Larry Lyng spoke in opposition to potential future upzoning of 14 Mile between Grant and Woodward.

L. Miscellaneous Business and Communications

- 1. Pre-Application Discussions**
- 2. Communications**
 - i. Project Updates**
- 3. Administrative Approval Correspondence**
- 4. Draft Agenda**
- 5. Action List**
- 6. Other Business**

M. Planning Division Action Items

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

N. Adjournment

No further business being evident, the meeting was adjourned at 9:25 p.m.



Nick Dupuis, Planning Director



Laura Eichenhorn, City Transcriptionist



MEMORANDUM

Planning Division

DATE: January 18, 2024

TO: Planning Board Members

FROM: Brooks Cowan, Senior Planner

APPROVED: Nicholas Dupuis, Planning Director

SUBJECT: 720 S. Adams – Preliminary Site Plan Review ([Updates in Blue](#))

Introduction:

The applicant has submitted an application for Preliminary Site Plan (PSP) review for the construction of a 5-6 story mixed-use building in the B2 (General Business) and MU3/MU5 Zoning Districts. The subject site is located on the corner of Haynes Street and S. Adams with a single story commercial building formerly occupied by “The Plant Station”. The proposed development consists of one parcel with two Triangle Overlay District zones, MU5 on the western 60 feet and the remaining eastern portion being MU3. The subject property is adjacent to the recently approved development for 770 S. Adams (now 707 Worth) on the southern and western side.

On October 25, 2023 ([Agenda](#) – [Minutes](#)) the applicant appeared before the Planning Board for a Community Impact Study (CIS) and Preliminary Site Plan review. The Planning Board moved to accept the CIS with the condition that that the applicant provide the Planning Board prior to final site approval a phase two ESA that includes further investigation of the RECs identified in phase one.

In regards to the Preliminary Site Plan, the Planning Board had concerns regarding the parking area and qualifications for the bonus floors. The applicant was asked to provide more detail on LEED certification qualifications as well as parking area dimensions, information on parking lifts, and how the proposed development would address parking for deliveries. Given the number of concerns, the Planning Board moved to postpone the consideration of the PSP. The applicant has since provided further information to address such concerns.

1.0 Land Use & Zoning

- 1.1 **Existing Land Use** – The existing land use is commercial, and currently contains a single-story retail building and the associated off-street parking facility.
- 1.2 **Zoning** – The subject site exists within the B2 (General Business) and MU3 Overlay (Mixed-Use 3) and MU5 Overlay (Mixed-Use 5) zoning districts.
- 1.3 **Summary of Adjacent Land Use & Zoning** – The following chart summarizes existing land use and zoning classifications of the adjacent and/or nearby properties:

	North	South	East	West
Existing Land Use	Commercial/ Office	Commercial/ Office	Commercial/ Office	Commercial
Existing Zoning District	B2 (General Business)	B2 (General Business)	B2 (General Business)	B2 (General Business)
Overlay Zoning District	MU3	MU3 & MU5	N/A	MU5

2.0 Setback & Height Requirements

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

In terms of the additional height permissions within Article 3, Section 3.08 (E) of the Zoning Ordinance, the applicant is required to provide two or more of the following with the proposed development:

1. Structured public parking, or a payment in lieu to the City for construction of a public parking structure at an offsite location.
2. Dedication of an improved public plaza.
3. Mixed use building with a minimum 50% residential use.
4. LEED building design accredited based upon the rating system of the United States Green Building Council.
5. Transfer of development rights for additional floor area that zoning would permit on a site containing an historic building or resource designated under Section 127 of the Birmingham Code.

At this time, the applicant is proposing to maximize the amount of bonus stories for each zoning district within its property which is an additional two stories for MU3 and one story for MU5. The MU3 portion is proposed to be 5 stories in height and the MU5 portion is proposed to be 6 stories. The applicant has indicated it will meet the Triangle Overlay District requirements for the bonus stories by providing a mixed-use building with a minimum 50% residential units and a LEED building design. **The applicant must**

provide a draft LEED scoresheet for verification of LEED credentials for Final Site Plan review.

In regards to setback requirements, each of the bonus floors are set back a minimum of 45 degrees from the floor below. The building's frontage is the eastern elevation facing S. Adams Road, therefore the western elevation is considered the rear setback. The western elevation is in the MU5 District and therefore has a 0' rear setback requirement. The proposed rear setback is 0' along the lot line bordering the 707 Worth St. building.

The side setback along the south elevation is 0' for walls that do not contain windows, and 10' for walls that do contain windows. The site plan indicates balconies on the southern elevation that project to the 0' lot line. The site plan indicates glass doors for access to the balconies on the southern elevation that are set back 10' from the lot line and therefore permitted. [The southern balconies face a courtyard of the 707 Worth St. development where the updated site plan indicates first floor windows of the wall along the 0' lot line facing the neighboring courtyard which are not permitted unless the windows are fire rated. The applicant must remove the first floor windows from the southern and western elevation or verify the windows will be fire rated.](#)

[It is also of note that the residential balconies and terraces facing Haynes Street and S. Adams Road appear to be within the property line and do not extend into the public right-of-way. The balcony projections count towards satisfying the front setback requirements of 0'-5'. The doors accessing the balconies along the frontage are not subject to the minimum 0', maximum 5' front setback.](#)

3.0 Screening & Landscaping

- 3.1 Dumpster Screening – The applicant is proposing two trash rooms on the first floor. The dumpster room is connected to the loading zone facing Haynes Street on the northwest corner of the building. The second trash area is a chute room where residents on floors 2-6 may drop their garbage. This area is across the hall from the main dumpster. Both trash rooms are contained within the building envelope, thus fully screened.
- 3.2 Parking Lot Screening – The applicant is proposing ground level parking and one level of underground parking for a total of 48 on-site spaces. All 48 parking spaces are contained within the building envelope, thus fully screened.
- 3.3 Mechanical Equipment Screening – [The site plan indicates 47 rooftop mechanical units that will be screened by 42" Lawrence Fabric and Metal Structures that do not appear to exceed the building's maximum height.](#)

In terms of the ground-mounted mechanical units, a transformer is proposed within the building envelope on the southeast corner of the building, thus fully screened.

- 3.4 Landscaping – The applicant is not proposing to install significant landscaping on-site at this time. Article 4, Section 4.20 of the Zoning Ordinance does not require

the applicant to provide landscaping on-site due to its location in a commercial zoning district. More details on the green roof will be provided for Final Site Plan review.

- 3.5 Streetscape Elements – The applicant has provided a number of street trees, street lights, and what appears to be 4 benches, 4 trash receptacles, and 6 bike racks on the site plans submitted. In terms of street trees, Article 4, Section 4.20 (G) requires at least 1 street tree for each 40 linear feet of frontage along a street. Details of the tree species will be provided during Final Site Plan review. A breakdown of the required and proposed street trees is provided below:

Street	Linear Frontage (ft.)	Required	Provided
Adams	126	3	3
Haynes	145	3	3

As far as streetlights, the applicant appears to be proposing 8 street lights total, 4 along Haynes, and 4 along S. Adams. Each streetlight is spaced 40 ft. apart and set in between street trees. All streetlights proposed are expected to meet the streetscape standards for the Triangle District. A full analysis will be conducted at Final Site Plan review.

Finally, the applicant has proposed 4 total benches: 2 along Adams and 2 along Haynes. There are 3 bike racks proposed on Haynes and 3 on S. Adams, and 4 trash receptacles located adjacent to the benches on the site plans submitted.

4.0 Parking, Loading & Circulation

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

Proposed Use	Requirements	Area or Units	Spaces
Retail	1 per 300 sq. ft.	1,500	5
2 or less room unit	1 space per unit	25	25
3 or more room unit	1.25 spaces per unit	16	20
Total Required	-	-	50
On-Site	-	-	47
On-Street	-	-	3
Total Provided			50

The site plan indicates 41 residential units and 1,500 square feet of retail space. Based on the calculations above, the applicant appears to meet the parking requirements for the proposed development given the 47 on-site and 3 on-street parking spaces. All parking spaces appear to be 180 square feet and accessible from the street or drive-aisle. 17 on-site parking spaces are accessible to the public on the ground floor. An overhead door within the garage appears to provide lower level parking access for residents only.

The updated site plan indicates proposed column locations with each parking location dimensions labeled. The updated plans also include turning illustrations for each parking space to indicate the accessibility. There appears to be columns projecting into parking spaces which may impact the access of the parking space. **The applicant must update the parking plan so that parking spaces are not interrupted by building columns.**

The site plan indicates the use of three parking lifts in the lower level parking area along the western portion of the building. The underground parking level has a ceiling height of 13' - 2.5". An illustration of the parking lift is provided on the site plan. If on-site parking spaces have to be adjusted or removed to accommodate column space, staff recommends the applicant include additional parking lifts.

Article 3, Section 3.08 (G)(6) states that on-street parking located along a lot's frontage in the Triangle District may be credited towards meeting the parking requirements for that use, provided the streetscape is improved to meet the requirements of Section 3.12. The applicant has indicated one of the three on-street parking spaces along Haynes Street as a 15 minutes drop-off parking space for deliveries. The City's Police Department is amenable to such a designation – the City has been reviewing areas where short-term, 15-minute delivery parking spaces could be implemented. There is one trial space next to Adachi on Brown Street at the moment. Please see the attached memo from the Police Department.

Article 3, Section 3.08(G)(1)(b) limits frontages in the Triangle District to have no more than 20% or 60 feet, whichever is less, to be occupied by parking. The subject property has 371 feet of frontage, therefore only 60 feet of frontage may be occupied by parking. The site plan submitted indicates 20 feet of frontage occupied by parking on along Haynes Street, therefore the parking space is allowed.

- 4.2 Loading – Based on the commercial space within the proposed development (1,600 sq. ft.), the applicant is not required to provide an off-street loading space, however the applicant has elected to provide one loading space 40 feet long by 12 feet wide with a 10'10" wide entrance. The loading space connects to a delivery drop off room where the site plan indicates drop-off lockers for deliveries and food such as Amazon and Door Dash.
- 4.3 Vehicle Circulation & Access – The site plans submitted indicate that the main vehicle access to the site will be through an opening on the north side of the building that leads to the interior parking area. The openings for ingress and egress measure at 10.75' wide each. The interior drive aisle ranges from 22' to 24'2" wide between the parking spaces. The updated site plan includes illustrations of a car making a turning motion to and from each parking space. The ramp to the lower level parking area is 17' wide. The site plan illustrates two Ford F-150 trucks navigating the ramp to and from the lower level.
- 4.4 Pedestrian Circulation & Access – Pedestrian access is currently provided for residents and retail visitors with a main lobby entrance at the eastern portion of

the building facing S. Adams. The north side of the building also appears to have one pedestrian entrance which connects to the ground level parking area and bicycle storage room.

Article 3, Section 3.09(A)(3) requires one usable entrance every full 50 feet of frontage along the front public sidewalk and shall provide architectural variation to visually break up the building. Haynes Street has 145' of frontage, and therefore requires two pedestrian entrances. S. Adams has 126' of frontage, also requiring two pedestrian entrances. Thus, the applicant is required to provide an additional pedestrian entrance on each of its frontages.

Furthermore, Article 3, Section 3.09(F) requires corner buildings to have enhanced entrances located at the corner, or within 20 feet of the corner. The applicant has provided a main entrance to the retail at the corner of the building facing Haynes St. and S. Adams.

5.0 Lighting

The Planning Division will provide a full review of the lighting proposal at Final Site Plan review.

6.0 Departmental Reports

- 6.1 **Engineering Division** – Please see the attached Building Division comments dated October 18, 2023.
- 6.2 **Department of Public Services** – The Department of Public Services has no concerns at this time.
- 6.3 **Fire Department** – Please see the attached Fire Department comments dated October 16, 2023.
- 6.4 **Police Department** – The Police Department is amenable to an on-street parking space designated as a 15 minutes delivery drop-off space. Please see the attached comments dated January 19, 2024.
- 6.5 **Building Division** – Please see the attached Building Division comments dated 10/18/2023.
- 6.6 **Parking Manager** – The Parking Manager is amenable to an on-street parking space designated as a 15 minutes delivery drop-off space. Please see the attached comments dated January 19, 2024.

7.0 Design Review

The applicant has submitted elevation drawings with material notes. Specification sheets and samples for all façade materials, windows & doors, railings, and other proposed materials are required at Final Site Plan to complete the Design Review. Additionally, the applicant has submitted glazing calculations for the proposed building, a full review of which will be provided at Final Site Plan.

8.0 Required Attachments

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

9.0 Approval Criteria

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

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

- 9.6 The location, shape and size of required landscaped open space is such as to provide adequate open space for the benefit of the inhabitants of the building and the surrounding neighborhood.

10.0 Recommendation

Based on a review of the site plans submitted and the requirements outlined in Article 7, Section 7.27 of the Zoning Ordinance, the Planning Division recommends that the Planning Board **APPROVE** the Preliminary Site Plan for 720 S. Adams with the following conditions:

1. The applicant provides a LEED scoresheet for verification of LEED credentials for Final Site Plan review;
2. The applicant adjusts the parking area so that columns do not interfere with access to parking spaces;
3. The applicant satisfy the provisions of Section 3, Article 3.08(E) for additional building height;
4. The applicant submit lighting and material specifications, samples, photometric plan and all other required information for the proposed building to complete the Design Review at Final Site Plan; and
5. The applicant comply with the requests of all City Departments.

11.0 Sample Motion Language

Motion to **APPROVE** the Preliminary Site Plan for 720 S. Adams with the following conditions:

1. The applicant must provide a LEED scoresheet for verification of LEED credentials for Final Site Plan review;
2. The applicant adjusts the parking area so that columns do not interfere with access to parking spaces;
3. The applicant satisfy the provisions of Section 3, Article 3.08(E) for additional building height;
4. The applicant submit lighting and material specifications, samples, photometric plan and all other required information for the proposed building to complete the Design Review at Final Site Plan; and
5. The applicant comply with the requests of all City Departments.

OR

Motion to **POSTPONE** the Preliminary Site Plan for 720 S. Adams pending receipt of the following:

1. _____
2. _____
3. _____

OR

Motion to **DENY** the Preliminary Site Plan for 720 S. Adams for the following reasons:

1. _____
2. _____
3. _____

**Zoning Compliance Summary Sheet
Preliminary Site Plan Review
720 S. Adams**

Existing Site: Single story commercial building

Zoning: B2 (General Business) & MU3/MU5 (Triangle District Overlay)

Land Use: Commercial/Office

Existing Land Use and Zoning of Adjacent Properties:

	North	South	East	West
Existing Land Use	Commercial/Office	Commercial/Office	Commercial/Office	Commercial
Existing Zoning District	B2 (General Business)	B2 (General Business)	B2 (General Business) & O2 (Office-Commercial)	B2 (General Business)
Overlay Zoning District	MU3 & MU5	MU3 & MU5	N/A	MU5 & MU7

Land Area: Existing: 0.381 ac
Proposed: 0.381 ac

Dwelling Units: Existing: 0 units
Proposed: 41 units

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

Min. Floor Area /Unit: Required: 600 sq. ft. (efficiency and one bedroom)
800 sq. ft. (two or more bedroom)
Proposed: 651-942 sq. ft. (one bedroom)
1,018-2,360 (two or more bedroom)

Max. Total Floor Area: Required: 200% for offices except in Parking Assessment District
100% in Parking Assessment District
Not applicable for residential and parking uses
Proposed: N/A

Min. Open Space: Required: N/A

	Proposed:	N/A
Max. Lot Coverage:	Required:	N/A
	Proposed:	N/A
Front Setback:	Required:	0 ft. minimum
	Proposed:	0 ft.
Side Setbacks	Required:	0 ft. with walls facing side lot line w/ no windows
	Proposed:	0 ft.
Rear Setback:	Required:	10 ft.
	Proposed:	10 ft.
Min. Front+Rear Setback	Required:	N/A
	Proposed:	N/A
Max. Bldg. Height:	Permitted:	66 ft., 5 stories (MU3) 78 ft., 6 stories (MU5)
	Proposed:	66 ft., 5 stories (MU3) 75 ft., 6 stories (MU5)
Min. Eave Height:	Required:	N/A
	Proposed:	N/A
Floor-Floor Height:	Required:	14 ft. minimum (1 st story)
	Proposed:	20 ft.
Front Entry:	Required:	On frontage line
	Proposed:	On frontage line
Absence of Bldg. Façade:	Required:	N/A
	Proposed:	N/A
Opening Width:	Required:	N/A
	Proposed:	N/A
Parking:	Required:	50 parking spaces
	Proposed:	47 off-street spaces - 3 on-street parking spaces 50 total parking spaces
Min. Parking Space Size:	Required:	180 sq. ft.
	Proposed:	180 sq. ft.
Parking in Frontage:	Required:	N/A

Proposed: N/A

Loading Area:

Required: 0 off-street loading spaces

Proposed: 1 off-street loading spaces

Screening:

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

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

Rooftop Mechanical: Required: Screened from view
Proposed: 3.5 ft. screen wall

Elect. Transformer: Required: Obscured from public view
Proposed: Arborvitae plantings

Dumpster: Required: Masonry screen wall with wood gates
Proposed: Interior trash room fully screened by building facade



MEMORANDUM

Parking System

DATE: January 19, 2023

TO: Brooks Cowan, Senior Planner

FROM: Aaron Ford, Parking Systems Manager
Ryan Kearney, Police Captain

SUBJECT: 15 Minute Parking – Haynes St.

INTRODUCTION:

In conjunction with the construction of 720 S. Adams and 707 S. Worth, the City proposes to make one (1) of the three (3) proposed on-street parking spaces along the South curb of Haynes at Adams a 15 Minute Short-Term Parking space.

BACKGROUND:

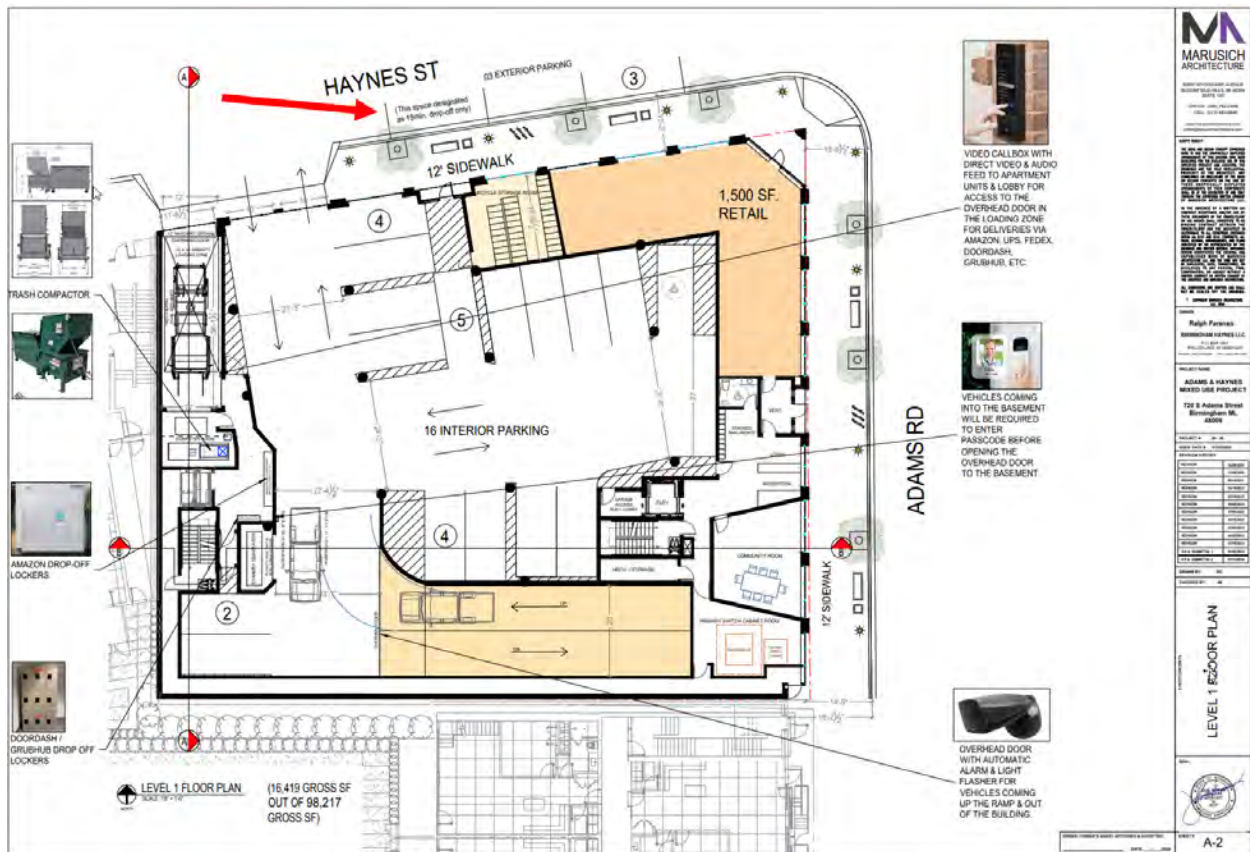
City staff has been working with the Advisory Parking Committee (APC) and the Birmingham Shopping District (BSD) to identify select locations across downtown to convert standard metered parking spaces to 15-minute short-term parking spaces. Due to the demand for more curbside management in the downtown area, it is the opinion of City staff that creating more short-term parking spaces will provide additional parking for deliveries, drop-off, pick-up, GrubHub, DoorDash, etc., limiting illegal parking that currently occurs in the left turn lanes, ADA spots, and bicycle/moped parking spaces.

With the construction of both 707 Worth and 720 S. Adams, it is the opinion of City staff that providing “short-term” parking on Haynes St. will help prevent issues currently experienced downtown from occurring in the Triangle District. This short-term parking space would not be reserved for any specific business or building. Anyone from the public will be allowed to use the space if they obey the 15-minute rule.

SUMMARY:

The City proposes to designate one (1) of three (3) on-street parking spaces along the South curb of Haynes St., just West of Adams, as a “15-Minute Short-term” parking. The intent is to provide the public a place to park, including GrubHub, DoorDash, UPS, FedEx, etc., for deliveries, drop-offs, and pick-ups. Providing this space will help prevent illegal parking that currently occurs in the downtown area because of these needs. The space would not be affiliated with any building

or business and would be made available to the general public. Parking enforcement would monitor the space and issue citations as necessary.





MEMORANDUM

Engineering Department

DATE: October 24, 2023

TO: Brooks Cowan, Senior Planner

FROM: Melissa A. Coatta, City Engineer

SUBJECT: **Preliminary Site Plan Review – 720 S. Adams - Mixed Use Development**

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

GENERAL:

- The Topographic Survey needs to show and label all existing utilities servicing the buildings, including what is located within the right of way.
- Site Plans will be required to show changes in planned grade elevations.
- A Proposed Civil Site Plan with the proposed building footprint and existing topographic survey of the right of way will be required.
- Sight distance at the intersection of Hayne and Adams needs to be shown on the site plan.

SEWER:

- Existing site connections to sewer must be evaluated and properly abandoned as needed to complete the work.
- The proposed sizes and location of sewer lead needs to be shown on the plans.
- Separate connections for both Storm Sewer and Sanitary Sewer will be required, see below for additional comments related to storm water work.
- Plans do not indicate how roof drainage will be handled. Note that City Ordinance (Chapter 114, Article III, Division 2, Sec 114-181) prohibits downspouts from being directly connected to the sewer system.

STORM WATER RUNOFF:

- For the proposed site development, the Engineering Department has made the determination that the proposed construction site is the "affected area" with respect to City's Storm Water Runoff Ordinance (Chapter 114, Article III, Division 4, Sec 114-271 to 114-274). Therefore, the allowable runoff from the site for a 10-year storm event is 1.0 cfs/acre, or 0.2 cfs, whichever is greater.

- Provide calculations for required storm water detention, and show how the excess storm water will be detained and released at the allowable discharge rate
- The proposed size and location of storm sewer need to be shown on the plans.

WATER SYSTEM:

- Existing site connections to water mains must be evaluated and properly abandoned as needed to complete the work.
- The existing water main at the intersection of Haynes and Adams needs to be shown on the plans.
- Show sizes of the proposed water service for domestic supply and fire suppression on the plans.

PERMIT FOR CONSTRUCTION:

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

GENERAL CONSTRUCTION:

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

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

CITY OF BIRMINGHAM
Community Development – Building Department
151 Martin Street, Birmingham, MI 48009

October 18, 2023

RE: Preliminary Site Plan Review Comments
720 S. Adams, New Mixed Use Building

As requested, the Building Department has examined the plans for the proposed project referenced above. The plans were provided to the Planning Department for site plan review purposes only and present conceptual elevations and floor plans. Although the plans lack sufficient detail to perform a code review, the following comments are offered for Planning Design Review purposes and applicant consideration:

Applicable Building Codes:

- **2015 Michigan Building Code.** Applies to all buildings other than those regulated by the *Michigan Residential Code*.
- **2015 Michigan Residential Code.** Applies to all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures.
- **2015 Michigan Mechanical Code.** (Residential requirements for mechanical construction in all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures are contained in the Michigan Residential Code)
- **2018 Michigan Plumbing Code.** (Residential requirements for plumbing construction in all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures are contained in the Michigan Residential Code)
- **2017 National Electrical Code *along with the Michigan Part 8 Rules*.** (Residential requirements for electrical construction in all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures are contained in the Michigan Residential Code)

Review Comments:

1. Accessible parking spaces and access aisles must meet the size requirements of Chapter 5 of the ICC A117.1 standard. One van accessible space will be required per Section 1106.5 of the building code.
2. The access to both exit stairways in the basement level pass through an elevator lobby. Where two exits are required, the exit access to only one stairway is permitted through an elevator lobby. (Section 1016.2 (1) of the building code).

CITY OF BIRMINGHAM
Community Development – Building Department
151 Martin Street, Birmingham, MI 48009

3. The exit door from the west stairway on level 1 encroaches more the one-half the required width of the exit passage way. (Section 1005.7.1 of the building code).
4. The maximum area of exterior wall openings on the south elevation will be limited by Table 705.8 of the building code based on fire separation distance from the property line.



Birmingham Fire Department

572 South Adams Road
Birmingham, MI 48009
Fire Marshal J. Scaife (248) 530-1903



Occupant Name:	VACANT	Inspection Date:	10/16/2023
Address:	720 South Adams	InspectionType:	Site Plan Review
Suite:		Inspected By:	Scaife Jeff 248-530-1903 jscaife@bhamgov.org

No violations have been noted at this time. If you have any questions, please call our office. No violations.

Inspector Comments: The following are concerns regarding the site plan for this location including, but are not limited to the following comments. As the project moves forward more comments and concerns may be generated by the AHJ to ensure proper code compliance.

FOLLOW INTERNATIONAL FIRE CODE 2015 ED., REFERENCE ON SUBMITTED PLANS.

KNOX PAD LOCKS REQUIRED ON CONSTRUCTION FENCING ACCESS GATES

FOLLOW CHAPTER 33 OF IFC 15th ED. FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION

KNOX POWER SHUTDOWN DEVICE REQUIREMENTS (REVIEW ORDINANCE SPECS. FOR REQUIREMENTS).

KNOX BOX

SPRINKLER SYSTEM (AS REQUIRED) SUBMIT PLANS TO AHJ FOR REVIEW AND APPROVAL.

ALARM PLANS (AS REQUIRED) SUBMIT PLANS TO AHJ FOR REVIEW AND APPROVAL

KITCHEN HOOD PLANS (AS NEEDED)- SUBMIT PLANS TO AHJ FOR REVIEW AND APPROVAL.

GENERATOR (AS REQUIRED, HIRISE, ETC.)

MEANS OF EGRESS REQUIREMENTS

FIRE COMMAND CENTER (HIRISE REQUIREMENTS)

CO GAS DETECTION SYSTEM AND VENTILATION FOR PARKING GARAGES AS NEEDED.

STAIRCASE TO ROOF ACCESS FOR HIRISE

FDC HYDRANT REQUIREMENTS

CONSTRUCTION PHASE OF PROJECT INSTALL STANDPIPE SYSTEM WITH ACCESS OF ALL FLOORS DURING CONSTRUCTION PHASE

ROOFTOP GARDEN REQUIREMENTS, IFC CHAPTER 317 AND SEC. 905.3.8 FOR ALL REQUIREMENTS.

BI-DIRECTIONAL REQUIREMENTS COMMENTS (MAY BE REQUIRED-WILL BE ASSESSED TOWARD THE END OF CONSTRUCTION PHASE) By an approved testing company.

All life safety requirements listed in International Fire Code and NFPA documents and standards shall be followed and enforced.

Fire suppression in enclosed parking areas are a concern. Assumed EV vehicles and charging stations will occupy, therefore the discussion of advanced fire alarm notification and fire suppression are necessary.

ADAMS & HAYNES: MIXED USE DEVELOPMENT

APARTMENTS / RETAIL / PARKING
720 S. ADAMS ROAD
BIRMINGHAM, MI 48009

DRAWING INDEX SHEET	
SHEET NO.	SHEET CONTEXT
A - 0	TITLE SHEET
	EXISTING CONDITION (PHOTOGRAPHS)
	MAPS
	SURVEY / TOPO
ST-1	SITE PLAN
ST-2	EXISTING CONDITIONS PLAN
ST-3	LANDSCAPE / STREETScape PLAN
A - 1	BASEMENT PARKING
A - 2	LEVEL 1 FLOOR PLAN
A - 3	LEVELS 2 & 3 FLOOR PLAN
A - 4	LEVEL 4 FLOOR PLAN
A - 5	LEVEL 5 FLOOR PLAN
A - 6A	LEVEL 6 PENTHOUSE & GREEN-ROOF PLAN
A - 6B	PENTHOUSE ROOF PLAN
A - 7	GLAZING CALCULATIONS
A - 8	ELEVATIONS
A - 9	COURTYARD ELEVATION
A - 10	FULL STREET ELEVATIONS
A - 11	BUILDING SECTIONS
A - 12	PARKING SPACE INFORMATION
A - 13	LEVEL 1 PARKING / MANEUVERING DIAGRAM
A - 14	BASEMENT PARKING / MANEUVERING DIAGRAM (1 OF 2)
A - 15	BASEMENT PARKING / MANEUVERING DIAGRAM (2 OF 2)
A - 16	MATERIALS & GLAZING COMPONENTS
A - 17	GROUND LEVEL EQUIPMENT

PROJECT DESCRIPTION

A NEW CONSTRUCTION OF 99,943 S.F. - A MIXED USE DEVELOPMENT THAT PROVIDES (4) LEVELS OF RESIDENTIAL UNITS ABOVE 2,000 S.F. OF RETAIL. GROUND LEVEL- WALKABLE FRONTAGE RETAIL + INTERIOR RESIDENTIAL PARKING +1 LEVEL OF UNDERGROUND PARKING FOR RESIDENTS. LEVELS 2 THROUGH 5: RESIDENTIAL UNITS RANGING FROM ONE BEDROOM STUDIOS TO 2 & 3 BEDROOM PREMIUM UNITS.

CONTACTS INFORMATION

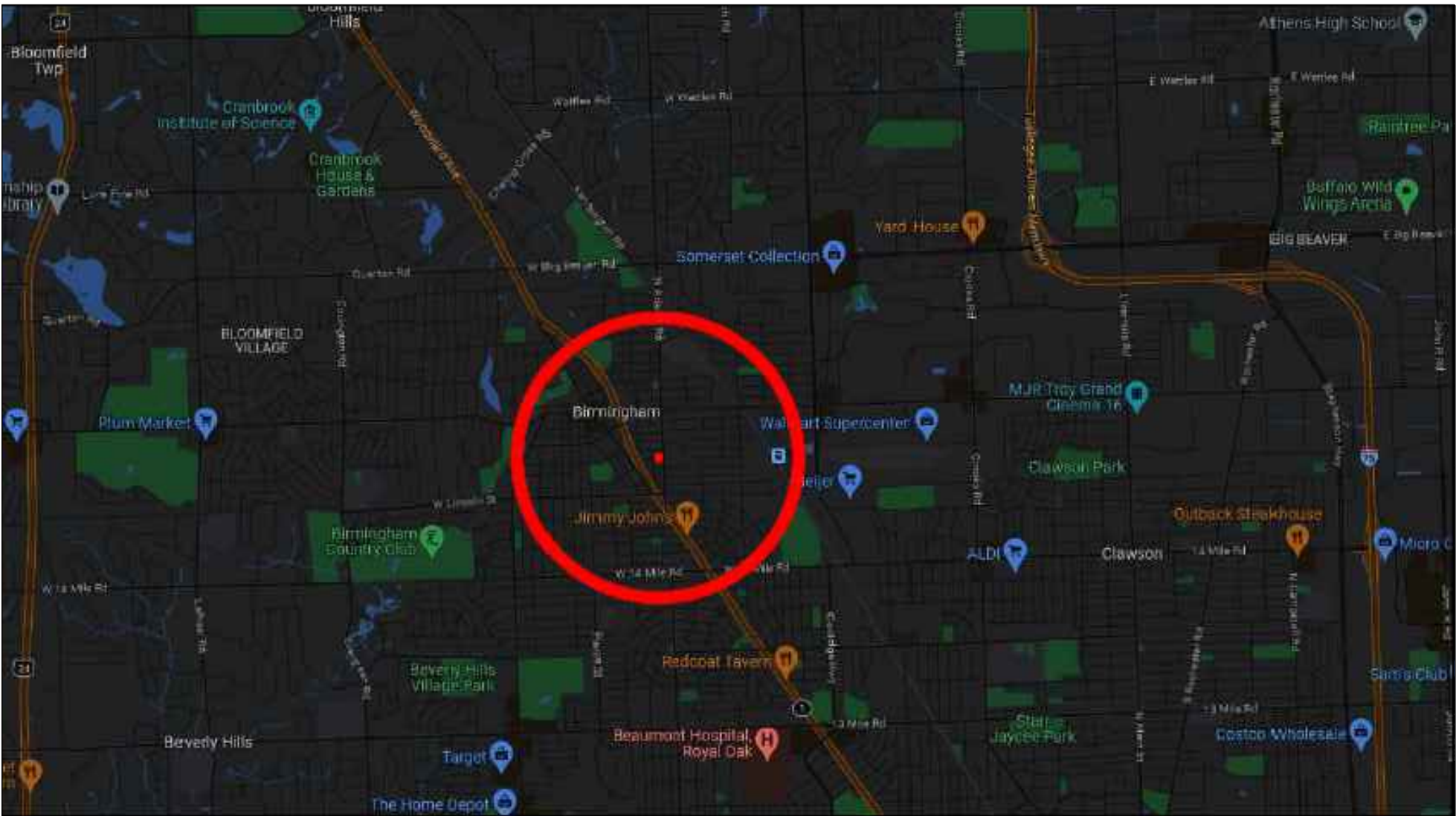
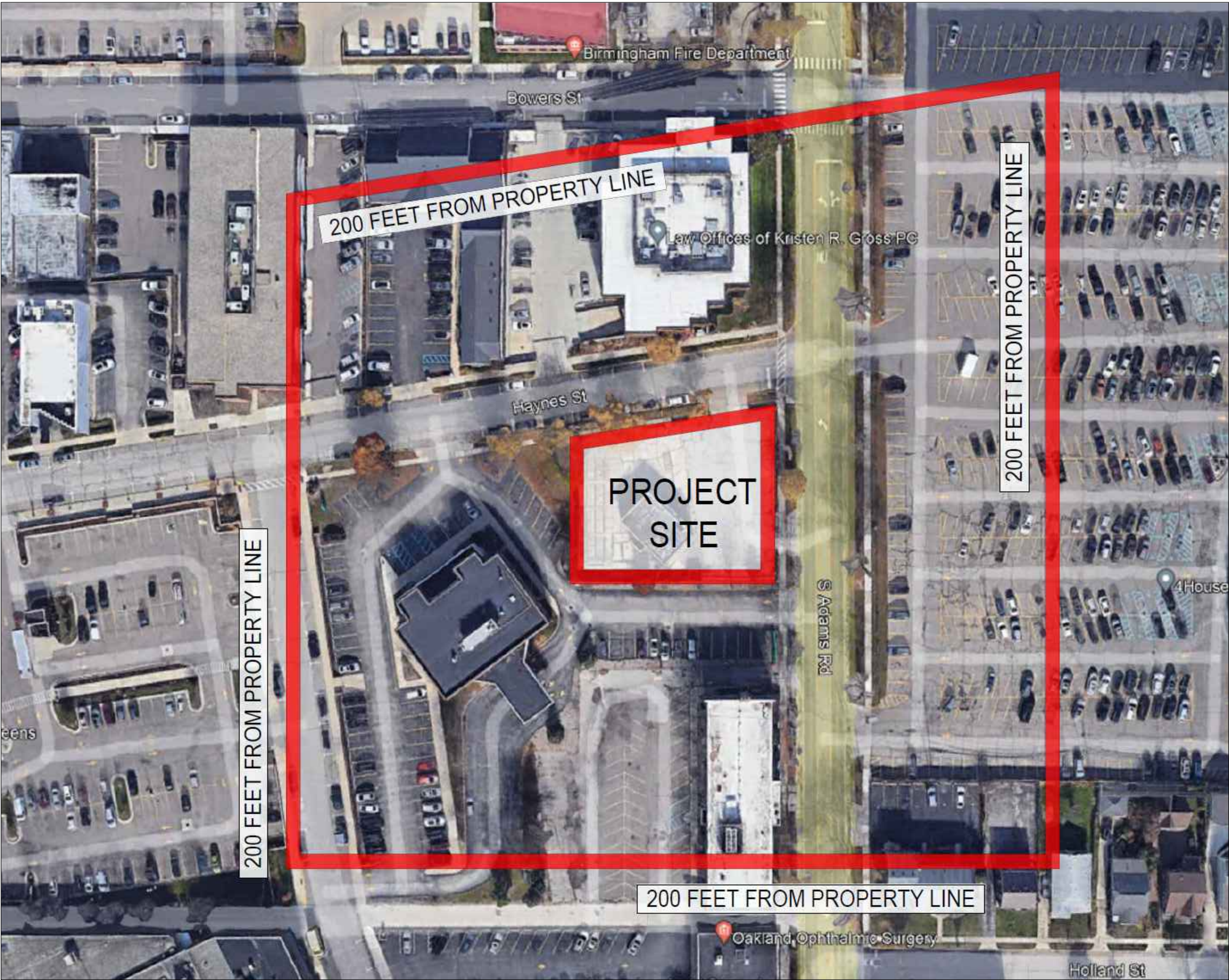
OWNER:	BIRMINGHAM HAYNES LLC. ADDRESS: (P.O. BOX 1207) WALLED LAKE, MI 48390-5207 PHONE: 248-926-8088 EMAIL: ralph@atprop.com
ARCHITECT:	JOHN MARUSICH ADDRESS: 36880 WOODWARD AVENUE, SUITE 100. BLOOMFIELD HILLS, MI 48304 PHONE: 248-792-2949 / 313-482-0645 EMAIL: johnm.marusicharchitecture@gmail.com
ENGINEER:	MASON L. BROWN ADDRESS: 2708 BRIDLE ROAD. BLOOMFIELD HILLS, MI 48304 PHONE: 248-425-9789 EMAIL: mason_brown@sboglobal.net

NOT FOR CONSTRUCTION

BUILDING CODE REVIEW	
CLASSIFICATION OF WORK : NEW CONSTRUCTION	
BUILDING	2015 MICHIGAN BUILDING CODE (R2 STRUCTURE)
ENERGY	2015 MICHIGAN ENERGY CODE- ASHRAE 90.1.2007
FIRE	2015 INTERNATIONAL FIRE CODE
PLUMBING	2015 MICHIGAN PLUMBING CODE
MECHANICAL	2015 MICHIGAN MECHANICAL CODE
ELECTRICAL	2017 NATIONAL ELECTRIC CODE

BUILDING INFORMATION	
USE CLASSIFICATION	R2
CONSTRUCTION CLASSIFICATION	TYPE : VB
GROSS BUILDING AREA	98,217 S.F.
REQUIRED EXITS PER SEC. 1006	2015 MICHIGAN BUILDING CODE
SPRINKLER SYSTEM REQUIRED	2015 MICHIGAN BUILDING CODE

BUILDING CODE REVIEW	
LEGAL DESCRIPTION:	LOTS 12 AND 13 OF O.E.S HATTUCK SUBDIVISION OF OF BIRMINGHAM," MICHIGAN. PART OF THE SE. 1/4 OF THE NE. 1/4 OF SECTION 36, TOWN 2 NORTH, RANGE 10 EAST, VILLAGE OF BIRMINGHAM (NOW CITY OF BIRMINGHAM), OAKLAND CO., STATE OF MICHIGAN AS RECORDED IN LIBER 8 OF PLATS, PAGE 26, OAKLAND COUNTY RECORDS.
ZONED MU-3 SITE AREA = 16,614 S.F = 0.381 AC. BUILDING AREA= 16,511 S.F BUILDING COVERAGE = 99%	



36880 WOODWARD AVENUE , BLOOMFIELD HILLS, MI. 48304
CELL: 313-482-0645
EMAIL: JOHN.M.MARUSICHARCHITECTURE@GMAIL.COM

ADAMS & HAYNES: MIXED USE DEVELOPMENT

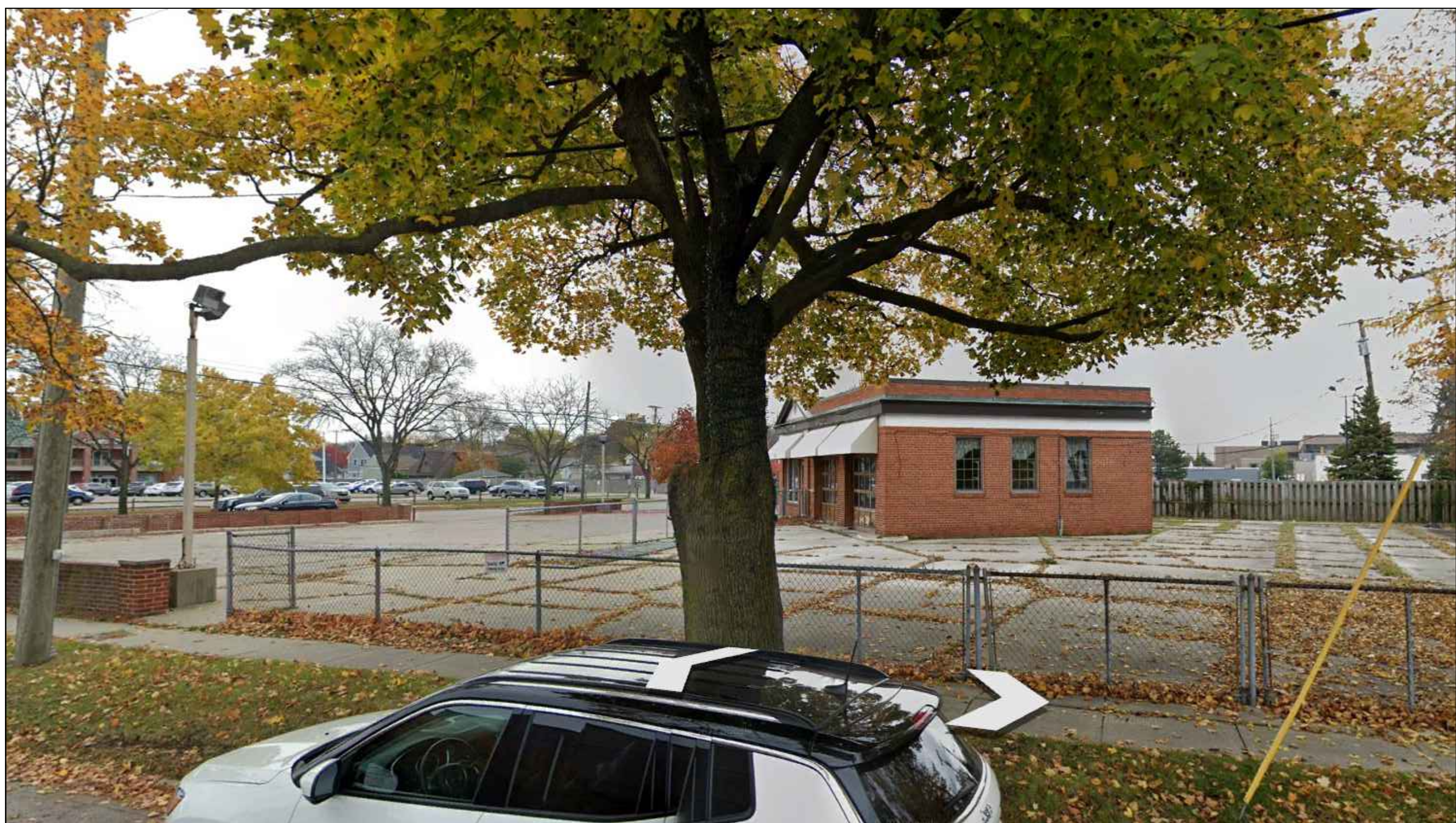
APARTMENTS / RETAIL / PARKING
720 S. ADAMS ROAD
BIRMINGHAM, MI 48009

ADAMS & HAYNES

EXISTING GROUND SITE PHOTOS



LOOKING NORTH WEST



LOOKING SOUTH EAST



LOOKING SOUTH WEST



LOOKING NORTH

ADAMS & HAYNES

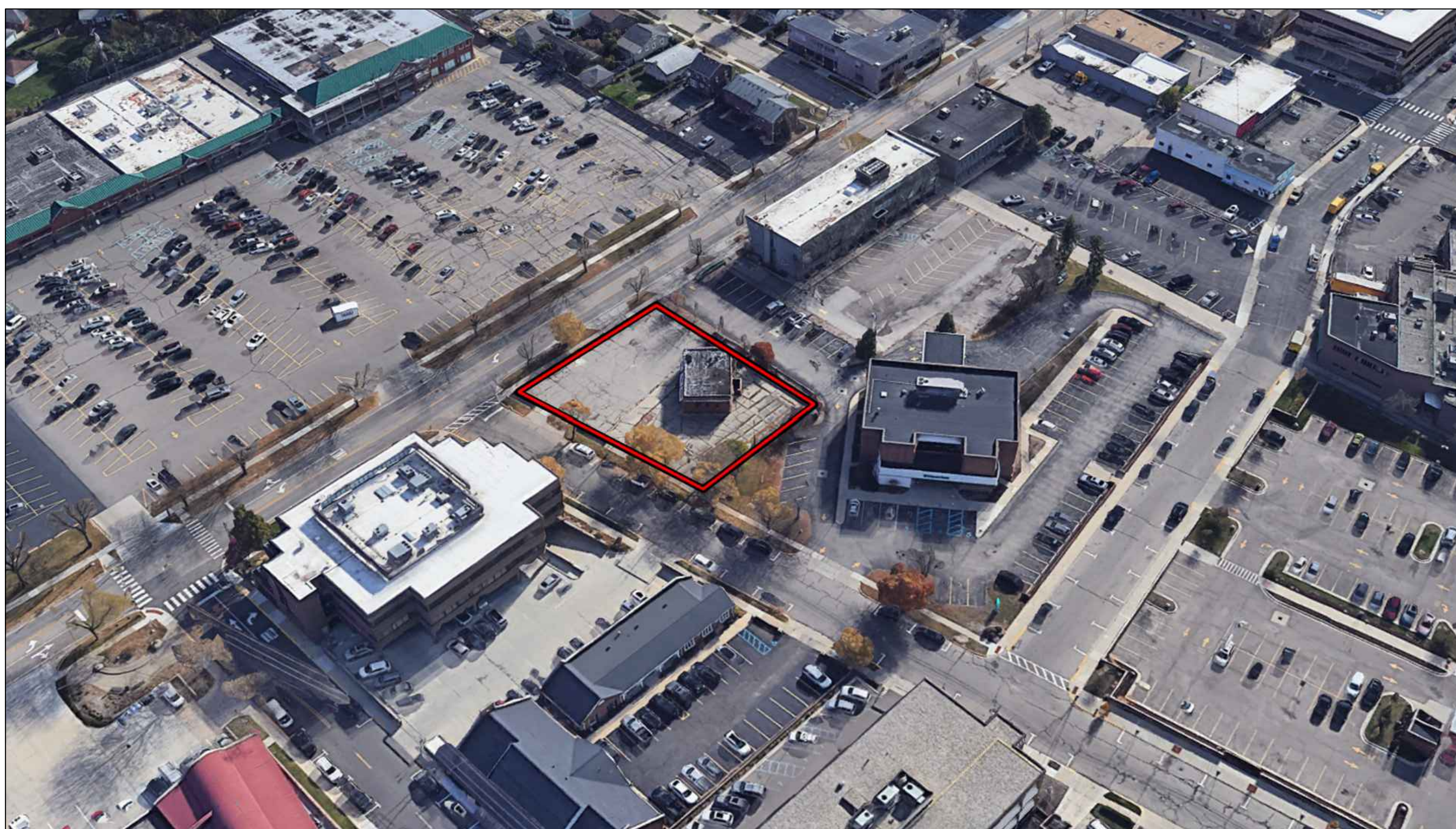
EXISTING AERIAL SITE PHOTOS



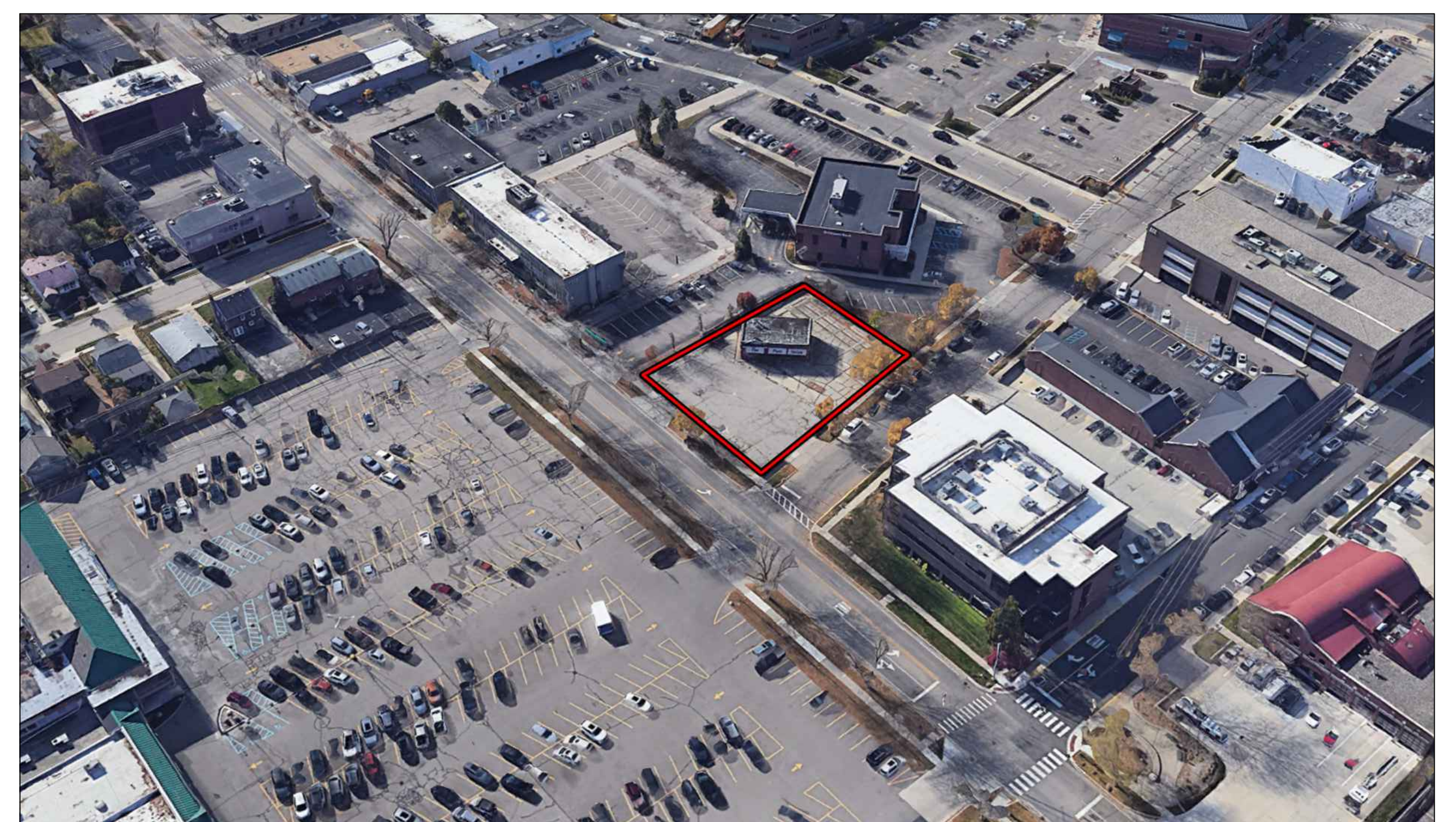
LOOKING NORTH EAST



LOOKING NORTH WEST



LOOKING SOUTH EAST

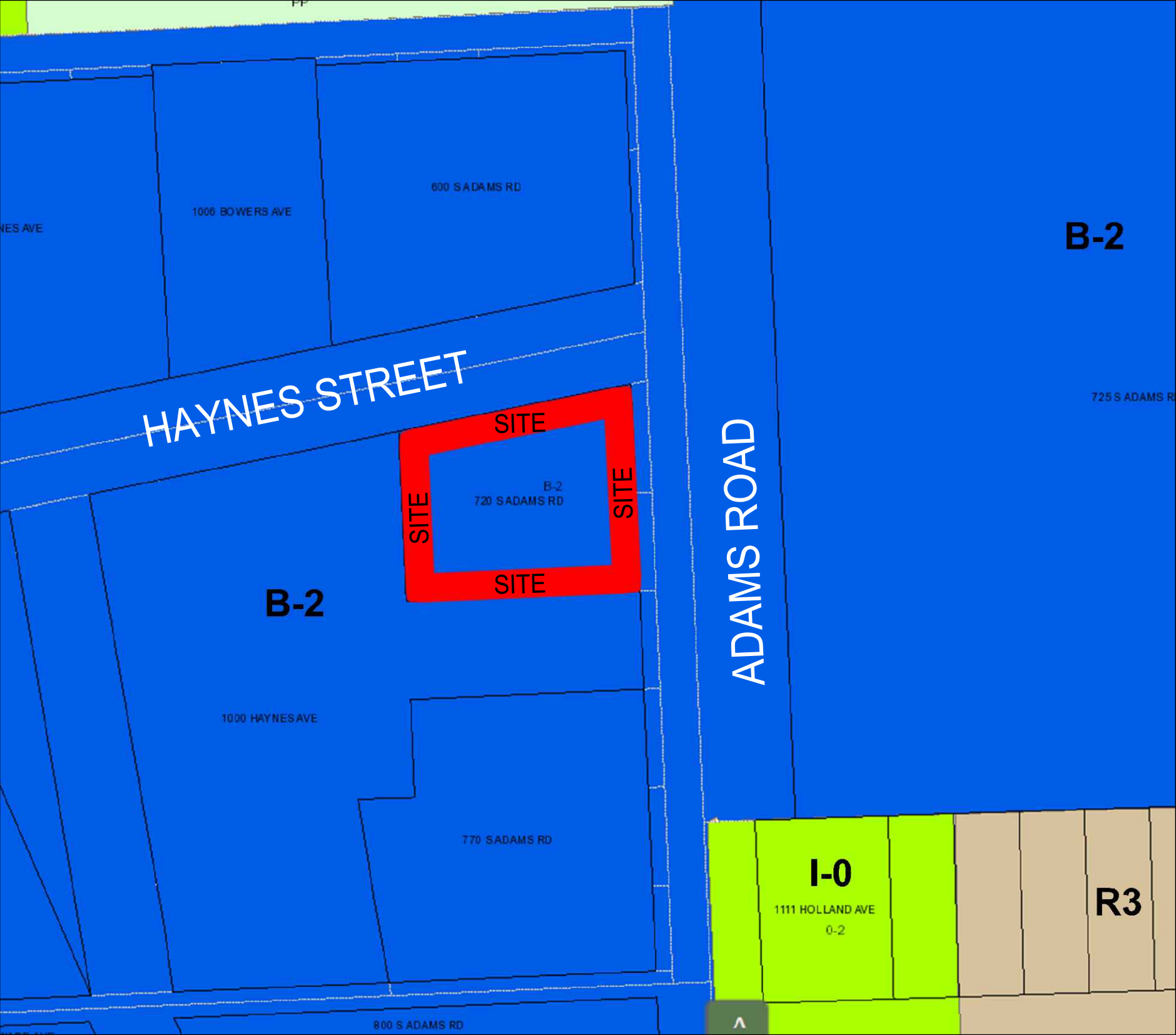


LOOKING SOUTH WEST

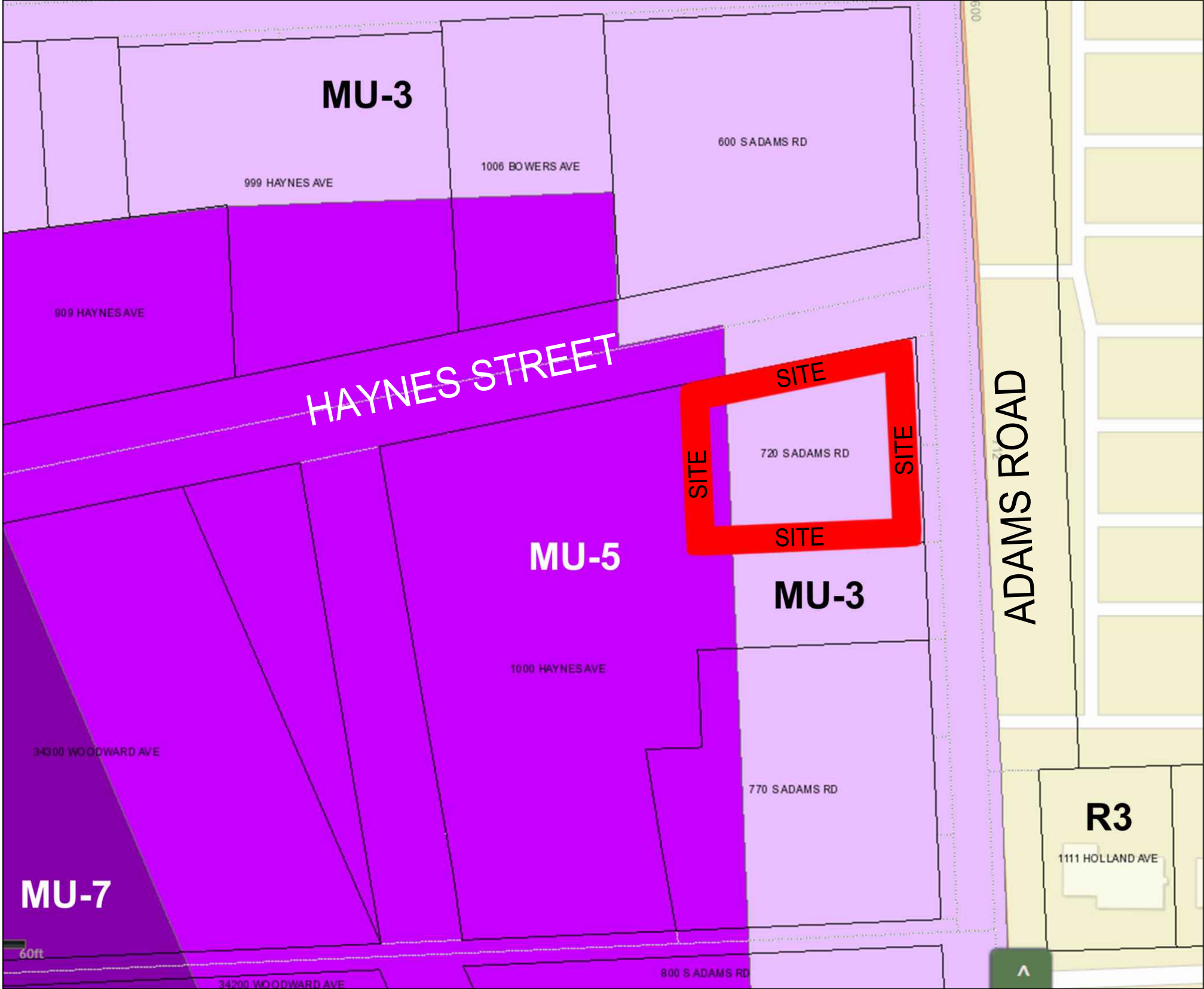
ADAMS & HAYNES: MIXED USE DEVELOPMENT

720 S. ADAMS ROAD
BIRMINGHAM, MI 48009

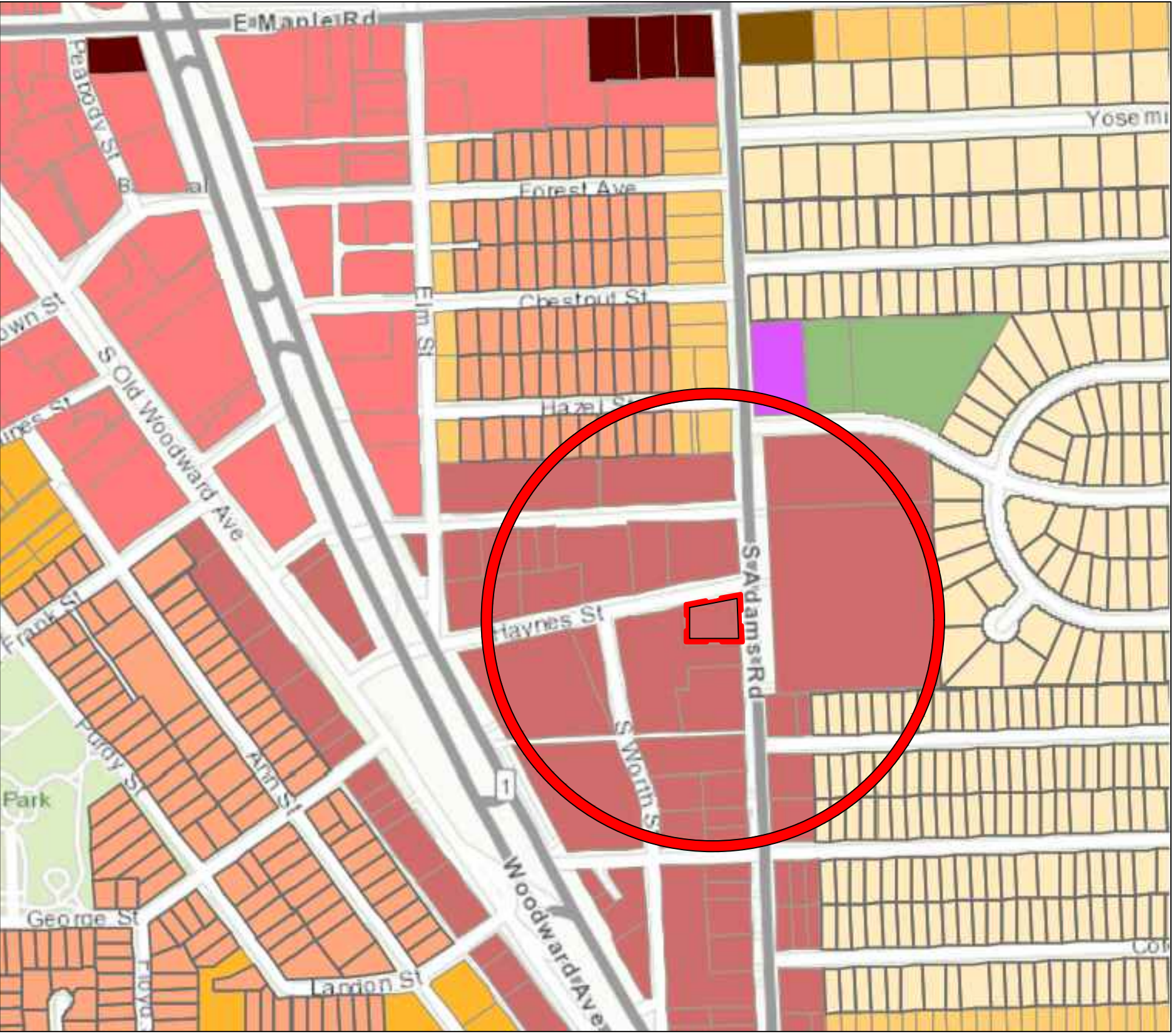
Maps (Zoning / City Master Plan / Haul Route)



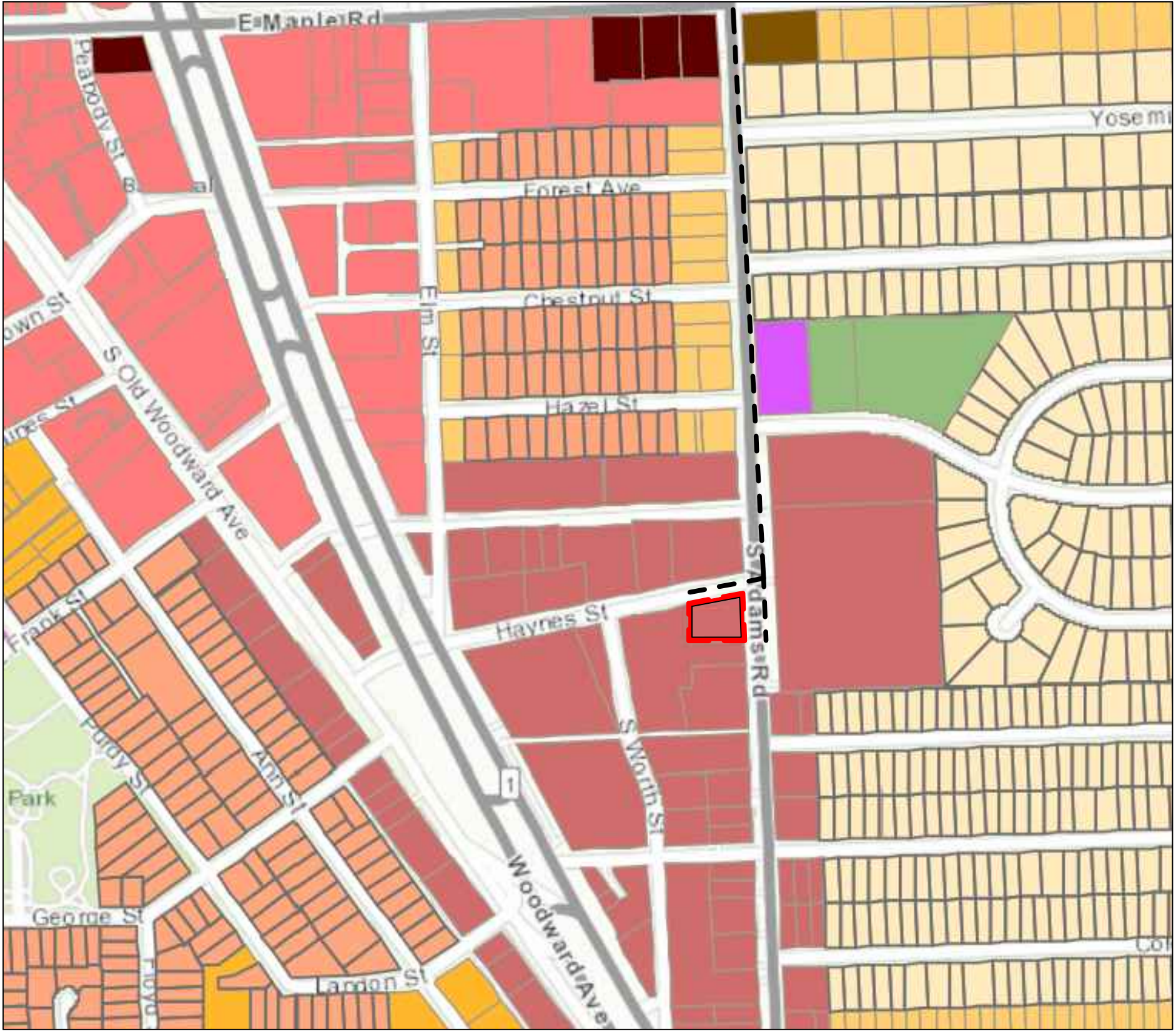
ZONING UNDERLAY



ZONING OVERLAY (TRIANGLE DISTRICT)

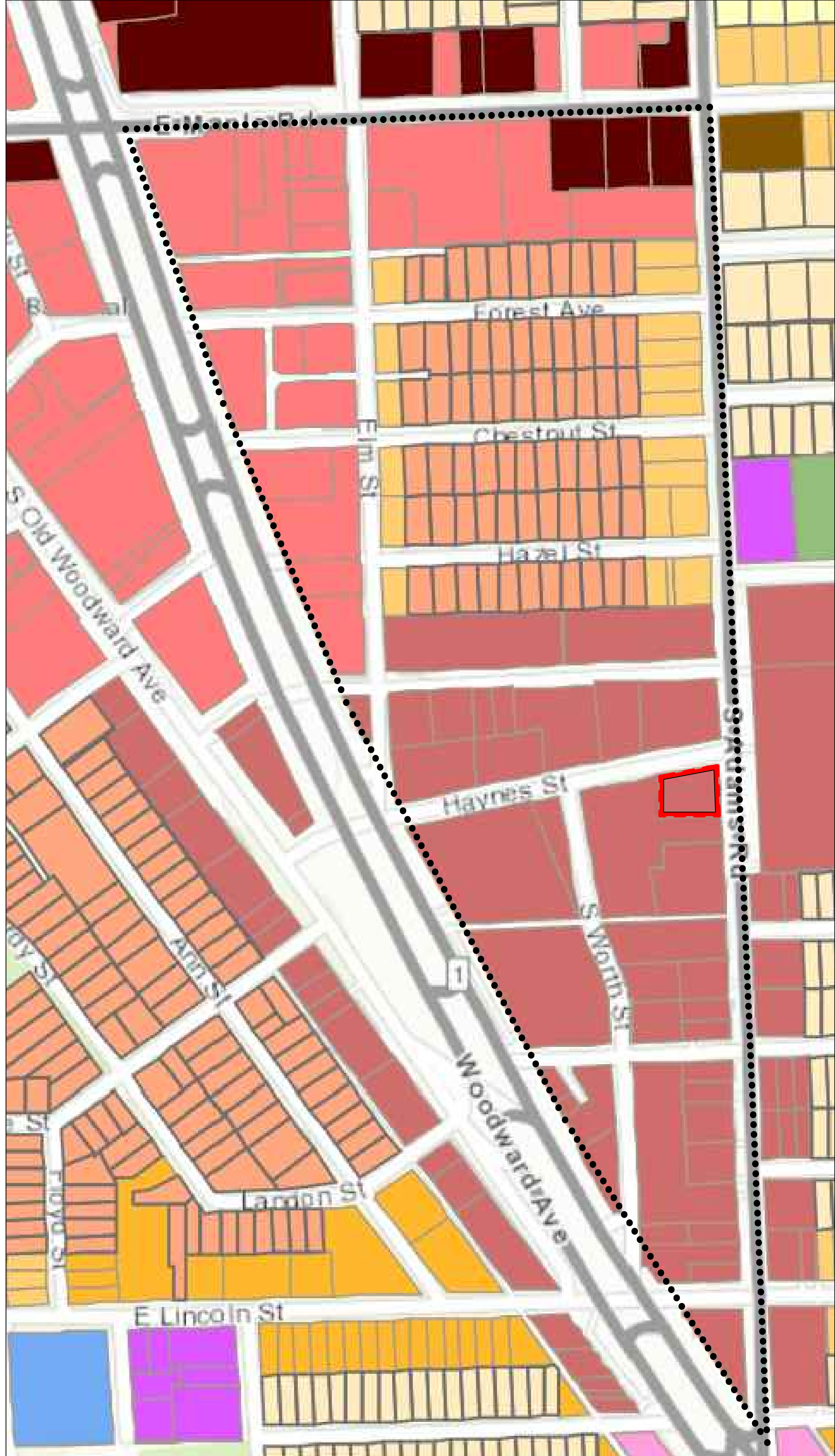


CITY MASTER PLAN (ZONED: MIXED-USE DISTRICT FABRIC)

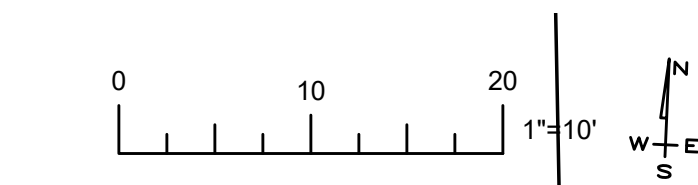


SOIL HAUL ROUTE

SITE	---
HAUL ROUTE	---



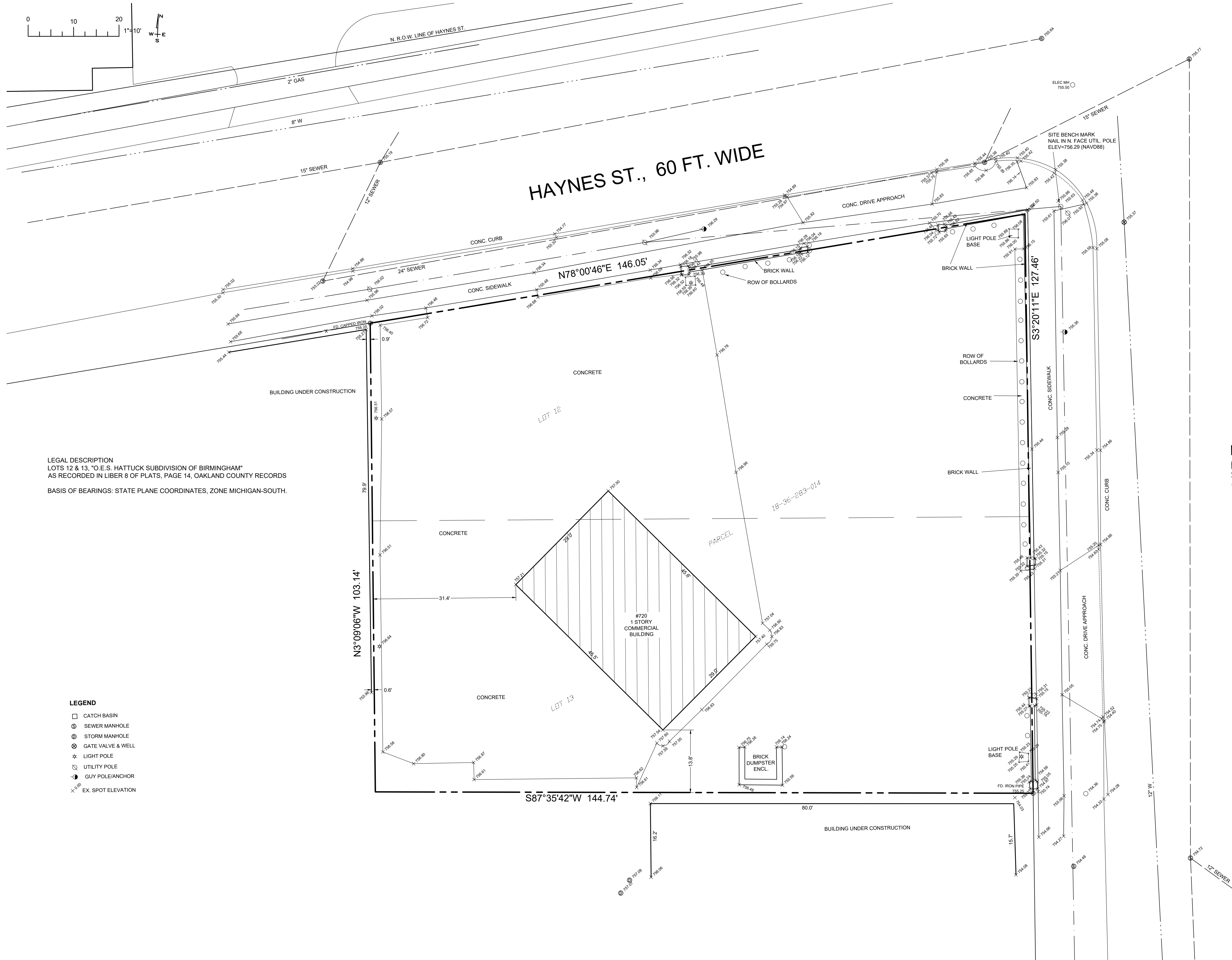
TRIANGLE DISTRICT



LEGAL DESCRIPTION
LOTS 12 & 13, "O.E.S. HATTUCK SUBDIVISION OF BIRMINGHAM"
AS RECORDED IN LIBER 8 OF PLATS, PAGE 14, OAKLAND COUNTY RECORDS
BASIS OF BEARINGS: STATE PLANE COORDINATES, ZONE MICHIGAN-SOUTH.

LEGEND

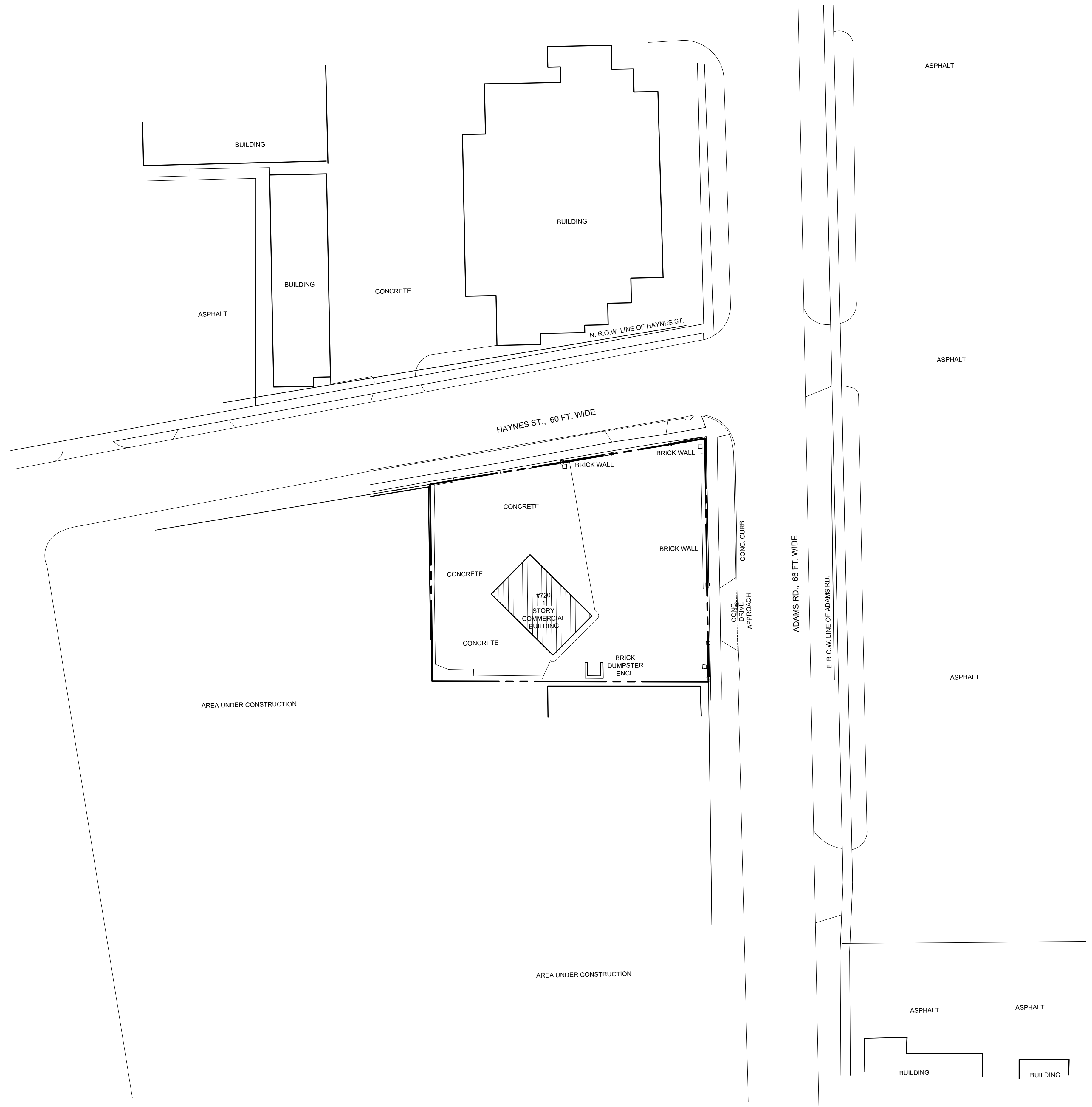
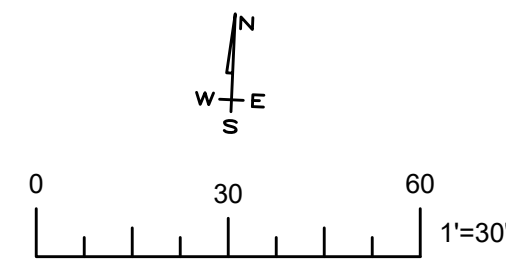
- CATCH BASIN
- SEWER MANHOLE
- STORM MANHOLE
- GATE VALVE & WELL
- LIGHT POLE
- UTILITY POLE
- GUY POLE/ANCHOR
- EX. SPOT ELEVATION



ADAMS RD., 66 FT. WIDE

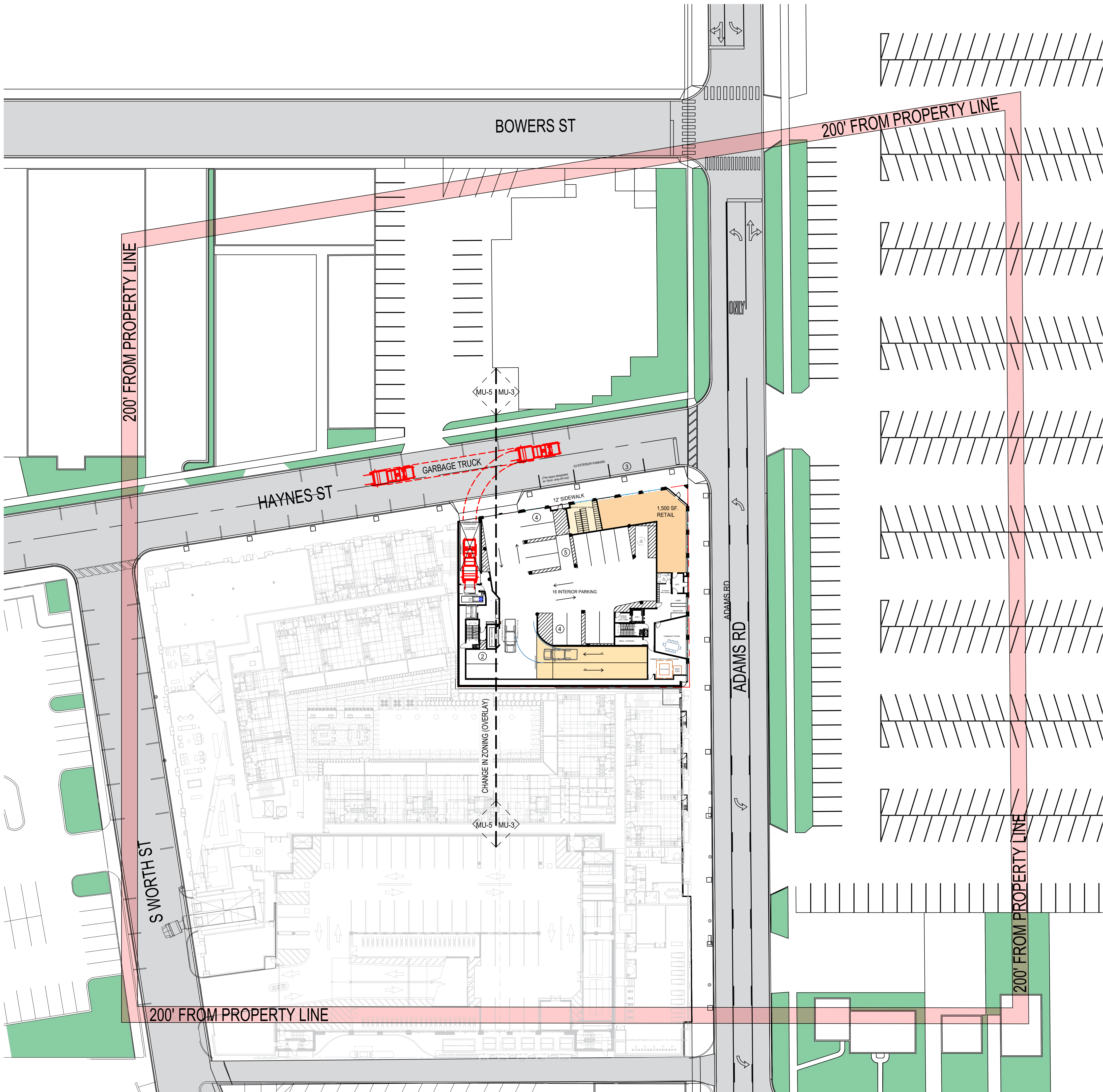
DESIGN: --	REVISIONS:
23-012.DWG	
DRAWN: mb	
CHECKED: mb	
FIELD CK: net	

SCALE:
1"=10'
DATE:
06-12-2023
JOB NO.
23-012
SHEET



LEGAL DESCRIPTION
LOTS 12 & 13, "O.E.S. HATTUCK SUBDIVISION OF BIRMINGHAM"
AS RECORDED IN LIBER 8 OF PLATS, PAGE 14, OAKLAND COUNTY RECORDS
BASIS OF BEARINGS: STATE PLANE COORDINATES, ZONE MICHIGAN-SOUTH.

23-012.DWG				DESIGN: --	REVISIONS:		
FIELD CK: net				DRAWN: mb			
				CHECKED: MB			
SCALE:				1"=10'			
DATE:				06-12-2023			
JOB NO.				23-012			
SHEET				2			
BIRMINGHAM HAYNES, LLC				PROPOSED BUILDING PLAN OF EXISTING CONDITIONS WITH 200' BEYOND P/L LOCATIONS			
P.O. BOX 1207				WALLED LAKE, MI 48390 720 S. ADAMS			
				BIRMINGHAM, MI			
				MASON BROWNS ASSOCIATES, LLC CIVIL ENGINEERS & SURVEYORS 2708 BRIDLE ROAD BLOOMFIELD HILLS, MICHIGAN 48304 (248) 225-9789 mason_brown@bbglobal.net			



SITE PLAN
SCALE: 1/32" = 1'-0"
NORTH

SITE INFORMATION

SITE ADDRESS:	720 S ADAMS ROAD, BIRMINGHAM MI, 48009
PROPERTY ID #	19-36-283-014
CURRENT ZONING / USE	B-2 / MU-3 / MU-5
PROPOSED ZONING	B-2 / MU-3 / MU-5
ADJACENT ZONING	B-2 / MU-3 / MU-5 / R-2
SETBACKS	10' REAR SETBACK (WEST PROPERTY LINE) NOT APPLICABLE DUE TO CHANGE IN ZONING TO MU-5

BUILDING HEIGHT

ITEM	MINIMUM	MU-3 DISTRICT MAXIMUM	MU-5 DISTRICT MAXIMUM	PROVIDED
Ground Level	14' - 0"			20' - 0"
Level 4		54' - 0" (w/Stepback)		53' - 0"
Level 5		66' - 0" (w/Dbl. Stepback)	66' - 0"	64' - 0"
Level 6 Penthouse			78' - 0" (w/Stepback)	75' - 0"
Rooftop Mech. Equipment				78' - 6"

BUILDING USE INFORMATION

LEVEL	USE	USE GROUP
Ground Level	Retail, Lobby & Resident Services, Building Services, Parking	S-2
Level 2	Residential amenities & apartments	R-2
Level 3	Residential amenities & apartments	R-2
Level 4	Residential amenities & apartments	R-2
Level 5	Residential amenities & apartments	R-2
Level 6	Residential amenities & apartments	R-2

PARKING INFORMATION

RESIDENTIAL		REQUIRED	PROVIDED
APARTMENTS	25 APARTMENTS X 1 (1 BEDROOM APARTMENTS)	25 SPACES	45 SPACES
	13 APARTMENTS X 1.25 (2 BEDROOM APARTMENTS)	16.25 SPACES	
	02 APARTMENTS X 1.25 (3 BEDROOM APARTMENTS)	2.5 SPACES	
	01 APARTMENTS X 1.25 (6TH LEVEL PENTHOUSE)	1.25 SPACES	
APT. TOTAL	41 APARTMENTS	45 SPACES	45 SPACES
RETAIL	1,500 SF / 300 SF	5 SPACES	02 SPACES (+03 EXTERIOR)
TOTAL		50 SPACES	50 SPACES (03 Exterior / 47 Interior)

PARKING ACCOMODATIONS
1ST LEVEL INTERIOR SPACES = 16
BASEMENT SURFACE SPACES = 28
BASEMENT LIFT SPACES..... = 03
ON-STREET PARKING..... = 03
TOTAL PARKING PROVIDED = 50 SPACES

FACADE INFORMATION (DETAILED INFORMATION ON SHEET A-7)
(TRIANGLE DISTRICT OVERLAY SECTION 3.09)

ELEVATIONS	BRICK, STONE, GLASS (60% MINIMUM)	MAIN LEVEL GLAZING (70% MINIMUM)	UPPER LEVEL GLAZING (50% MAXIMUM)
NORTH (HAYNES ST)	MEETS	MEETS	MEETS
EAST (ADAMS RD)	MEETS	MEETS	MEETS
SOUTH	NO FRONTAGE	NO FRONTAGE	NO FRONTAGE
WEST	NO FRONTAGE	NO FRONTAGE	NO FRONTAGE

SQUARE FOOT AREA INFORMATION

6TH LEVEL PENTHOUSE	2,101 GSF
5TH LEVEL APARTMENTS	13,653 GSF
4TH LEVEL APARTMENTS	16,511 GSF
3RD LEVEL APARTMENTS	16,511 GSF
2ND LEVEL APARTMENTS	16,511 GSF
1ST LEVEL RETAIL / PARKING	16,419 GSF
BASEMENT LEVEL PARKING	16,511 GSF
TOTAL GROSS AREA	98,217 GSF



MARUSICH
ARCHITECTURE

36880 WOODWARD AVENUE
BLOOMFIELD HILLS, MI 48304
SUITE 100

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IN THE ABSENCE OF A WRITTEN AIA CONTRACT ACCEPTANCE AND/OR USE OF THESE DOCUMENTS BY THE OWNER/CLIENT OR HIS AGENTS SHALL CONSTITUTE TO BE BINDING CONTRACT BETWEEN THE OWNER/CLIENT AND THE ARCHITECT IN ACCORDANCE TO ALL CONDITIONS CONTAINED WITHIN AIA B151 AND B141 CONTRACTS. ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED BY OR REPRESENTED BY THE DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTES THE ORIGINAL, AND UNPUBLISHED WORK OF MARUSICH ARCHITECTURE LLC AND THE SAME MAY NOT BE DUPLICATED, USED, TRANSFERRED, OR DISCLOSED TO ANY PERSON, FIRM, CORPORATION, OR AGENCY WITHOUT A WRITTEN CONTRACT OR WRITTEN CONSENT OF THE ARCHITECT AND MARUSICH ARCHITECTURE. ALL DIMENSIONS ARE WRITTEN AND SHALL NOT BE SCALED OFF THE DRAWING.
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OWNER
Ralph Faranso
BIRMINGHAM HAYNES LLC.
P.O. BOX 1207
WALLED LAKE, MI 48090-5207
PHONE: (248) 926-8088 FAX: (248) 926-8199

PROJECT NAME
ADAMS & HAYNES
MIXED USE PROJECT
720 S Adams Street
Birmingham Mi,
48009

PROJECT #	20 - 28
ISSUE DATE #	07/30/2020
REVISION HISTORY	
REVISION	10/29/2020
REVISION	11/04/2020
REVISION	06/14/2021
REVISION	03/18/2022
REVISION	05/18/2022
REVISION	06/28/2022
REVISION	07/08/2022
REVISION	09/15/2022
REVISION	02/20/2023
REVISION	04/28/2023
REVISION	05/18/2023
S.P.A. SUBMITTAL 1	07/05/2023
S.P.A. SUBMITTAL 2	01/12/2024

DRAWN BY: DC
CHECKED BY: JM

SHEET CONTENTS
SITE PLAN



OWNER / OWNER'S AGENT APPROVED & ACCEPTED
DATE: __/__/2024

SHEET #
ST-1



OFFICE: (248) 792-2949
CELL: (313) 482-0645

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OWNER

Ralph Faranso

BIRMINGHAM HAYNES LLC

P.O. BOX 1207
WALLED LAKE, MI 48390-5207
ONE: (248) 926-8088 FAX: (248) 926-8199

PROJECT NAME

**ADAMS & HAYNES
MIXED USE PROJECT**

**720 S Adams Street
Birmingham Mi,
48009**

PROJECT # 20 - 28

SUE DATE # 07/30/2020

REVISION HISTORY

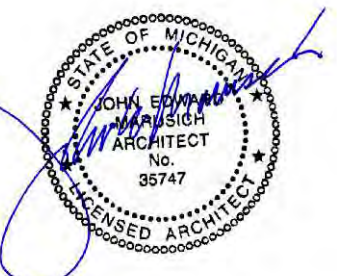
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REVISION	11/04/2020
REVISION	06/14/2021
REVISION	03/18/2022
REVISION	05/18/2022
REVISION	06/28/2022
REVISION	07/08/2022
REVISION	09/15/2022
REVISION	02/20/2023
REVISION	04/28/2023
REVISION	05/19/2023
1.P.A. SUBMITTAL 1	07/05/2023
1.P.A. SUBMITTAL 2	01/12/2024

RAWN BY: DC

CHECKED BY: JM

GROUND LEVEL GARBAGE TRUCK TURNING DIAGRAM

REAL

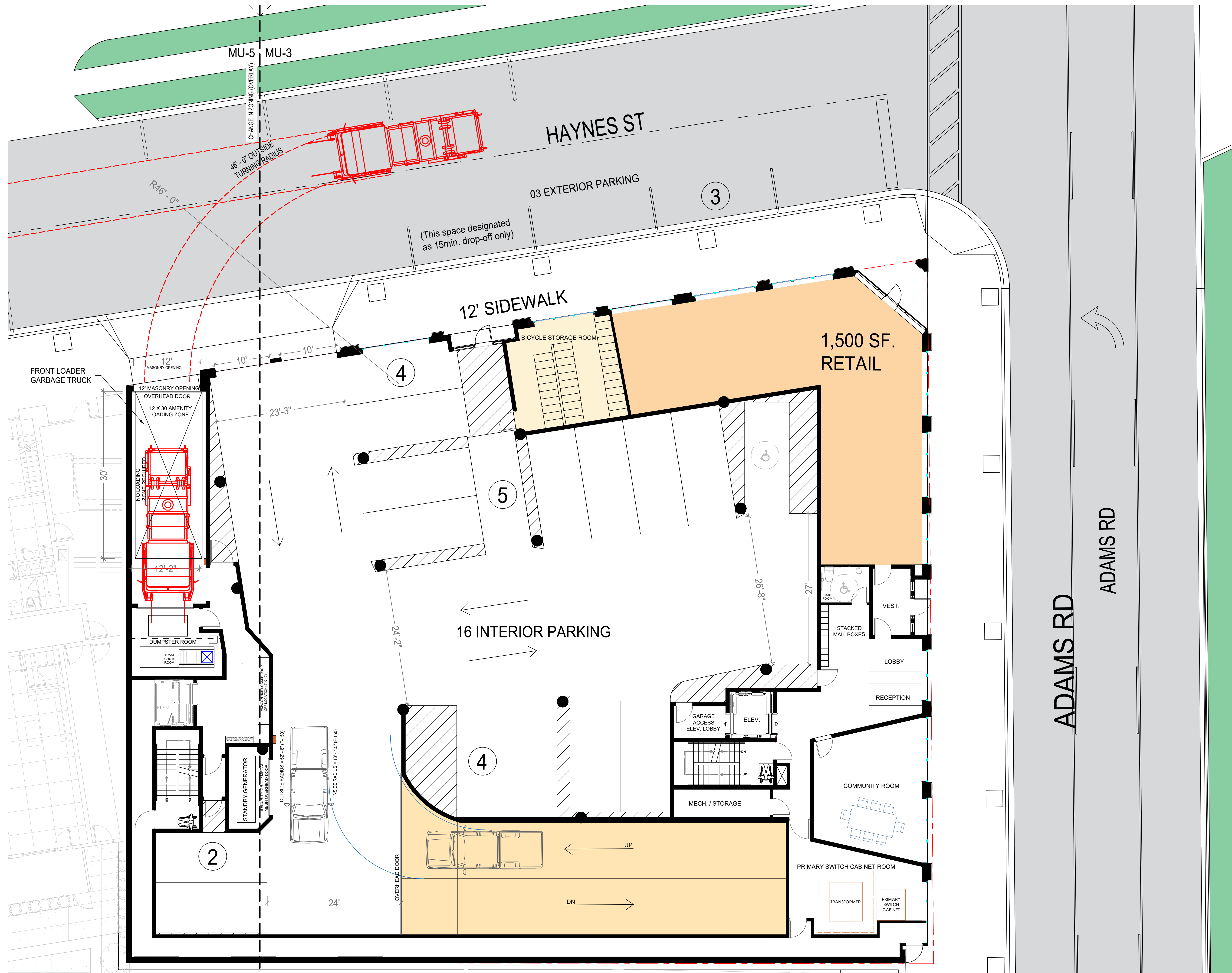


OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: ____/____/2024

MEET #

ST-1.1



GROUND LEVEL GARBAGE TRUCK TURNING DIAGRAM



MARUSICH
ARCHITECTURE

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BLOOMFIELD HILLS, MI 48304
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OWNER

Ralph Faranso
BIRMINGHAM HAYNES LLC.
P.O. BOX 1207
WALLED LAKE, MI 48090-5207
PHONE: (248) 926-8088 FAX: (248) 926-8199

PROJECT NAME

**ADAMS & HAYNES
MIXED USE PROJECT**

**720 S Adams Street
Birmingham Mi,
48009**

PROJECT # 20 - 28

ISSUE DATE # 07/30/2020

REVISION HISTORY

REVISION	10/29/2020
REVISION	11/04/2020
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S.P.A. SUBMITTAL 2	01/12/2024

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CHECKED BY: JM

SHEET CONTENTS

EXISTING CONDITIONS

SEAL

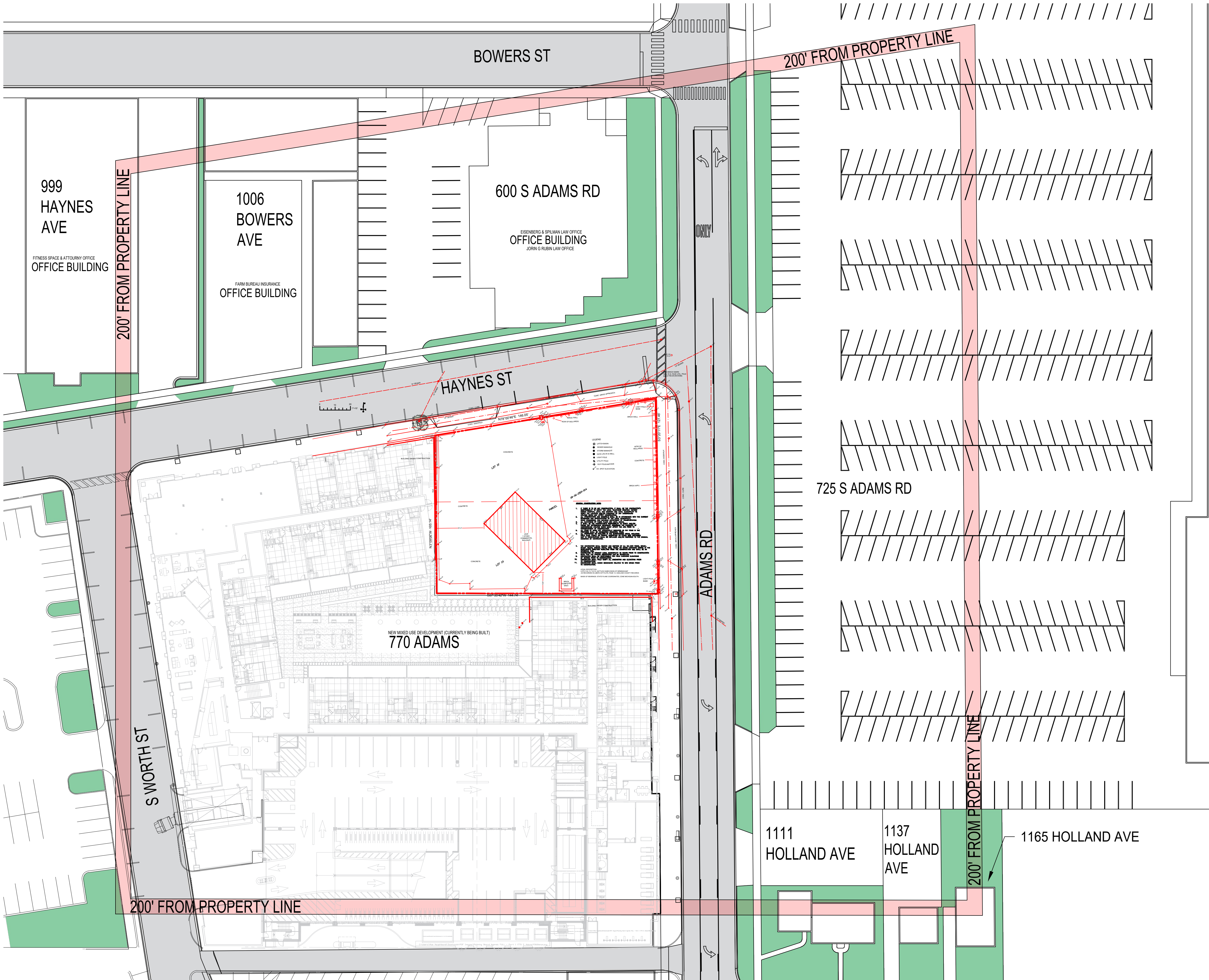


OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2024

SHEET #

ST-2



EXISTING CONDITIONS

SCALE: 1/32" = 1'-0"



LOOP BIKE RACK
SURFACE MOUNT
POWDER COAT: SILVER
MANUFACTURER: LANDSCAPE FORMS
PHONE: (800) 430-6209 / (269) 381-0396

1 BIKE RACK

QUANTITY (6)



35 SIT BACKED BENCH (72")
SURFACE MOUNT (35 COLLECTION)
POWDER COAT: SILVER
MANUFACTURER: LANDSCAPE FORMS
PHONE: (800) 430-6209 / (269) 381-0396

2 BENCH

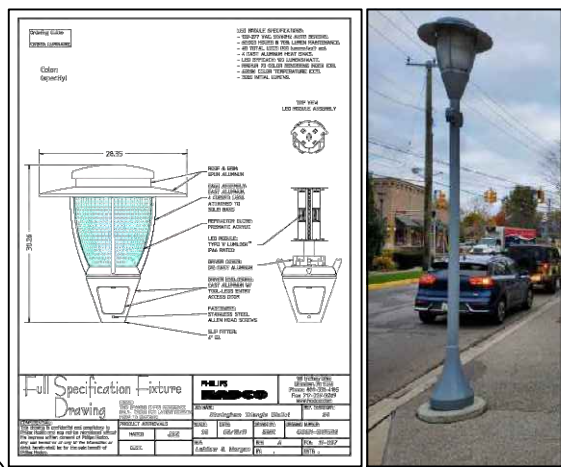
QUANTITY (4)



35 PITCH LITTER RECEPTACLE
SURFACE MOUNT / SIDE OPENING (35 COLLECTION)
POWDER COAT: SILVER
MANUFACTURER: LANDSCAPE FORMS
PHONE: (800) 430-6209 / (269) 381-0396

3 TRASH RECEPTACLE

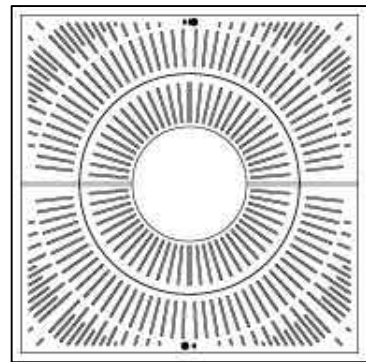
QUANTITY (4)



HADCO LUMINAIRE C81918
120-277 VAC
LED FIXTURE + P1600 SERIES POLE
4000K COLOR TEMP.
3000 LUMENS
MANUFACTURER: HADCO by Signify
PHONE: (800) 372-3331

4 PEDESTRIAN LIGHTING

QUANTITY (8)



V8954-1 PLAZA 48" SQUARE TREE GRATE
PRODUCT NUMBER: 48954100
MATERIAL: GRAY IRON
MANUFACTURER: ISI CO.
PHONE: (800) 626-4653

5 TREE GRATES

QUANTITY (6)

DECIDUOUS TREE LIST

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
3	T-A	UPRIGHT EUROPEAN HORNBEAM	Carpinus Betulus 'Fastigiata'	3" Cal.	B&B, Single Stem, Matched Specimens
3	T-B	REGAL PRINCE OAK	Quercus robur x bicolor 'Long' (columnar)	3" Cal.	B&B, Matched Specimens

LANDSCAPE CALCULATIONS

PER CITY OF BIRMINGHAM ZONING ORDINANCE

TRIANGLE OVERLAY DISTRICT - STREETSCAPE DESIGN REQUIREMENTS

SIDEWALKS:

REQUIRED WIDTH = 12' - 0"
PROVIDED WIDTH = 12' - 0"

STREET TREES

REQUIRED: 1 CANOPY TREE PER 40 L.F.

ADAMS ROAD: 126 LF / 40 LF = 3
HAYNES STREET: 145 LF / 40 LF = 3

PROVIDED:

ADAMS ROAD: 3 TREES
HAYNES STREET: 3 TREES

STREET LIGHTS

REQUIRED: PEDESTRIAN LEVEL STREET LIGHTING OF
DECORATIVE NATURE

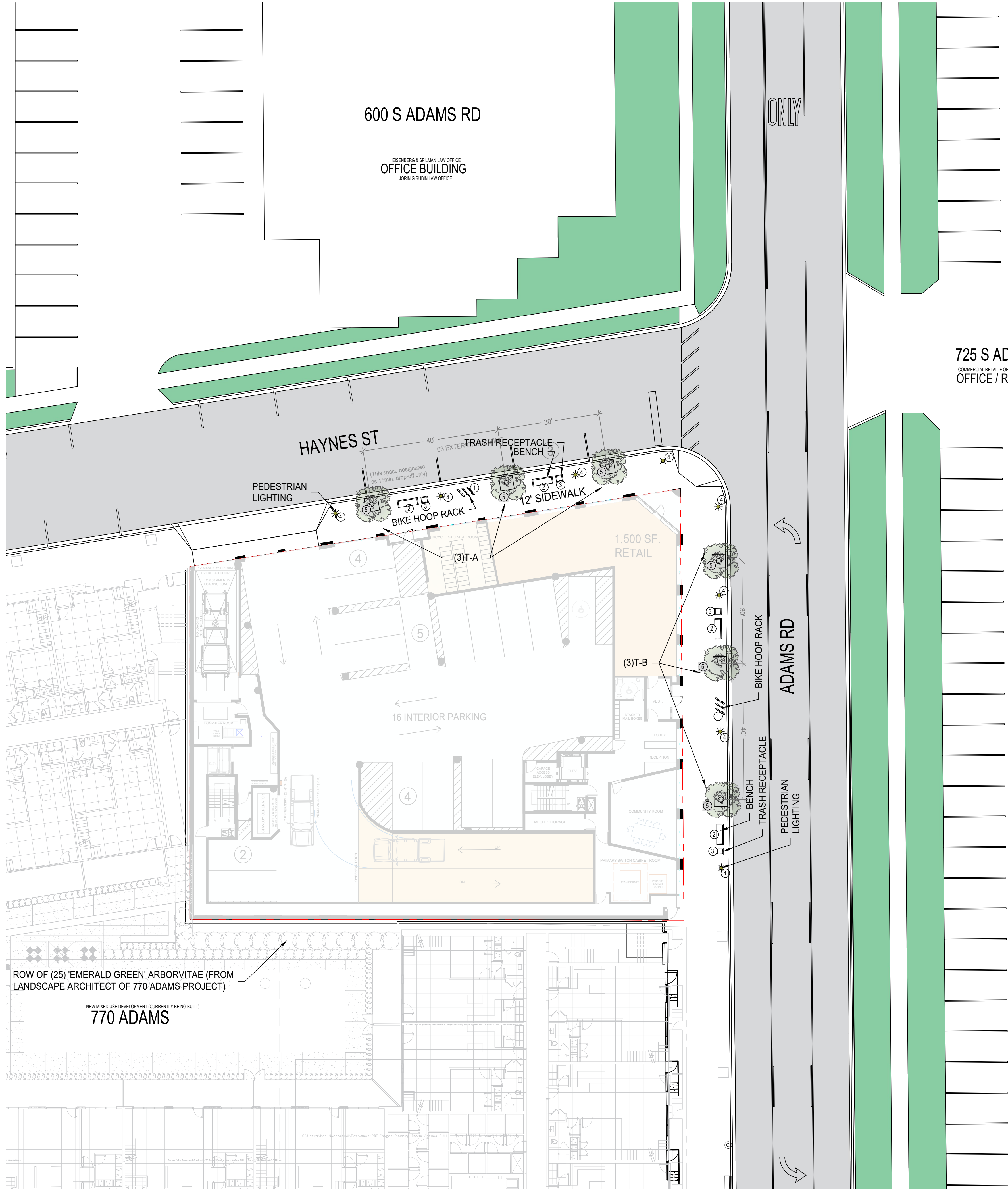
PROVIDED: PEDESTRIAN LEVEL STREET LIGHTING OF
DECORATIVE NATURE

STREET FURNITURE

REQUIRED: BENCHES & TRASH RECEPTACLES WHERE
PEDESTRIAN ACTIVITY WILL BENEFIT
PROVIDED: BENCHES & TRASH RECEPTACLES ALONG THE
SIDEWALK THAT MATCH DISTRICT STANDARDS

BICYCLE FACILITIES

REQUIRED: ONE BIKE FOR EVERY 3,000 S.F. OF COMMERCIAL FLOOR AREA
2,050 SF / 3,000 SF = 1 BIKE
PROVIDED: (6) BIKE HOOPS THAT MATCH THE DISTRICT STANDARDS



LANDSCAPE / STREETSCAPE PLAN

SCALE: 1/16" = 1'-0"



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CHECKED BY: JM

SHEET CONTENTS

LANDSCAPE /
STREETSCAPE PLAN



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DATE: __/__/2024

SHEET #

ST-3



MARUSICH
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BASEMENT LEVEL

SEAL

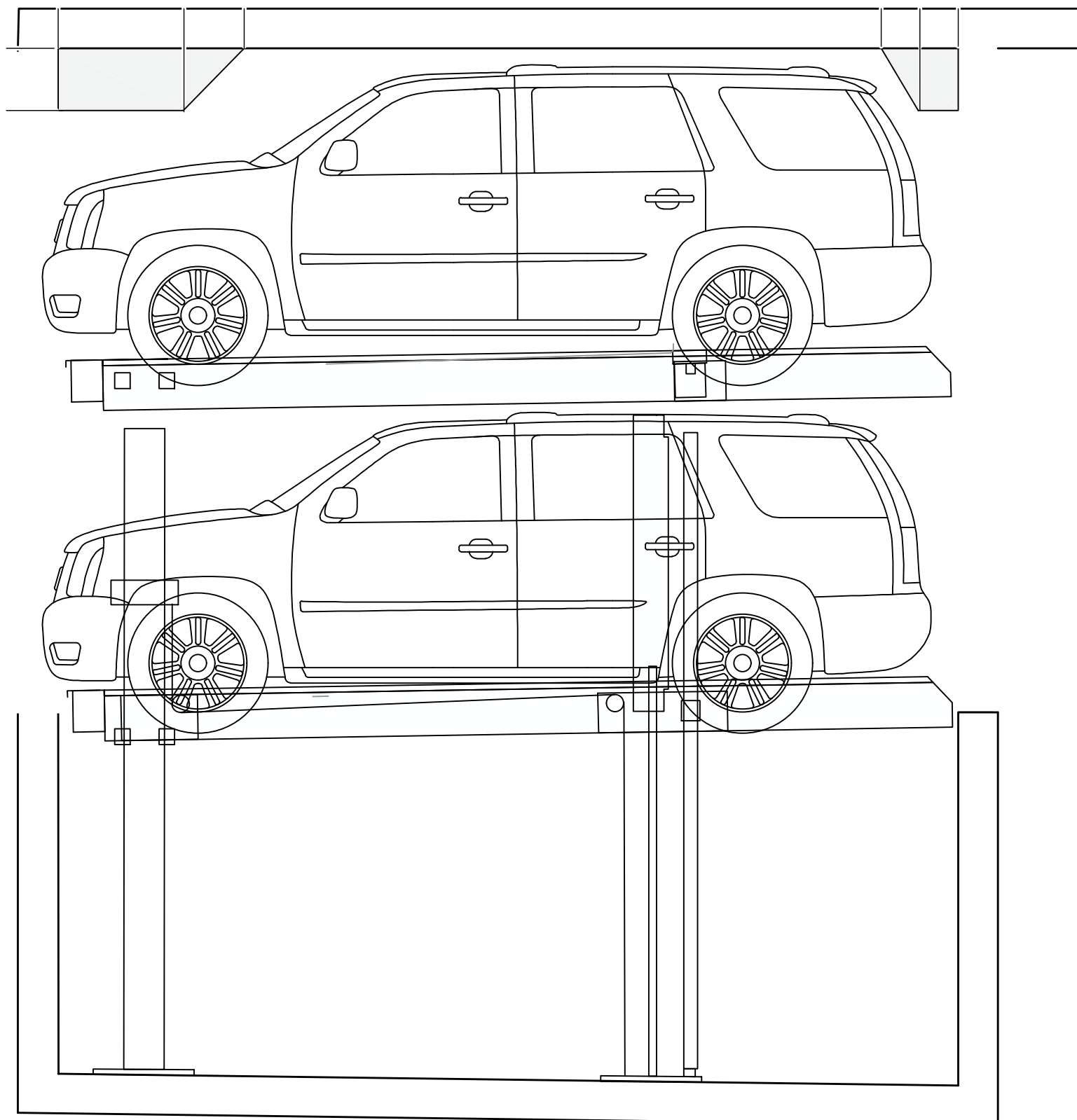
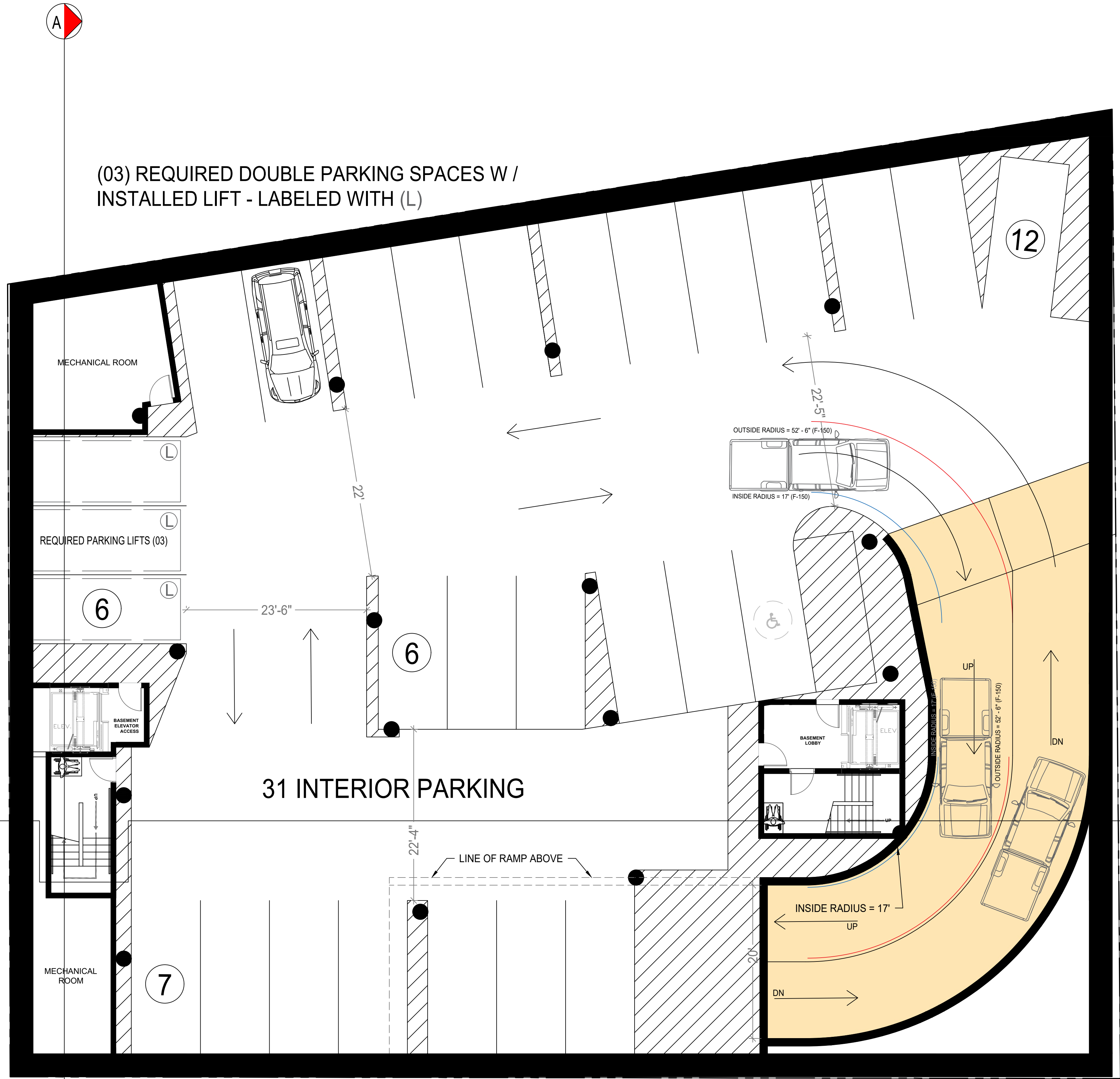


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DATE: __/__/2024

SHEET #

A-1



PARKING LIFT DIAGRAM

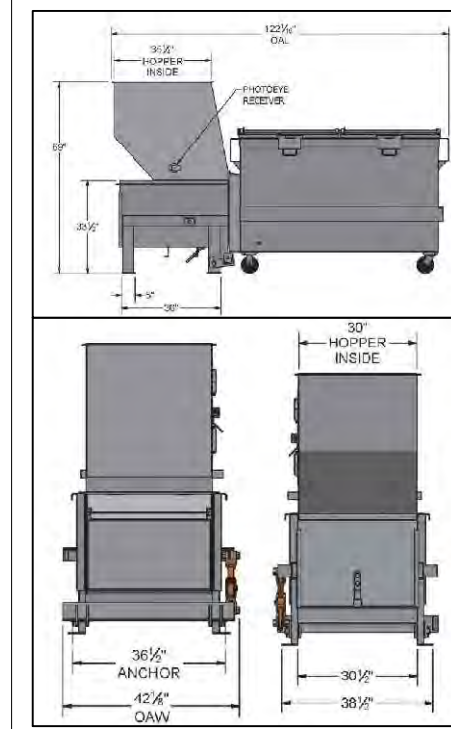
SCALE: 1/8" = 1'-0"



BASEMENT LEVEL

SCALE: 1/8" = 1'-0"

(16,511 GROSS SF
OUT OF 98,217
GROSS SF)



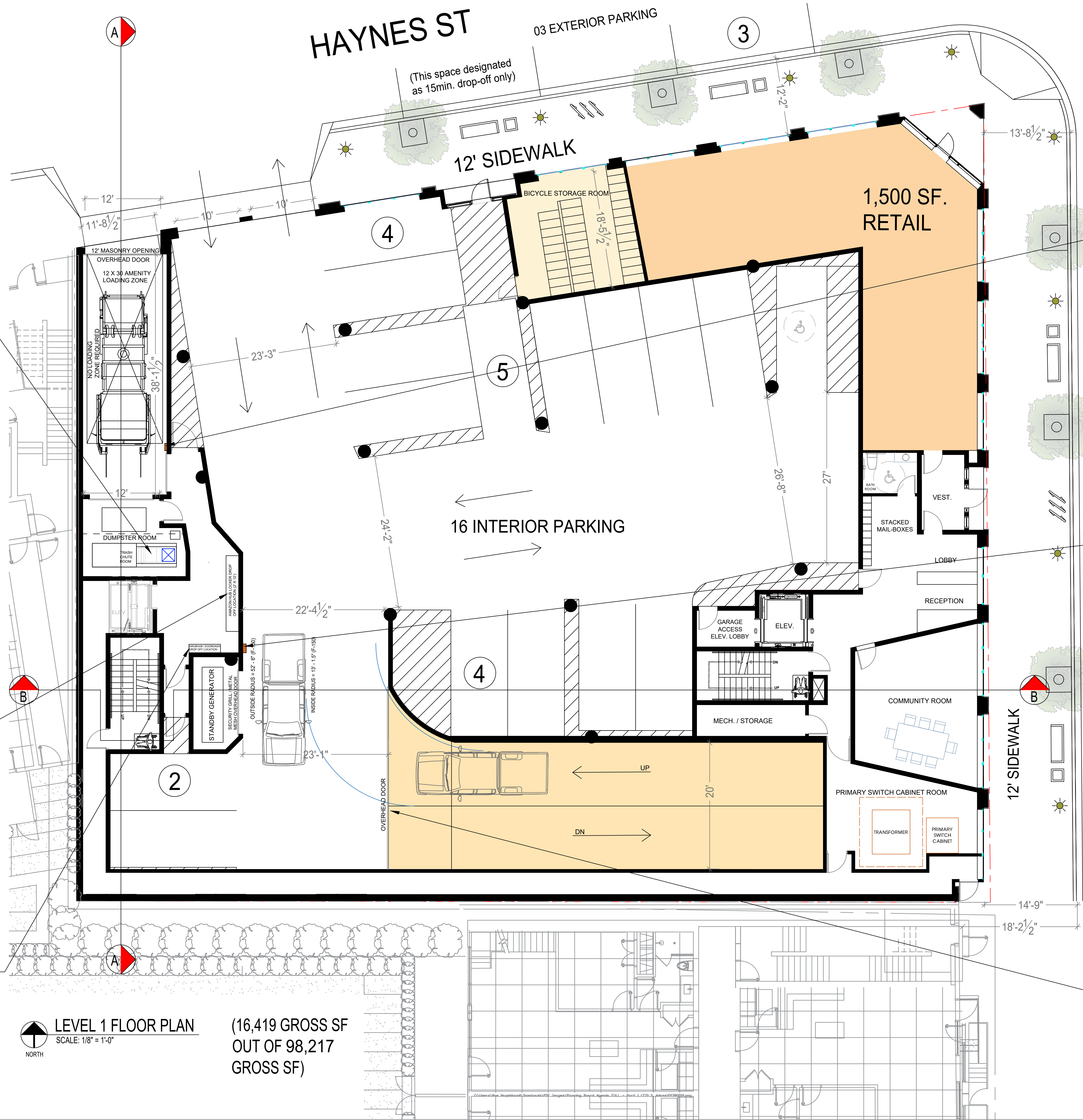
TRASH COMPACTOR



AMAZON DROP-OFF LOCKERS



DOORDASH / GRUBHUB DROP OFF LOCKERS



LEVEL 1 FLOOR PLAN
SCALE: 1/8" = 1'-0"
NORTH

(16,419 GROSS SF
OUT OF 98,217
GROSS SF)



VIDEO CALLBOX WITH
DIRECT VIDEO & AUDIO
FEED TO APARTMENT
UNITS & LOBBY FOR
ACCESS TO THE
OVERHEAD DOOR IN
THE LOADING ZONE
FOR DELIVERIES VIA
AMAZON, UPS, FEDEX,
DOORDASH,
GRUBHUB, ETC.



VEHICLES COMING
INTO THE BASEMENT
WILL BE REQUIRED TO
ENTER
PASSCODE BEFORE
OPENING THE
OVERHEAD DOOR
TO THE BASEMENT.



OVERHEAD DOOR
WITH AUTOMATIC
ALARM & LIGHT
FLASHER FOR
VEHICLES COMING
UP THE RAMP & OUT
OF THE BUILDING.



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DC

CHECKED BY:

JM

SHEET CONTENTS

LEVEL 1 FLOOR PLAN

SEAL



OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2024

SHEET #

A-2



LEVEL 2 & 3 FLOOR PLAN
SCALE: 1/8" = 1'-0"

(16,511 GROSS SF OUT OF 98,217 GROSS SF)



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SHEET CONTENTS

LEVEL 2 & 3
FLOOR PLAN

SEAL



OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2024

SHEET #

A-3



LEVEL 4 FLOOR PLAN (16,511 GROSS SF OUT OF 98,217 GROSS SF)
SCALE: 1/8" = 1'-0"



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LEVEL 4 FLOOR PLAN

SEAL



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CHECKED BY: JM

LEVEL 5 FLOOR PLAN

REAL



MEET # **A-5**

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: / / 2024

LEVEL 5 FLOOR PLAN (13,653 GROSS SF OUT OF 98,217 GROSS SF)

SCALE: 1/8" = 1'-0"



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OWNER

Ralph Faranso

IRMINGHAM HAYNES LLC.

P.O. BOX 1207
WALLED LAKE, MI 48390-5207

PHONE: (248) 926-8088 FAX: (248) 926-8199

PROJECT NAME

**ADAMS & HAYNES
MIXED USE PROJECT**

**720 S Adams Street
Birmingham Mi,
48009**

PROJECT # 20 - 28

SUE DATE # 07/30/2020

REVISION HISTORY

REVISION	10/29/2020
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P.P.A. SUBMITTAL 2	01/12/2024

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LEVEL 6 FLOOR PLAN

AL

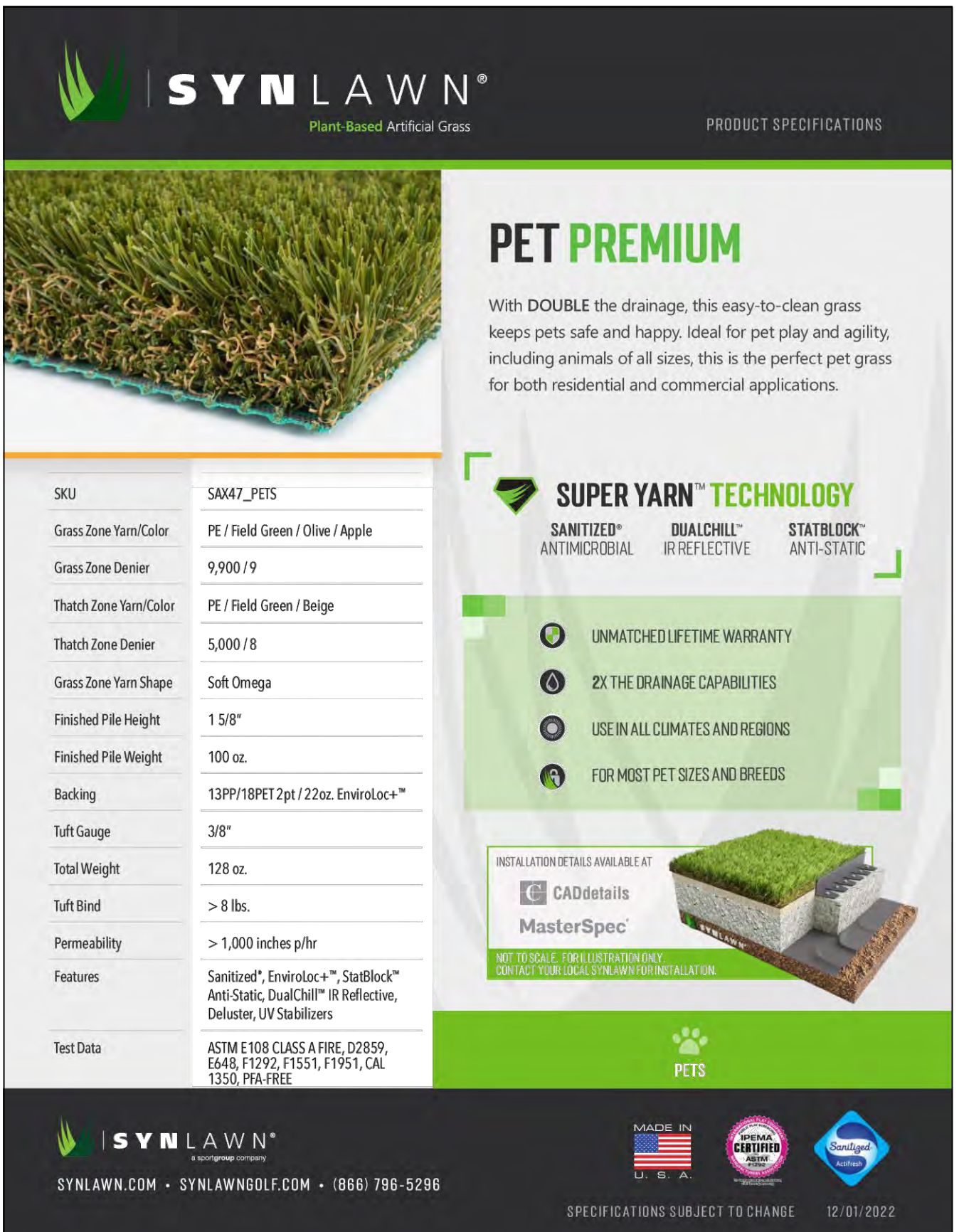


OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: / /2024

HEET #

A-6A

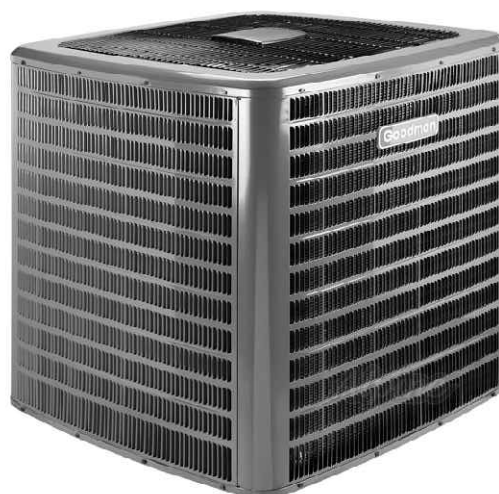


PREMIUM SYNTHETIC LAWN

(SEE CONDENSER LAYOUT ON SHEET A-6B)

41 UNITS	= 41 CONDENSERS
4 LEVELS OF COMMON AREA	= 04 CONDENSERS
1,500 SF OF RETAIL + LOBBY AREA.....	= 02 CONDENSERS
	<u>TOTAL = 47 CONDENSERS</u>

PENTHOUSE ROOF= 47 CONDENSERS

[illegible]

LEVEL 6 FLOOR PLAN

SCALE: 1/8" = 1'-0"

(2,101 SF OUT OF 98,217 GROSS SF)



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MIXED USE PROJECT

Figure 2.11 *Graph of the function $f(x) = 2x^2 - 3x + 1$*

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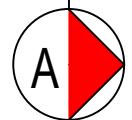
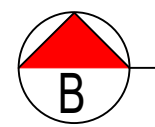
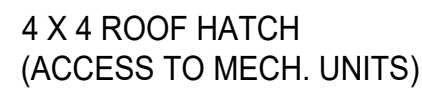
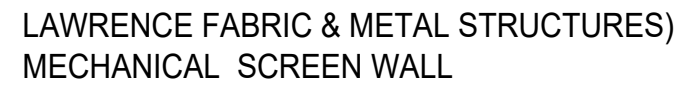
PENTHOUSE ROOF PLAN

AL



HEET #

A-6B

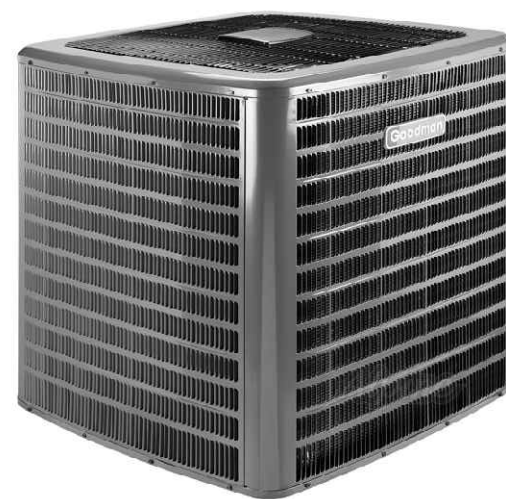


PENTHOUSE ROOF PLAN

SCALE: 1/8" = 1'-0'

41 UNITS	= 41 CONDENSERS
4 LEVELS OF COMMON AREA	= 04 CONDENSERS
1,500 SF OF RETAIL + LOBBY AREA.....	= 02 CONDENSERS
	<u>TOTAL = 47 CONDENSERS</u>

PENTHOUSE ROOF= 47 CONDENSERS

[illegible]

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: ____/____/2024



GLAZING CALCULATIONS

GROUND LEVEL:
BETWEEN 1 & 8 FEET ABOVE GRADE = 70% MINIMUM

UPPER LEVELS:
RESIDENTIAL UNITS (GLAZING)..... = 50% MAXIMUM

EAST (ADAMS STREET) ELEVATION
SCALE: 1/16" = 1'-0"

GROUND LEVEL BETWEEN 1 & 8 FEET = 873 S.F.	UPPER RESIDENTIAL LEVELS..... = 5,107 S.F.
1 FT AFF TO 8 FT AFF= 615 S.F.	UPPER RESIDENTIAL GLAZING AREA.....= 1,689 S.F.
GROUND LEVEL GLAZING AREA 615 / 873 SF = 70.44%	UPPER LEVELS GLAZING AREA 1,689 / 5,172 SF = 33.07%



GLAZING CALCULATIONS

GROUND LEVEL:
BETWEEN 1 & 8 FEET ABOVE GRADE = 70% MINIMUM

UPPER LEVELS:
RESIDENTIAL UNITS (GLAZING)..... = 50% MAXIMUM

NORTH (HAYNES STREET) ELEVATION
SCALE: 1/16" = 1'-0"

GROUND LEVEL BETWEEN 1 & 8 FEET = 1,024 S.F.	UPPER RESIDENTIAL LEVELS..... = 6,281 S.F.
1 FT AFF TO 8 FT AFF = 768 S.F.	UPPER RESIDENTIAL GLAZING AREA..... = 2,622 S.F.
GROUND LEVEL GLAZING AREA 768 / 1,024 SF = 75%	UPPER LEVELS GLAZING AREA 2,622 / 6,281 SF = 41.74%



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DC

CHECKED BY:

JM

SHEET CONTENTS

GLAZING CALCULATIONS

DATE OF MICHAEL J. FARANSO ARCHITECT NO. 85147 LICENSED ARCHITECT

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2024

SHEET #

A-7



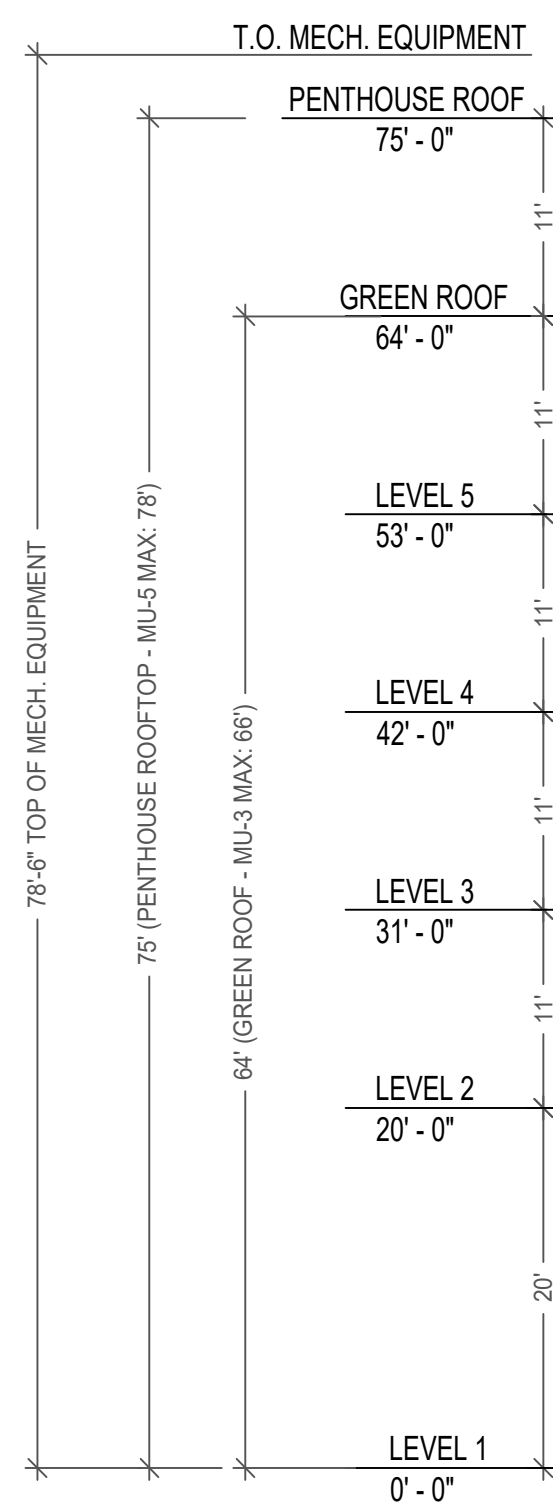
LAWRENCE FABRIC & METAL
STRUCTURES MECHANICAL
SCREEN WALL



NICHIIA ASH GREY WOOD PANEL
ALPOLIC METAL COMPOSITE
(PELLA) INSUL. SLIDING GLASS
DOOR IN BLACK ANOD. MTL. FRAME



EAST ELEVATION - ADAMS RD
SCALE: 3/32" = 1'-0"



NORTH ELEVATION - HAYNES ST
SCALE: 3/32" = 1'-0"

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DRAWN BY: DC
CHECKED BY: JM

SHEET CONTENTS

ELEVATIONS





MARUSICH
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SHEET CONTENTS

COURTYARD ELEVATION
(LOOKING NORTH)

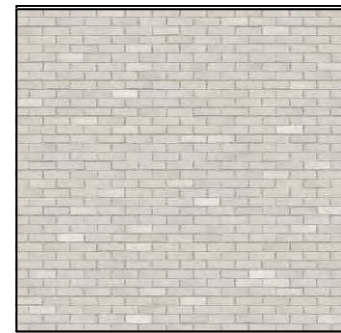


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DATE: __/__/2024

SHEET #

A-9



GLEN-GERY
BARELY GREY KLAYCOAT



COLDSPRING USA GRANITE
LAKE SUPERIOR GREEN



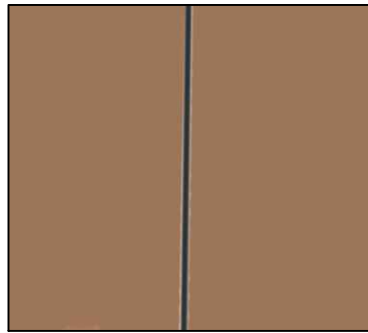
COLDSPRING USA GRANITE
CHARCOAL BLACK



KAWNEER
STOREFRONT GLAZING



ALPOLIC METAL
COMPOSITE - SLATE BLACK



CENTRIA MTL. PANEL
COLOR - SIENNA



NICHIIA - ASH GREY
WOOD PANEL

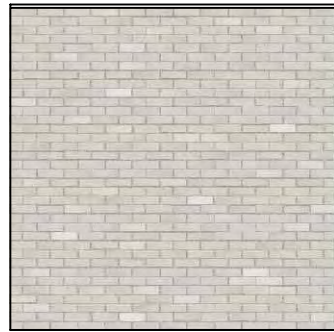


NICHIIA - INDUSTRIAL
BLOCK GREY PANELS



COURTYARD ELEVATION - LOOKING NORTH

SCALE: 3/32" = 1'-0"



GLEN-GERY
BARELY GREY KLAYCOAT



FENDT BUILDER SUPPLY
#222 P SPLIT-FACE BLOCK



COLDSPRING USA GRANITE
LAKE SUPERIOR GREEN



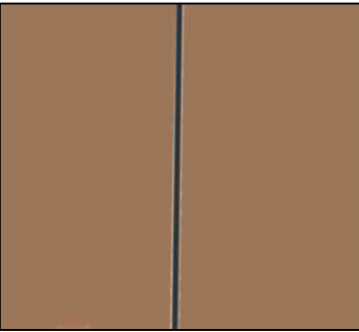
COLDSPRING USA GRANITE
CHARCOAL BLACK



KAWNEER
STOREFRONT GLAZING



ALPOLIC METAL
COMPOSITE - SLATE BLACK



CENTRIA MTL. PANEL
COLOR - SIENNA



NICHIIA - ASH GREY
WOOD PANEL



NICHIIA - INDUSTRIAL
BLOCK GREY PANELS



HAYNES STREET ELEVATION
SCALE: 1/16" = 1'-0"



ADAMS ROAD ELEVATION
SCALE: 1/16" = 1'-0"

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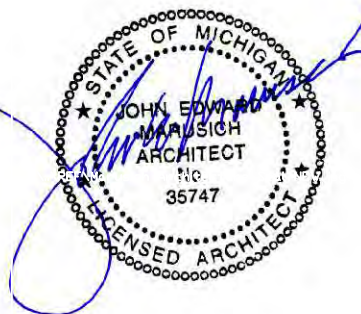
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FULL STREET
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S.P.A. SUBMITTAL 1	07/05/2023
S.P.A. SUBMITTAL 2	01/12/2024

DRAWN BY: DC

CHECKED BY: JM

SHEET CONTENTS

BUILDING SECTIONS

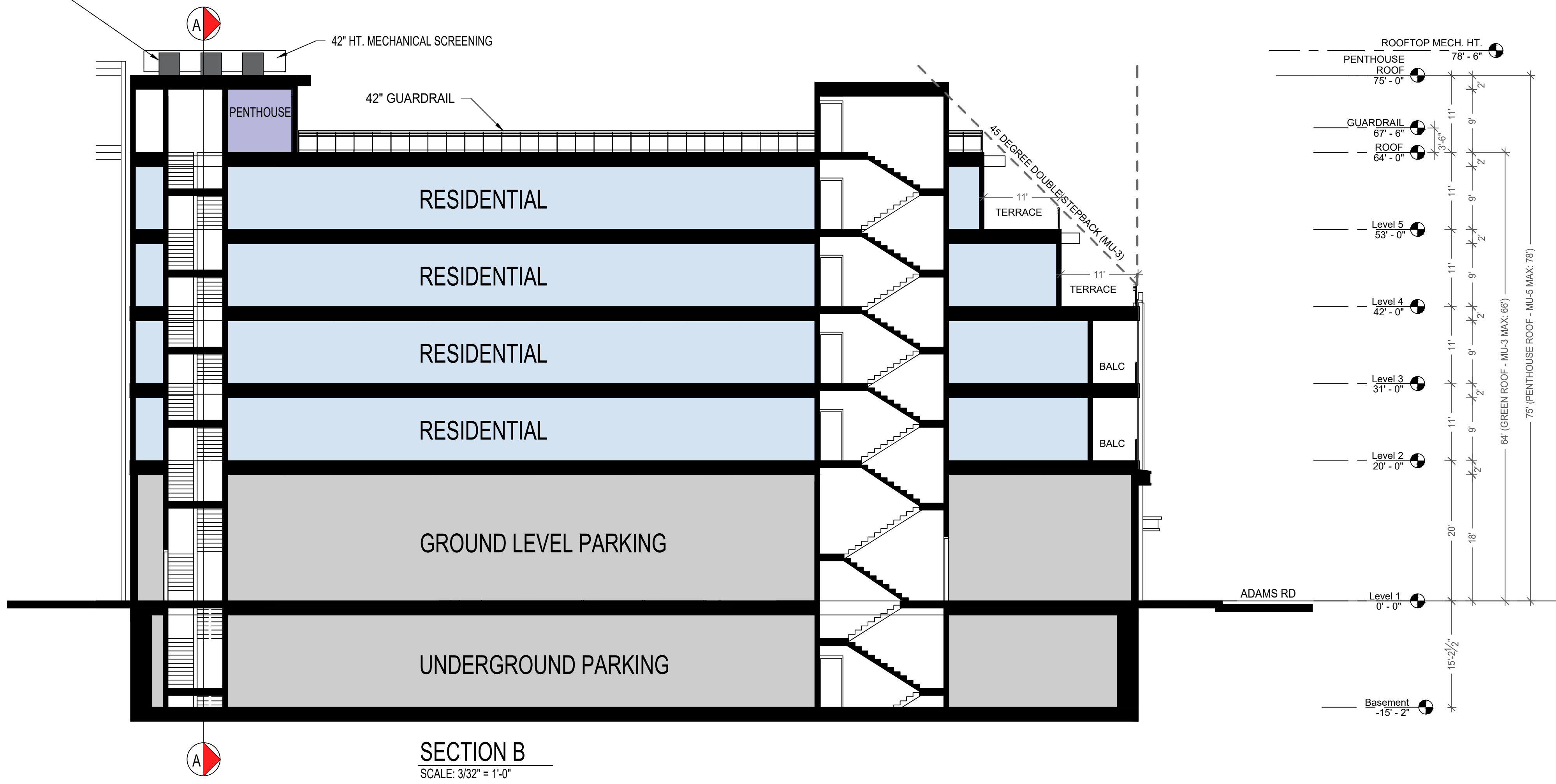
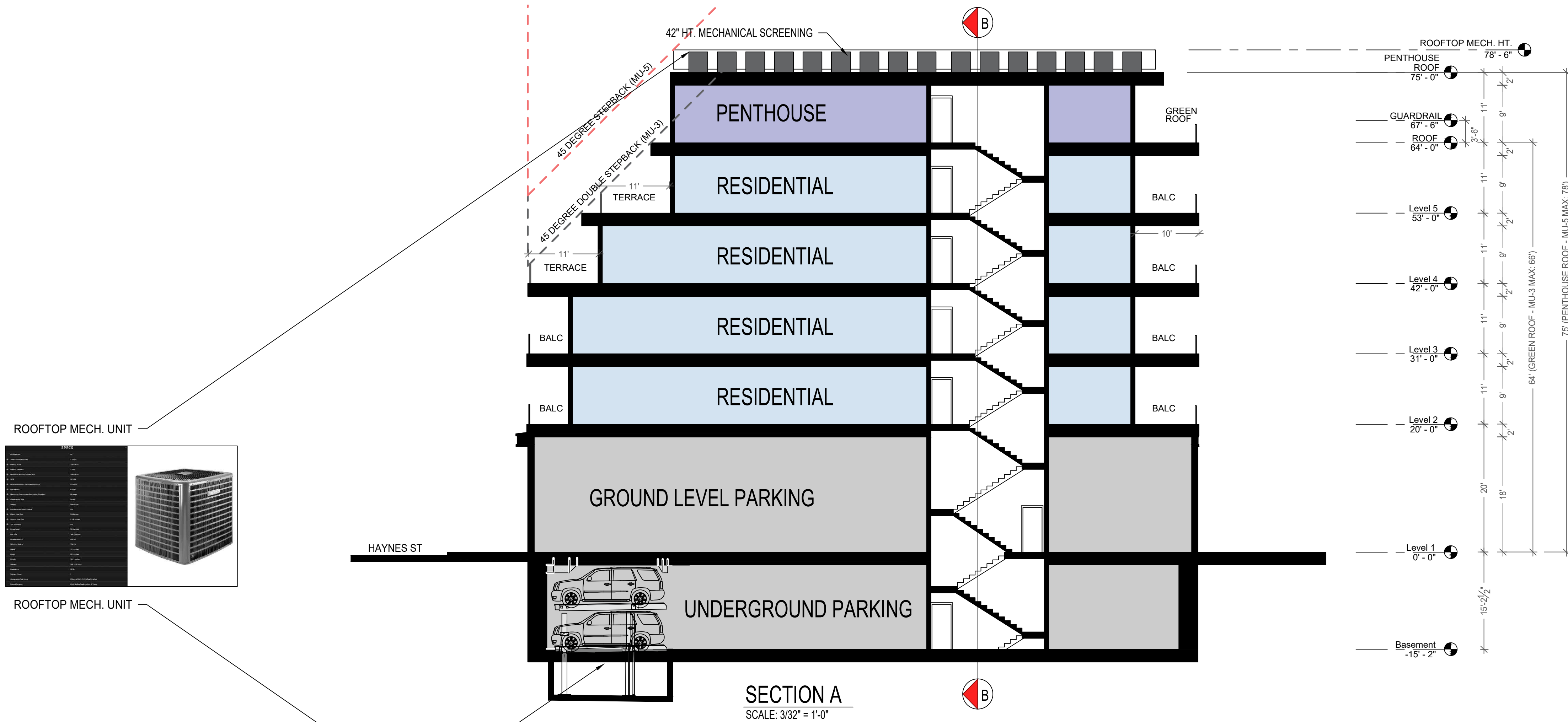


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PROJECT NAME

ADAMS & HAYNES
MIXED USE PROJECT

**720 S Adams Street
Birmingham Mi,
48009**

PROJECT # 20 - 28

SUE DATE # 07/30/2020

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P.A. SUBMITTAL 2	01/12/2024

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PARKING SPACE INFORMATION



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A-12



SCALE: 3/32" = 1'-0"

NORTH



SCALE: 3/32" = 1'-0"

NORTH



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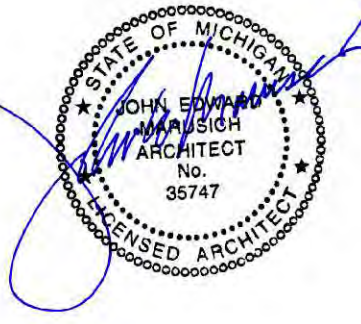
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LEVEL 1 PARKING /
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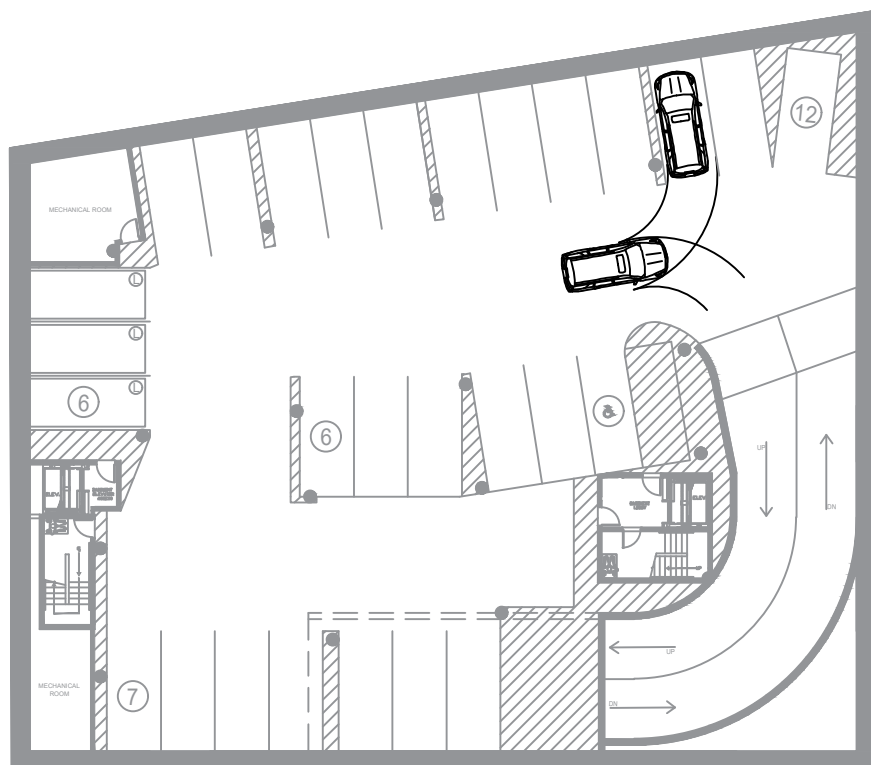
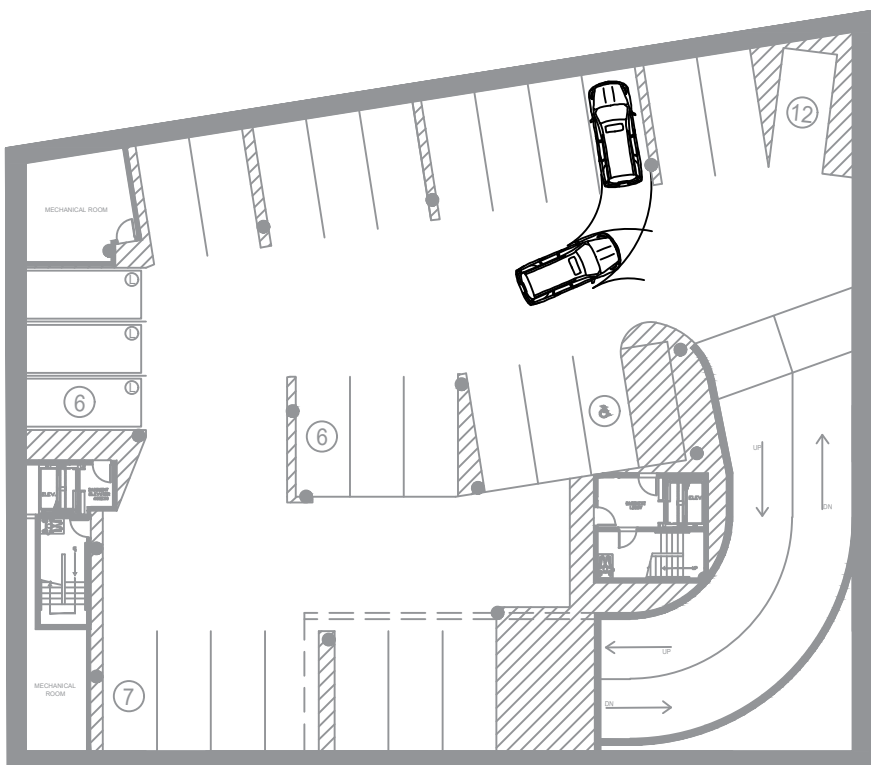
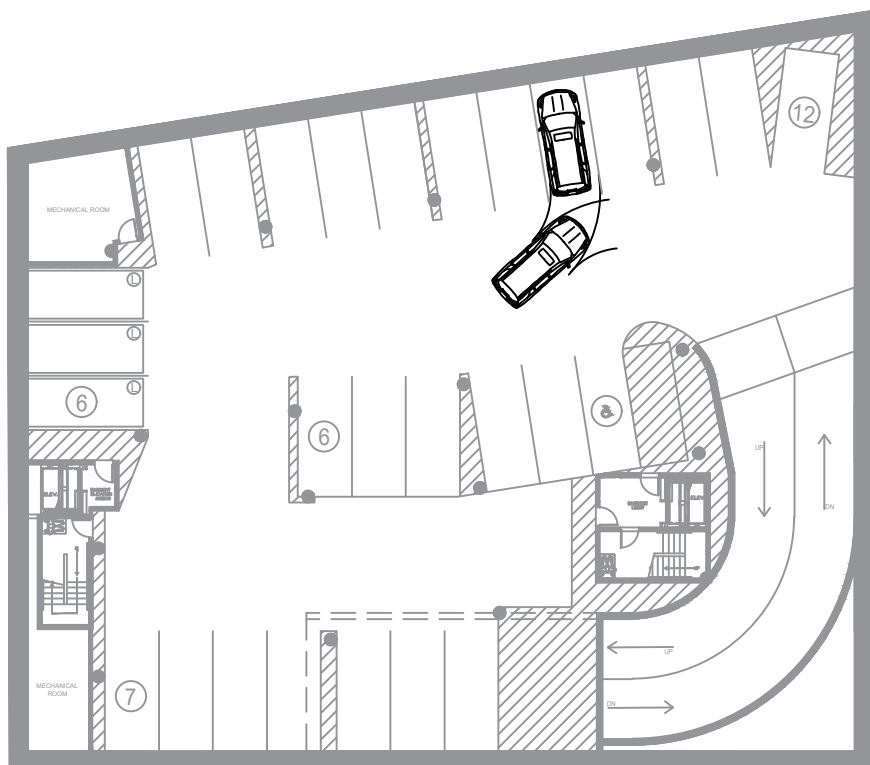
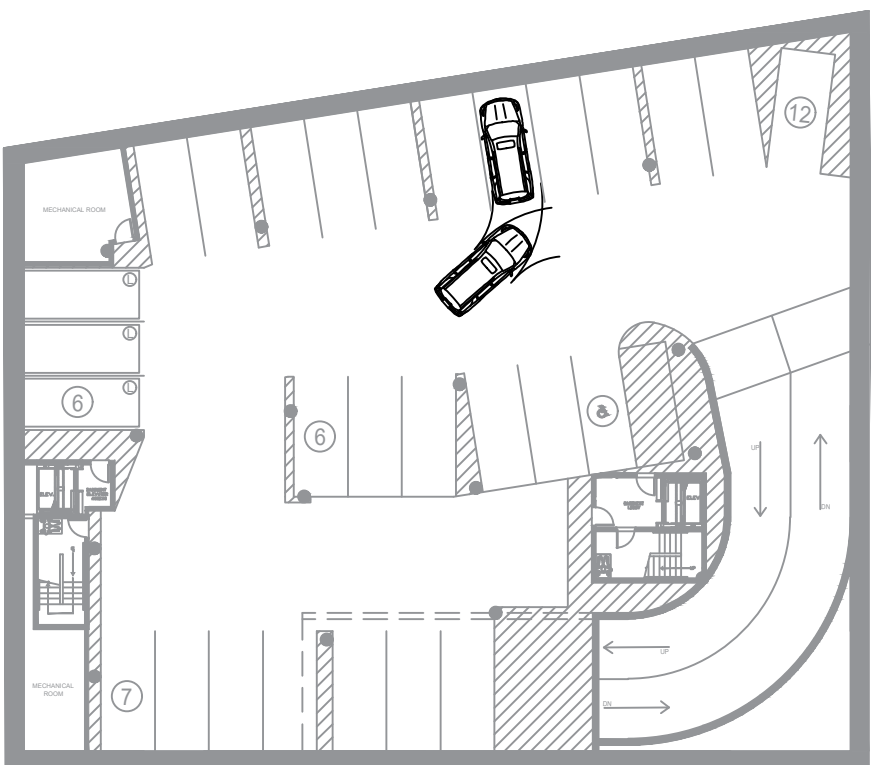
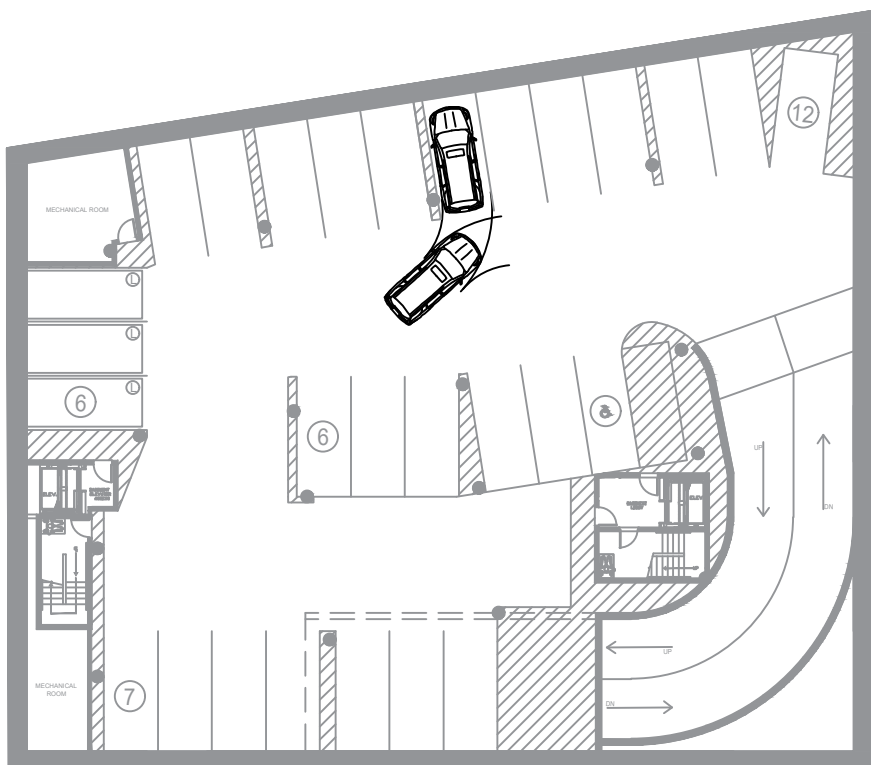
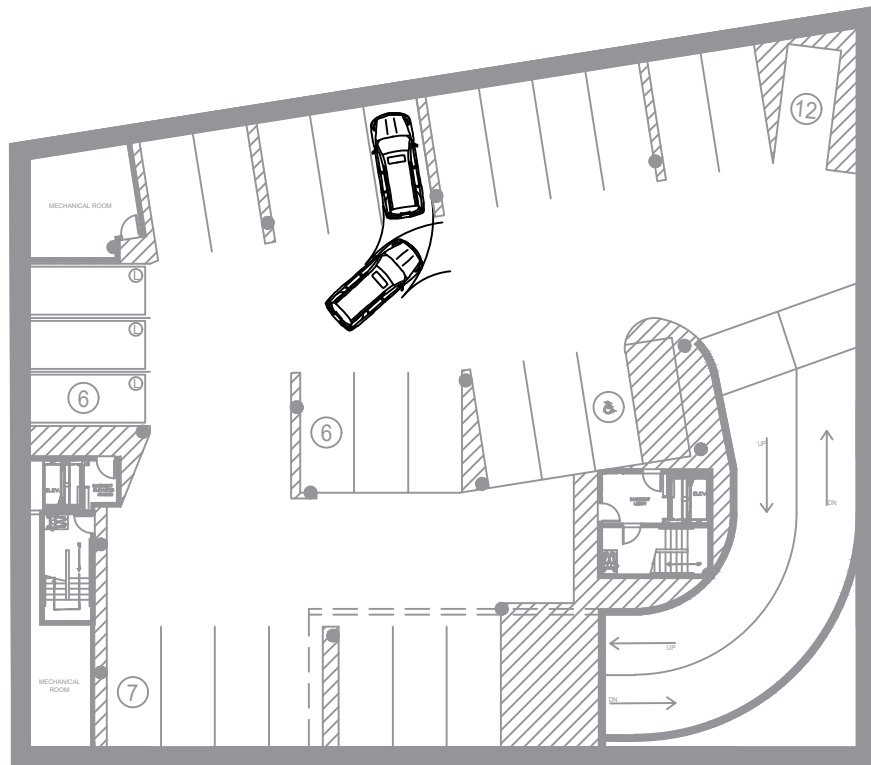
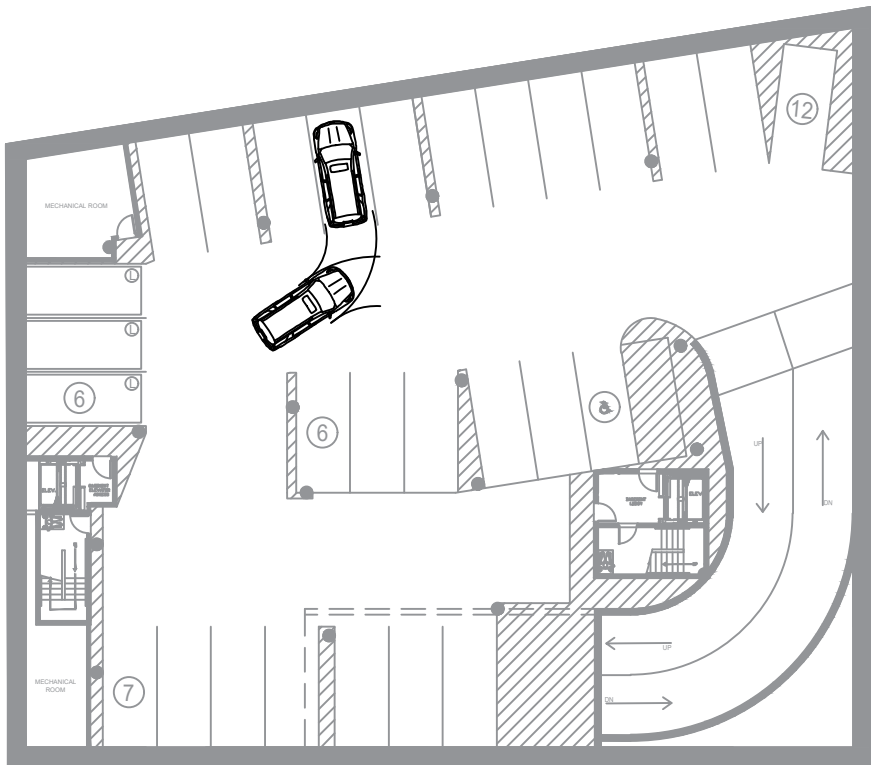
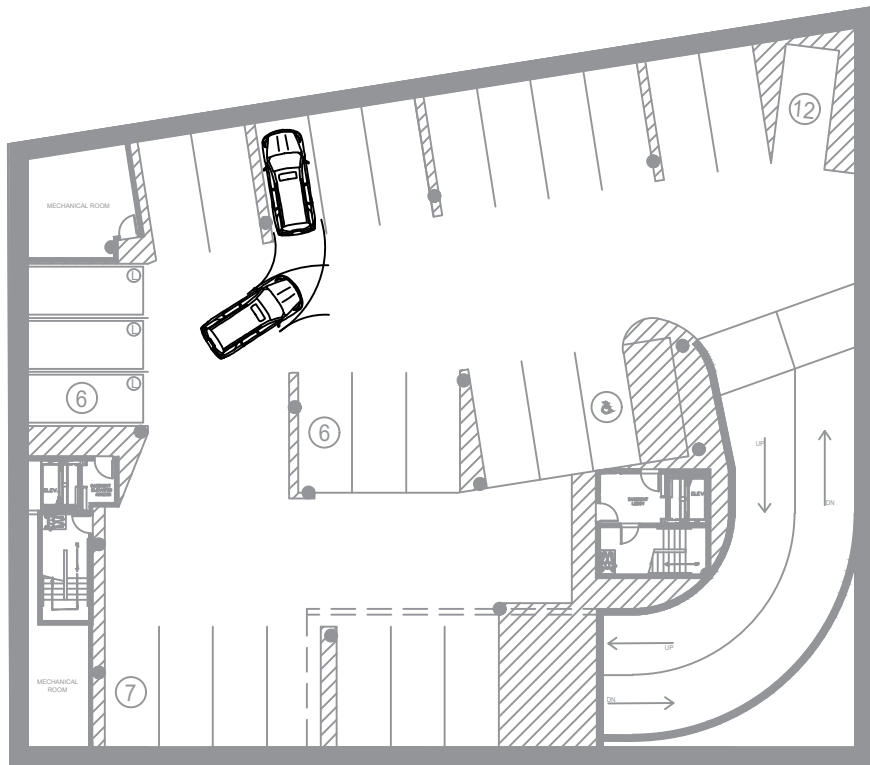
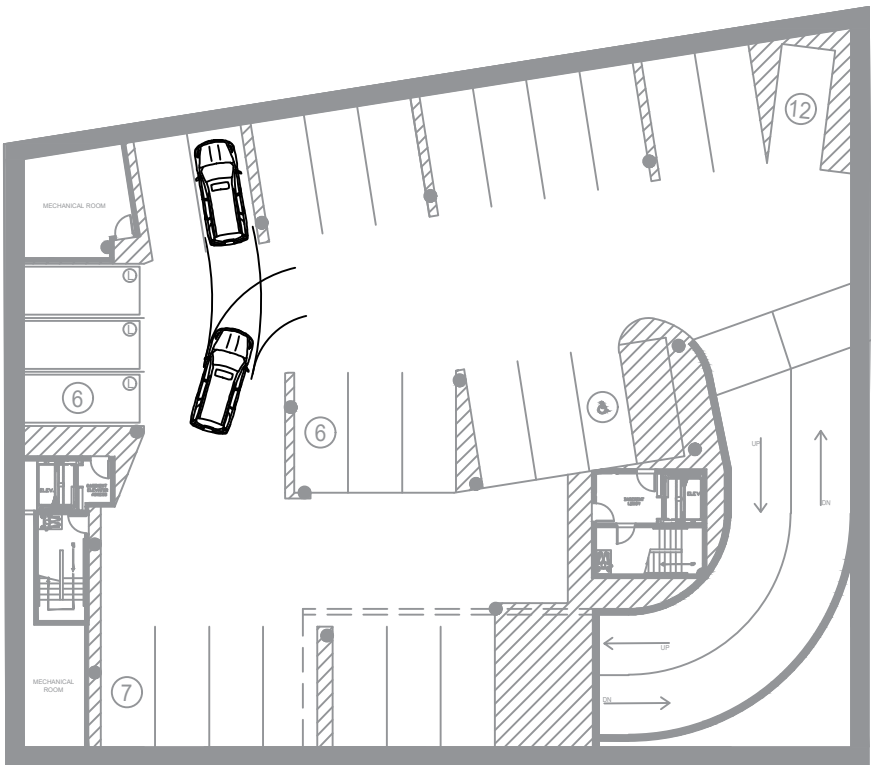
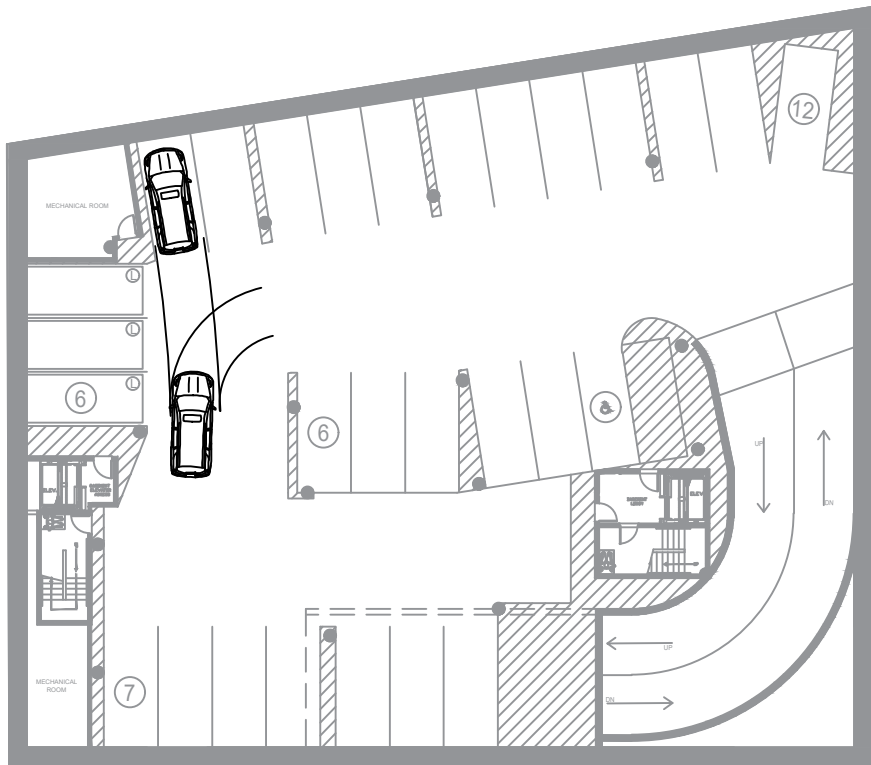
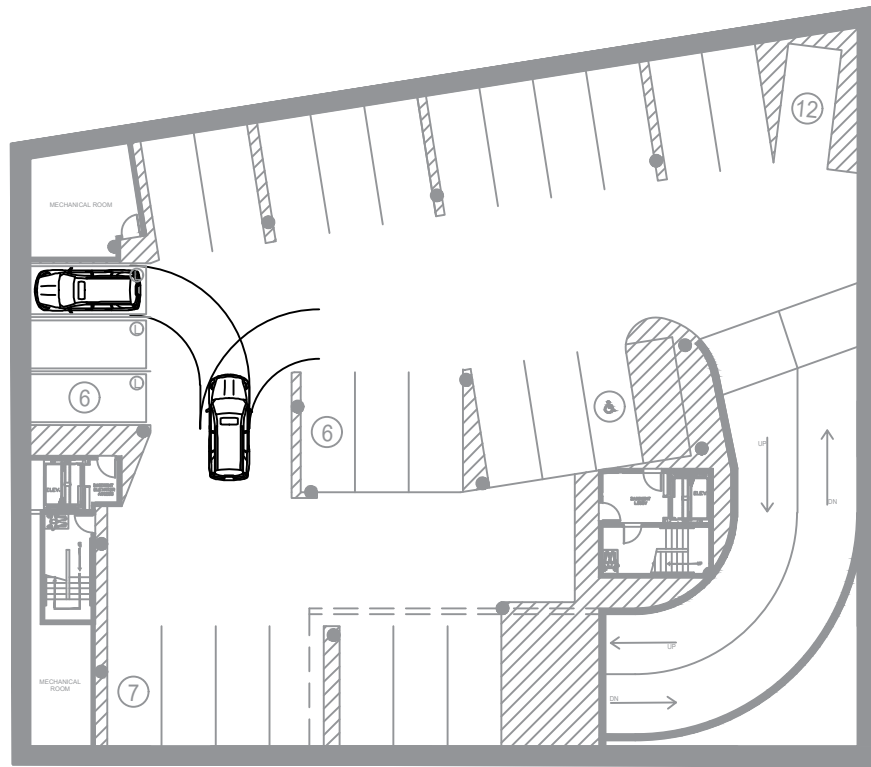
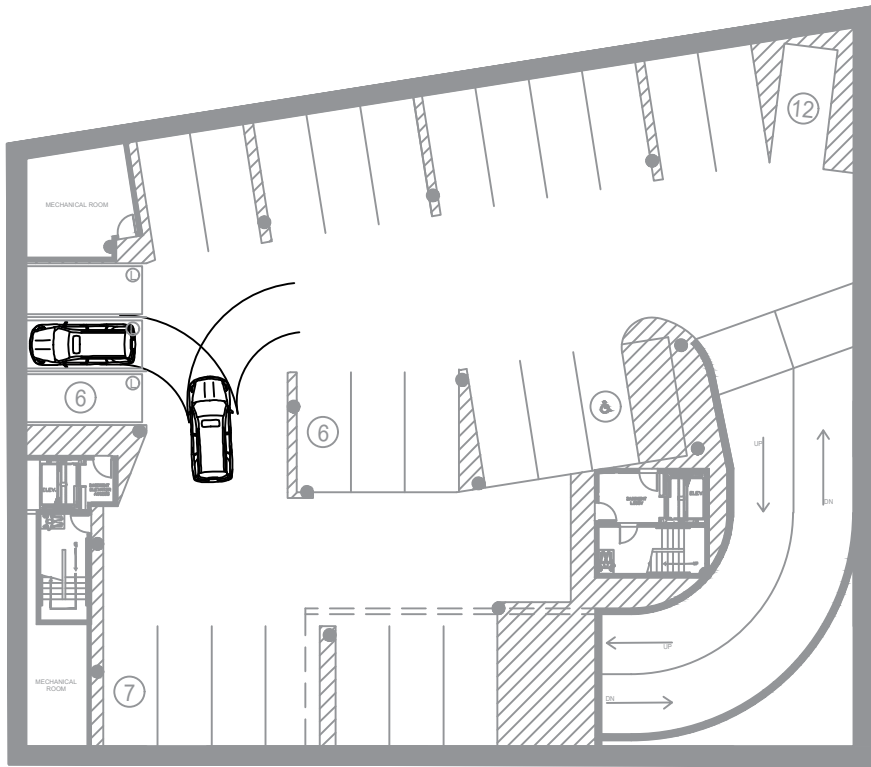
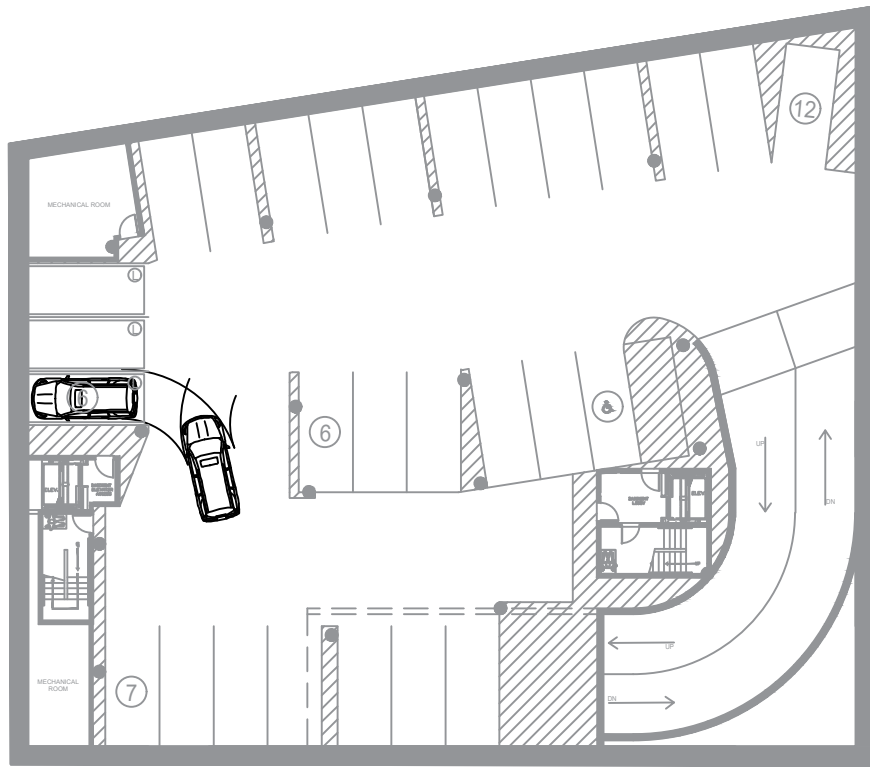
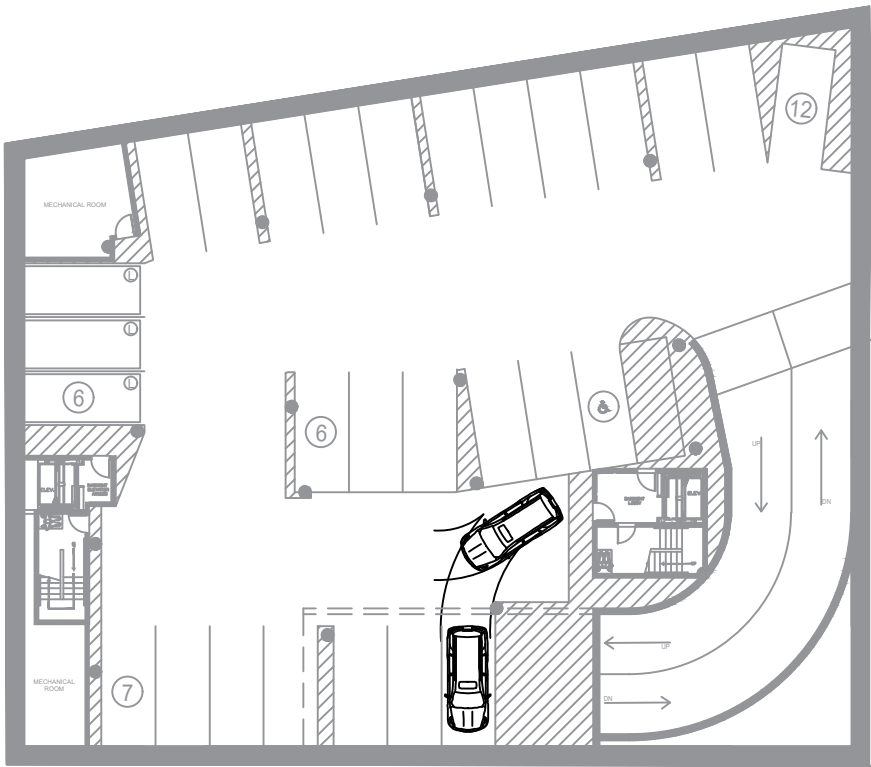
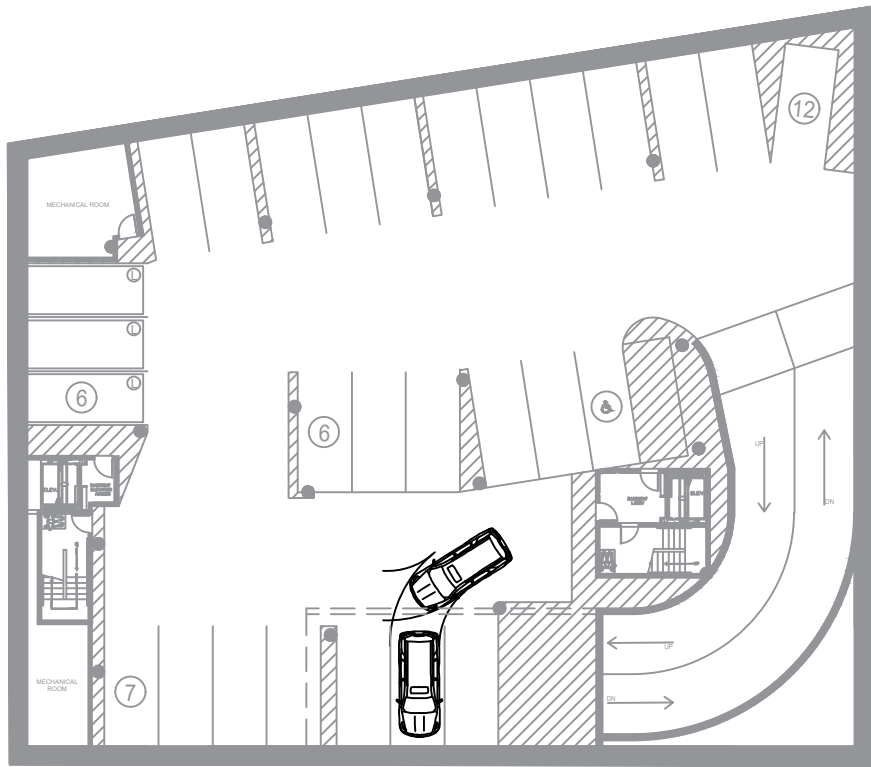
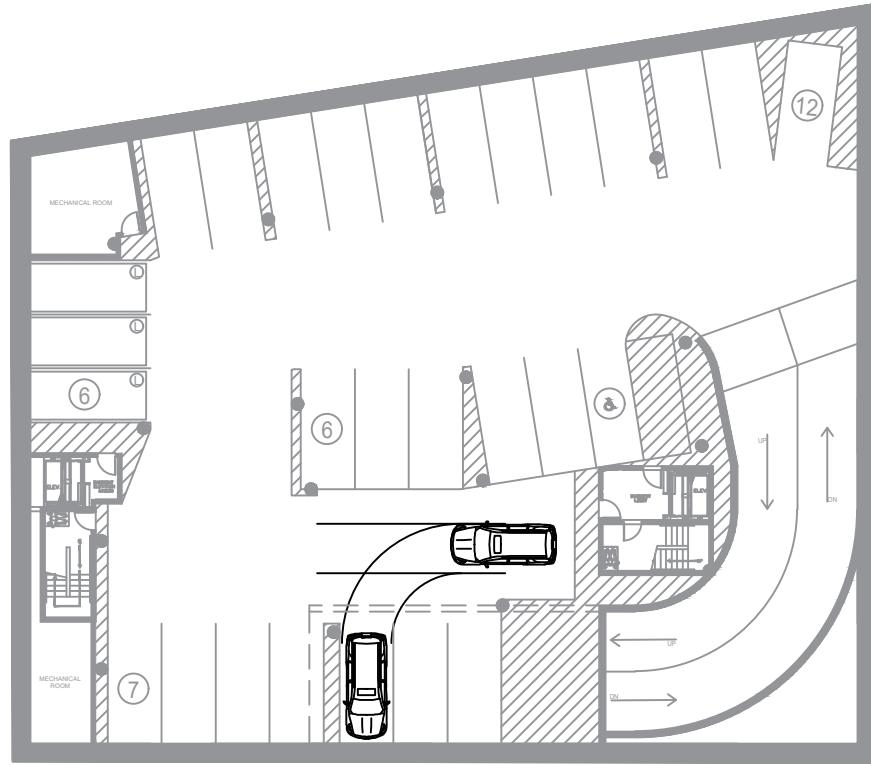
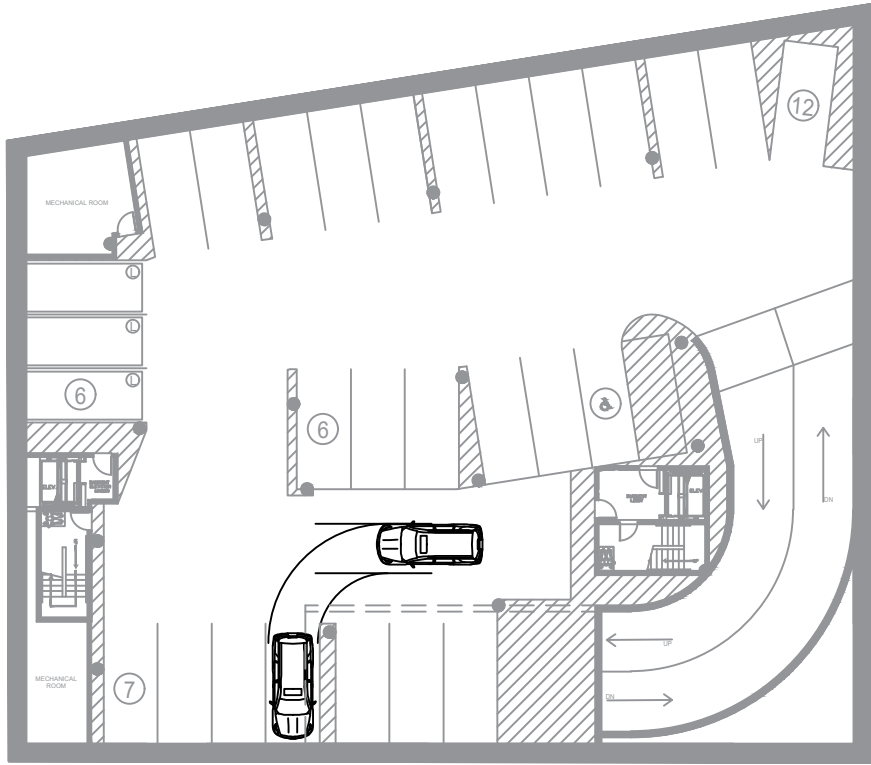
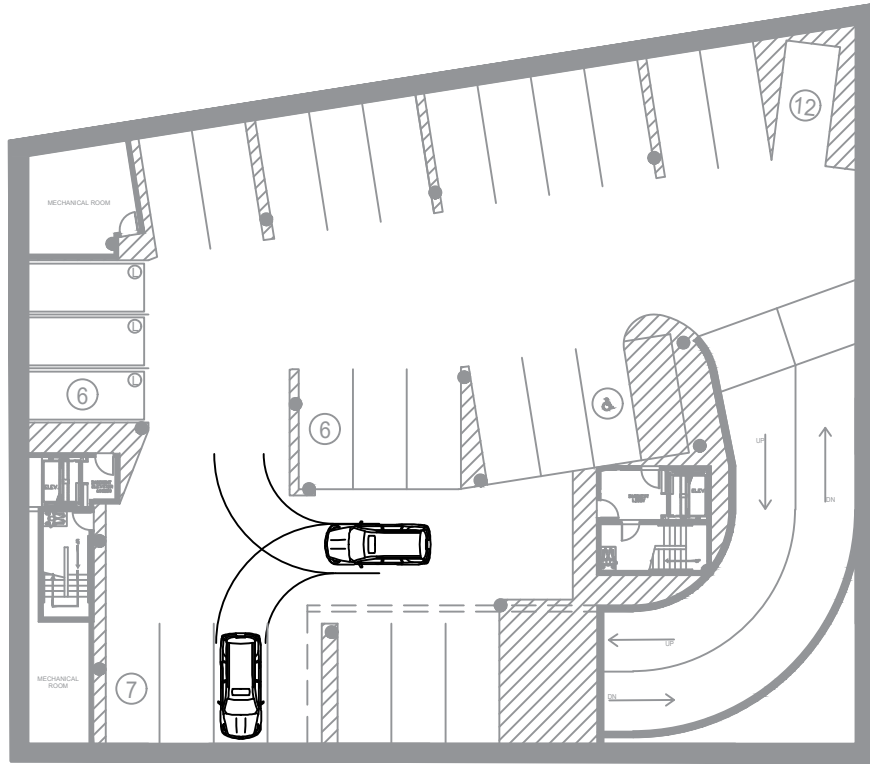
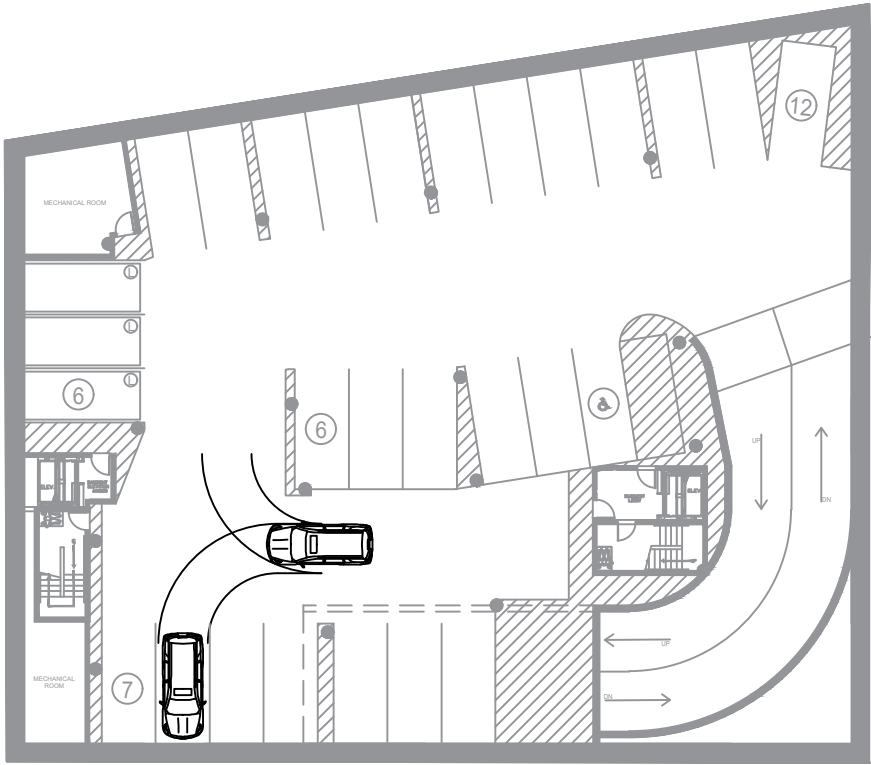
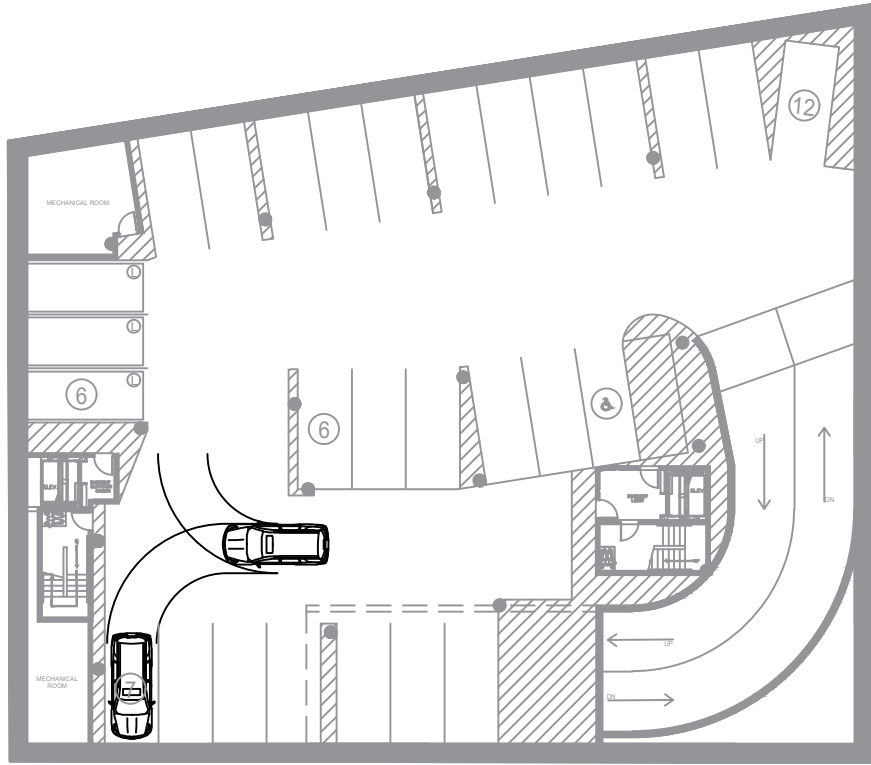


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**BASEMENT PARKING /
MANEUVERING DIAGRAM
(1 OF 2)**

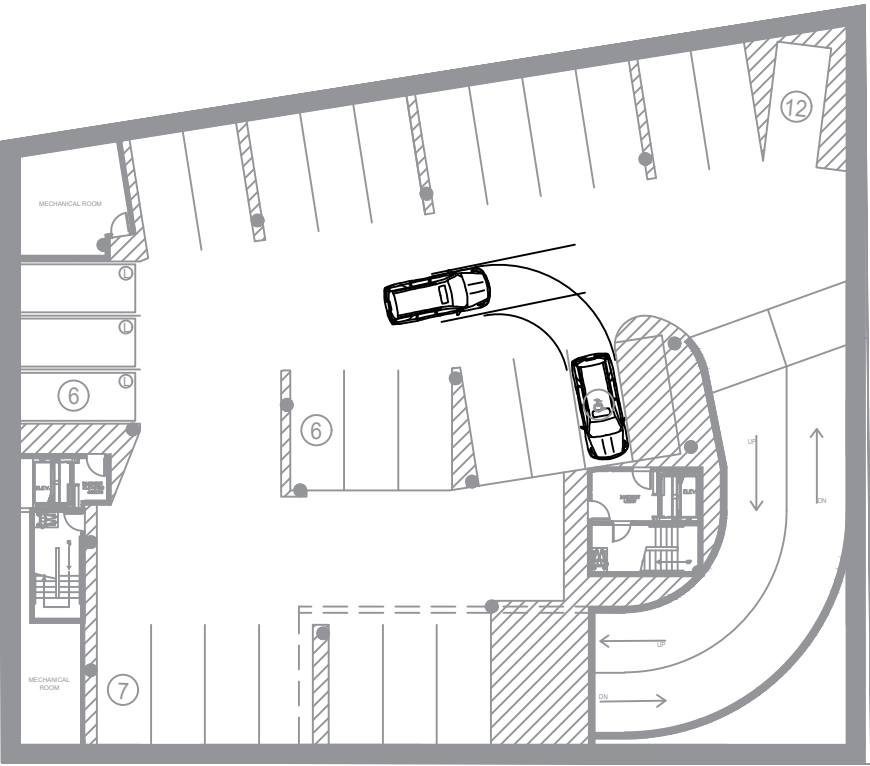
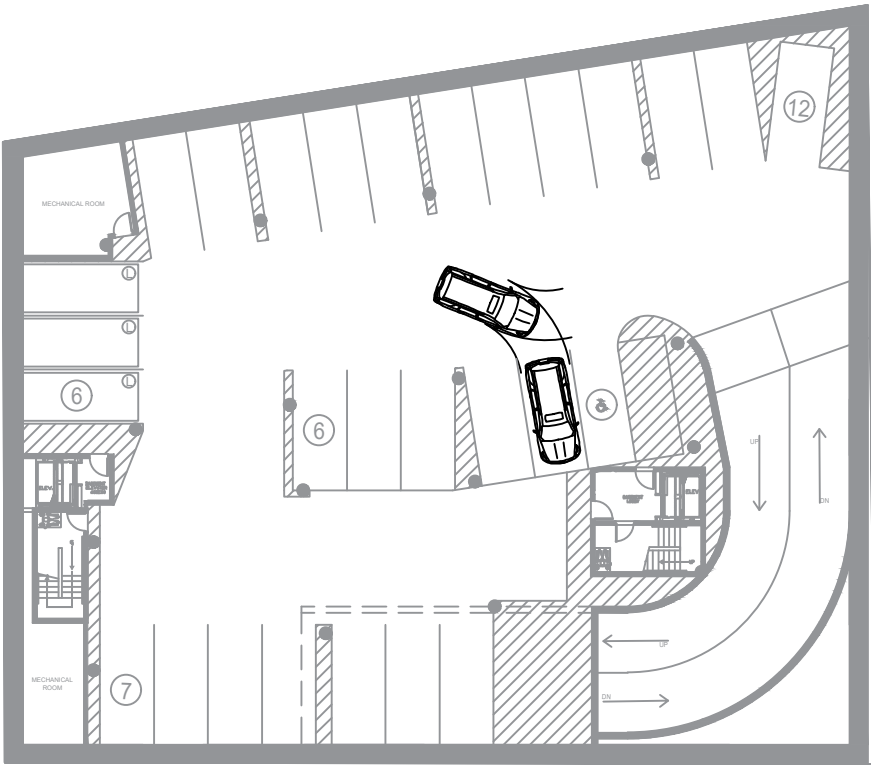
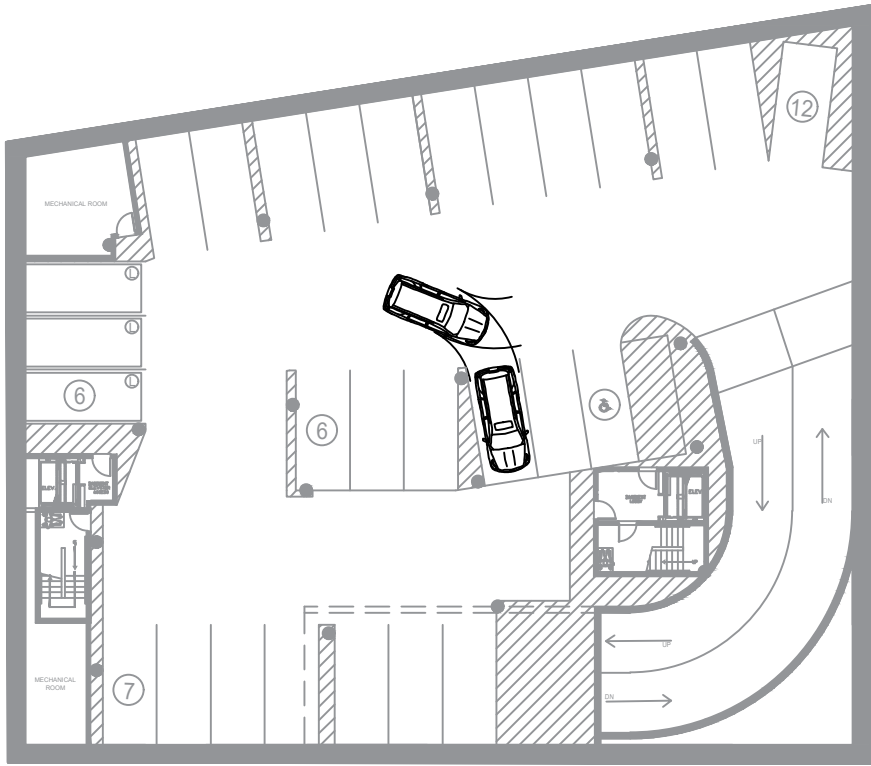
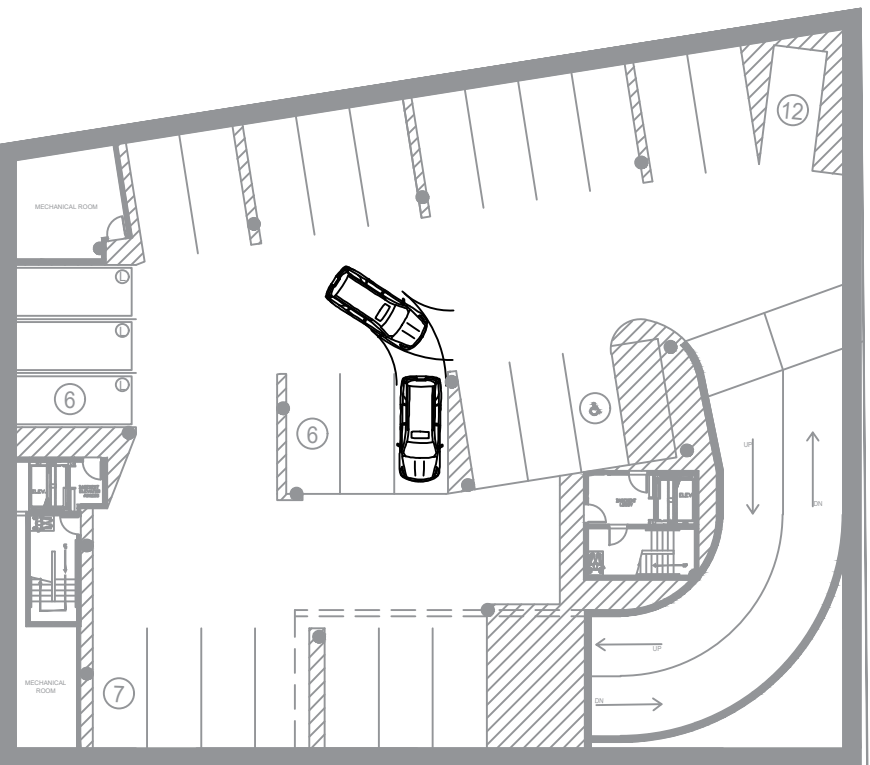
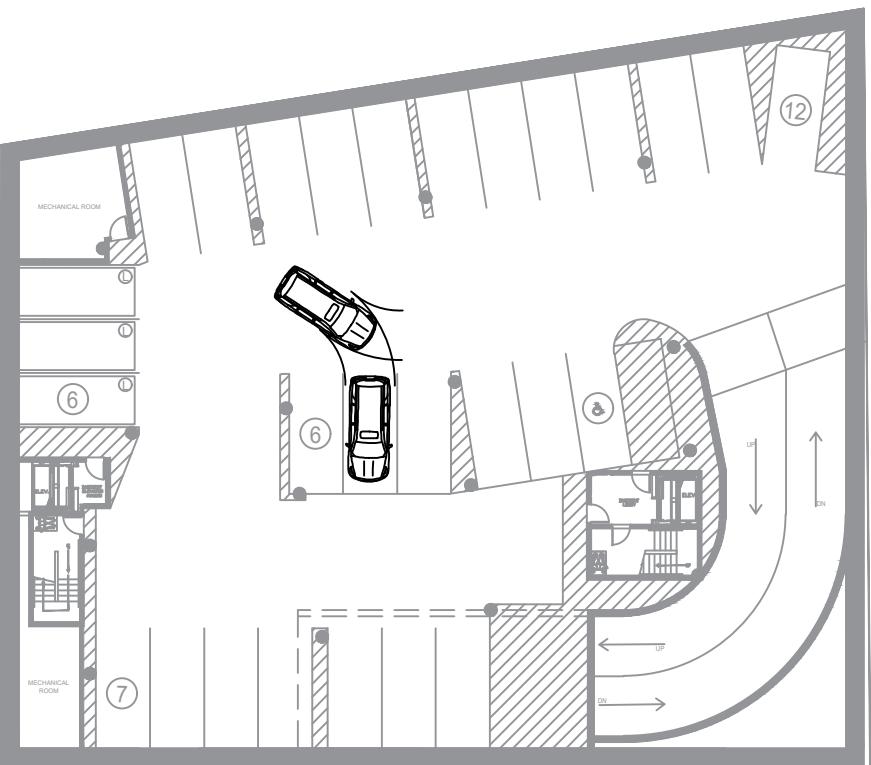
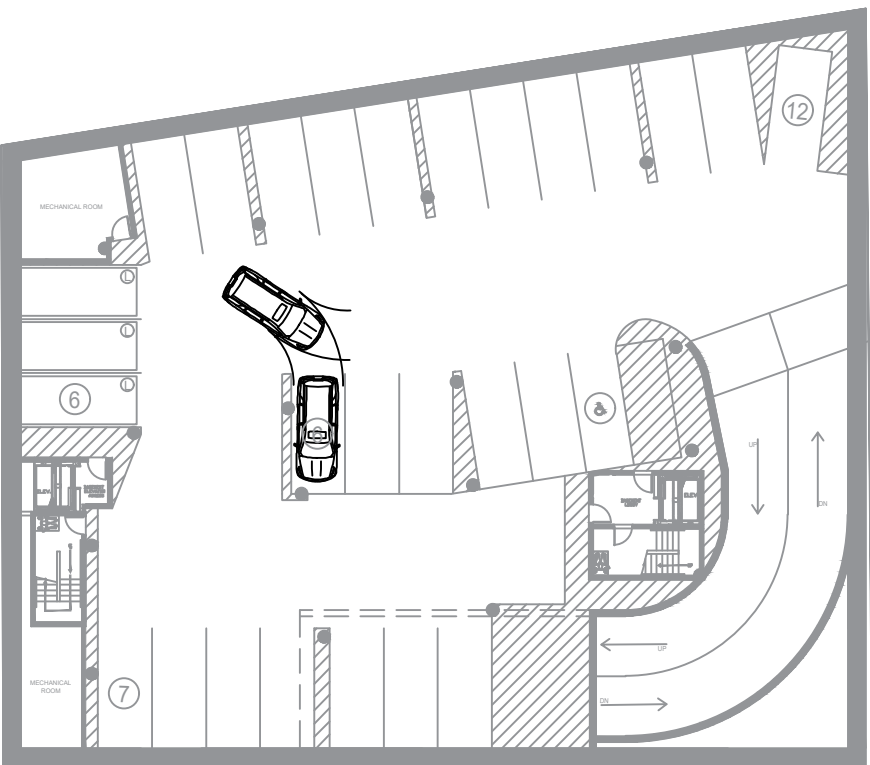
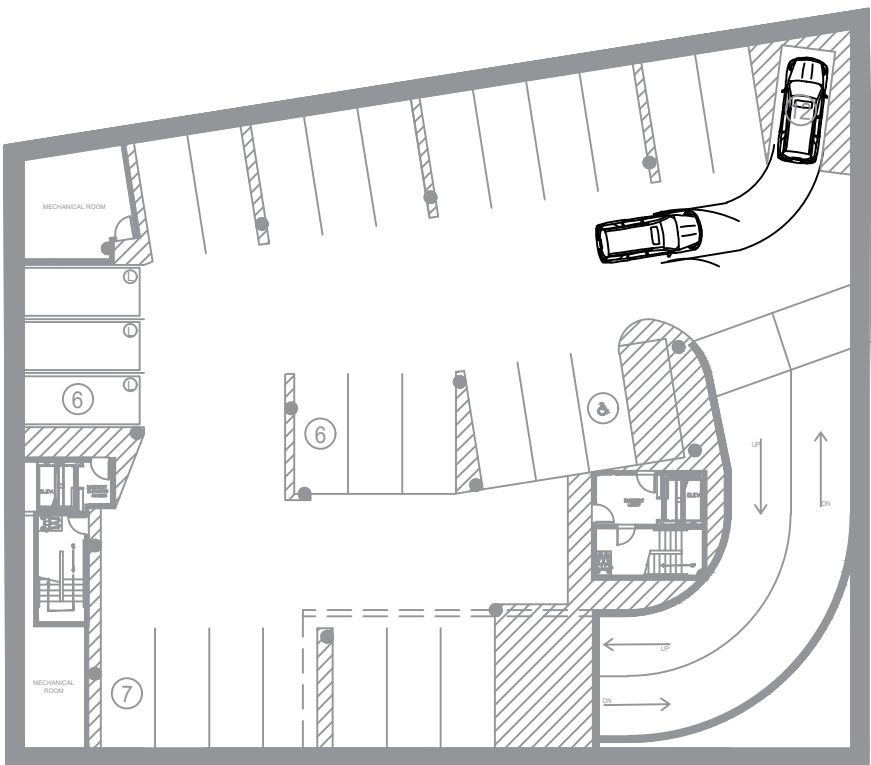
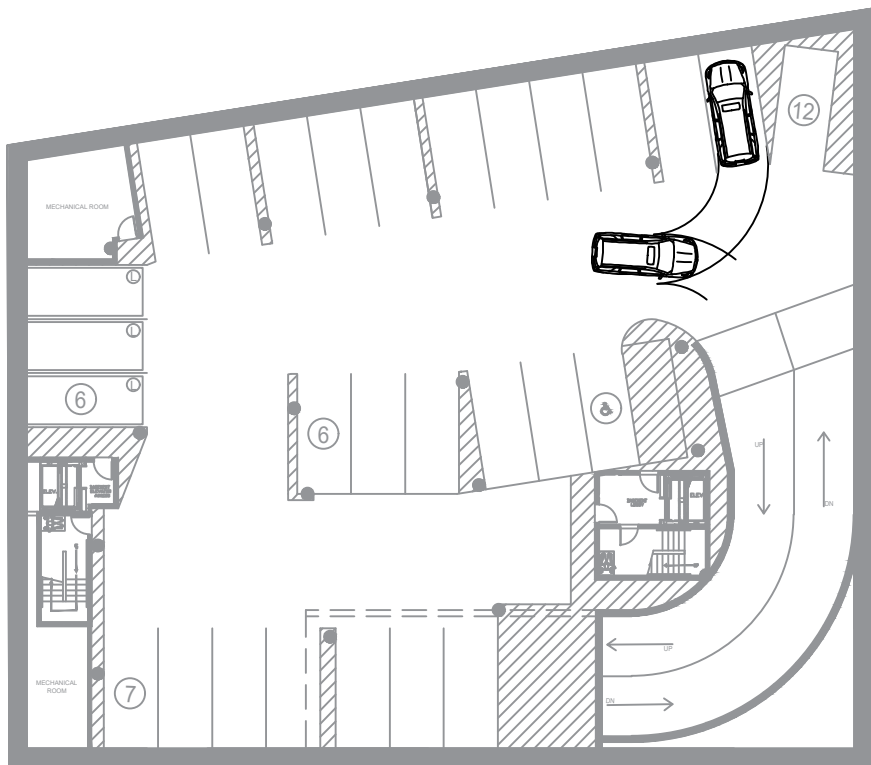


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A-14



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**BASEMENT PARKING /
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(2 OF 2)**



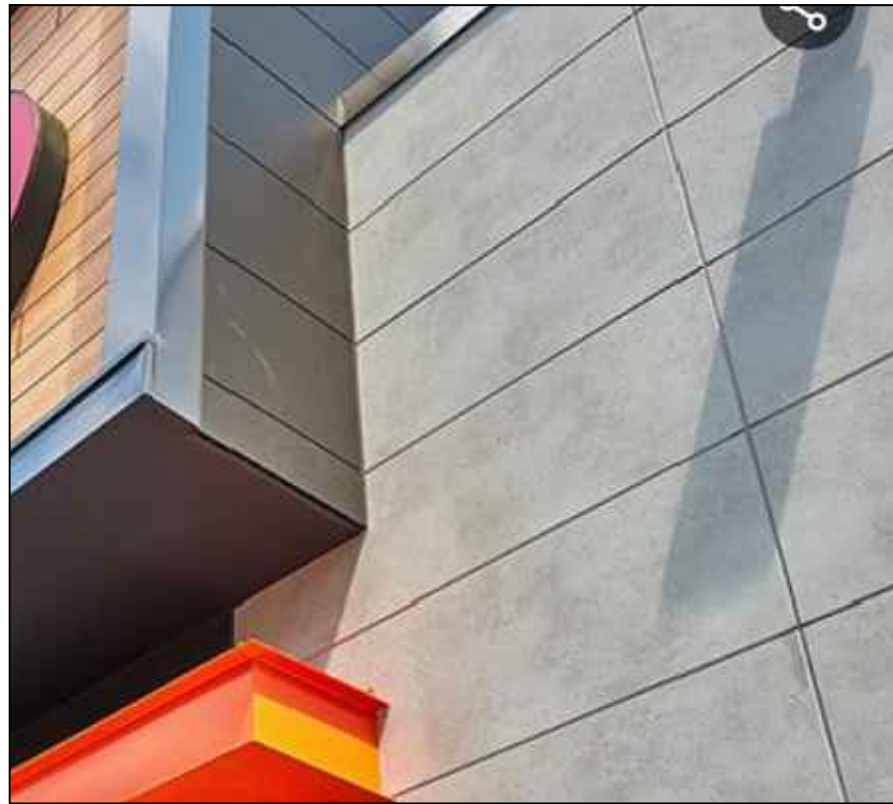
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NICHIHA PANEL TYPE 1 - INDUSTRIAL BLOCK GRAY



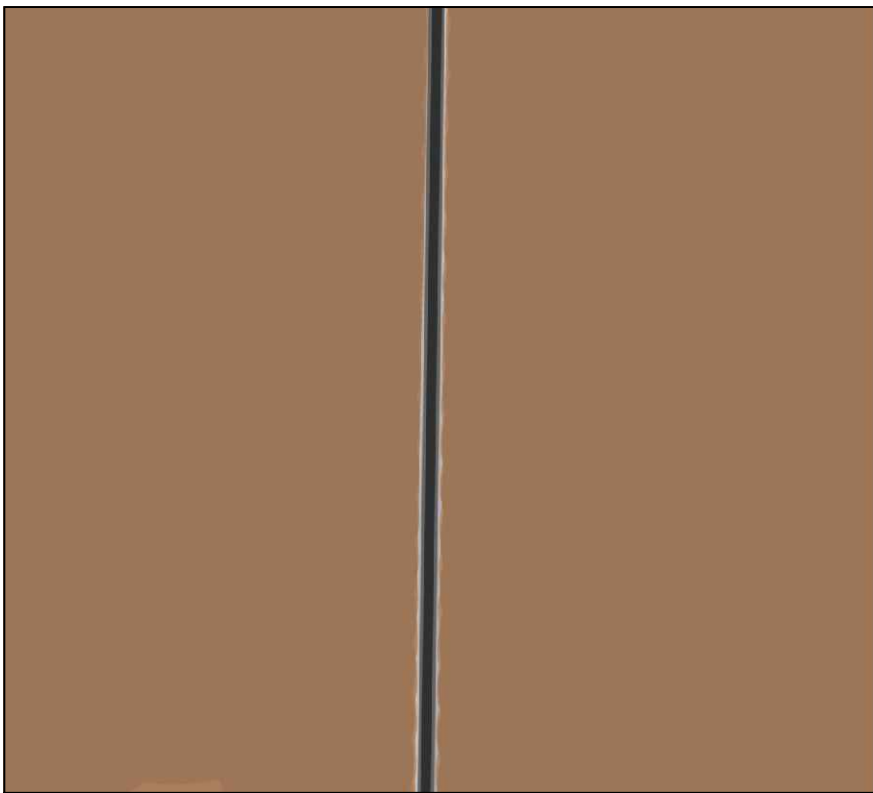
SPECIFICATIONS	
AWP 3030	
Dimensions (in.)	17 7/8 H x 119 5/16 L
Dimensions (actual mm)	455 H x 3030 L
Thickness (in.)	5/8
Thickness (actual mm)	16
Weight (lbs. per panel)	57.3
Weight (lbs. per sq. ft.)	3.8
Exposed Coverage (sq. ft. per panel)	14.81
Packaging (pieces per pack)	2 [29.62 SQ. FT.]
Panel Orientation	Horizontal or Vertical

NICHIHA PANEL TYPE 2 - GRAY ASH WOOD FINISH

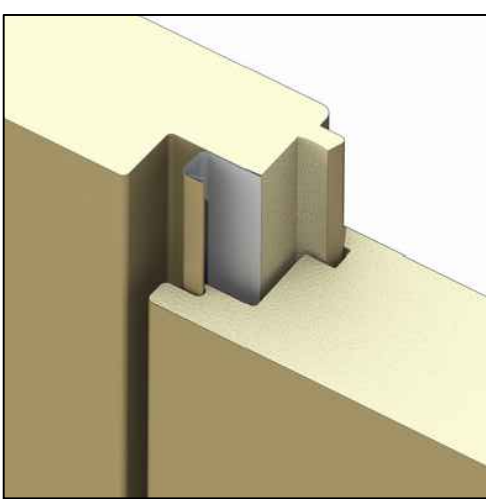


SPECIFICATIONS	
AWP 1818	
Dimensions (in.)	17 7/8 H x 71 9/16 L
Dimensions (actual mm)	455 H x 1818 L
Thickness (in.)	5/8
Thickness (actual mm)	16
Weight (lbs. per panel)	34.8
Weight (lbs. per sq. ft.)	3.9
Exposed Coverage (sq. ft. per panel)	8.88
Packaging (pieces per pack)	2 [17.76 sq. ft.]
Panel Orientation	Horizontal

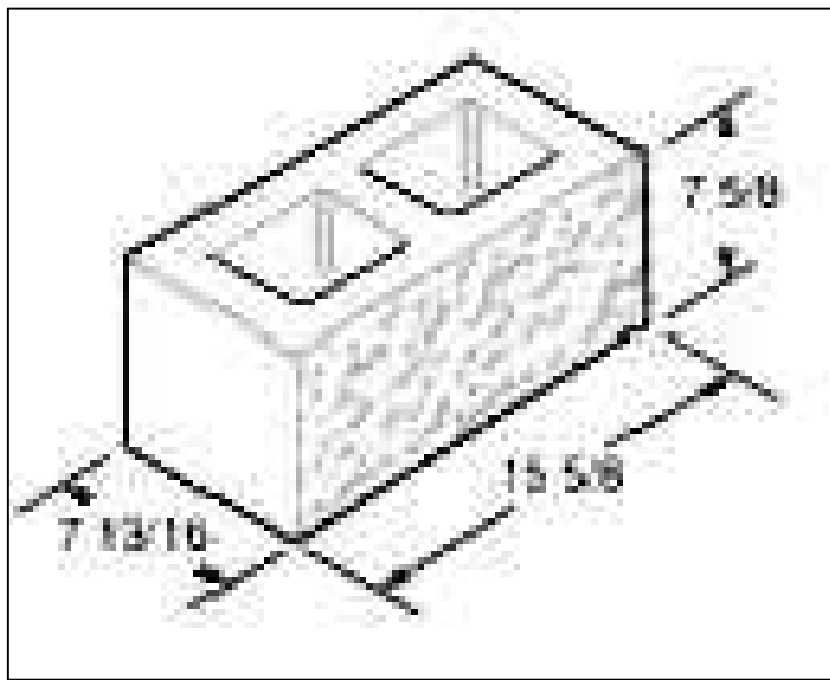
CENTRIA MTL. PANEL
COLOR - SIENNA



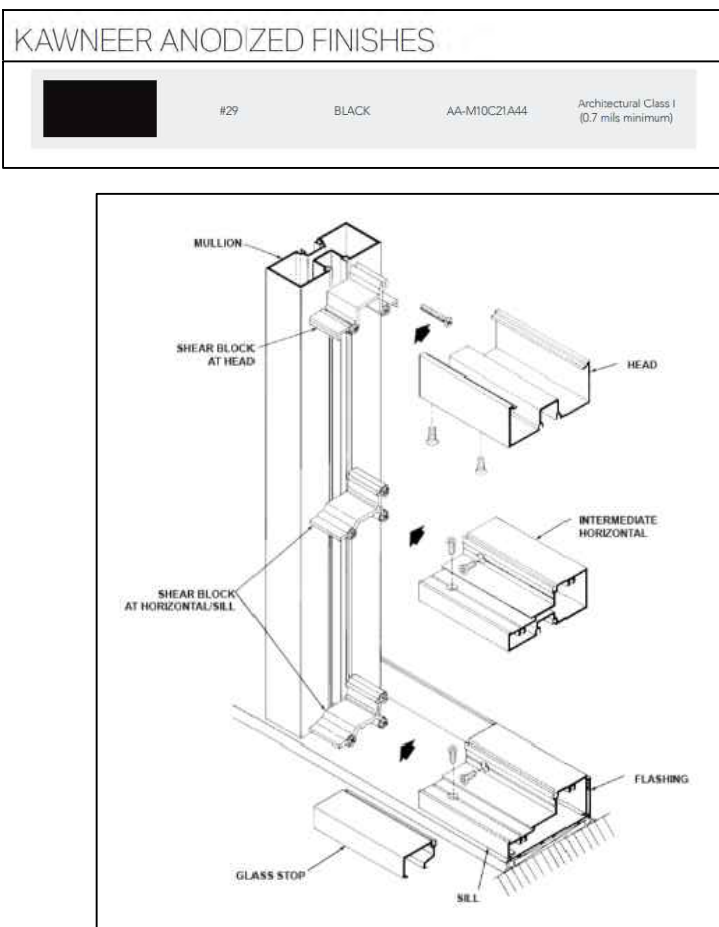
Thickness	Thermal Values	Panel Width	Panel Length
2" (51mm)	R-9.6 (A-0.069)	Standard Modules: 24" (610mm)	Smooth: 96" (2443mm) max. Smooth Grooved: 97" (2481mm) max.
2 1/2" (64mm)	R-20.0 (A-0.049)	30" (762mm)	Embossed Grooved: 97" (2481mm) max.
3" (76mm)	R-24.1 (A-0.045)	Custom Modules: 304 Standard: 97" (2481mm) max. 90" (2286mm)	Embossed: 97" (2481mm) max.



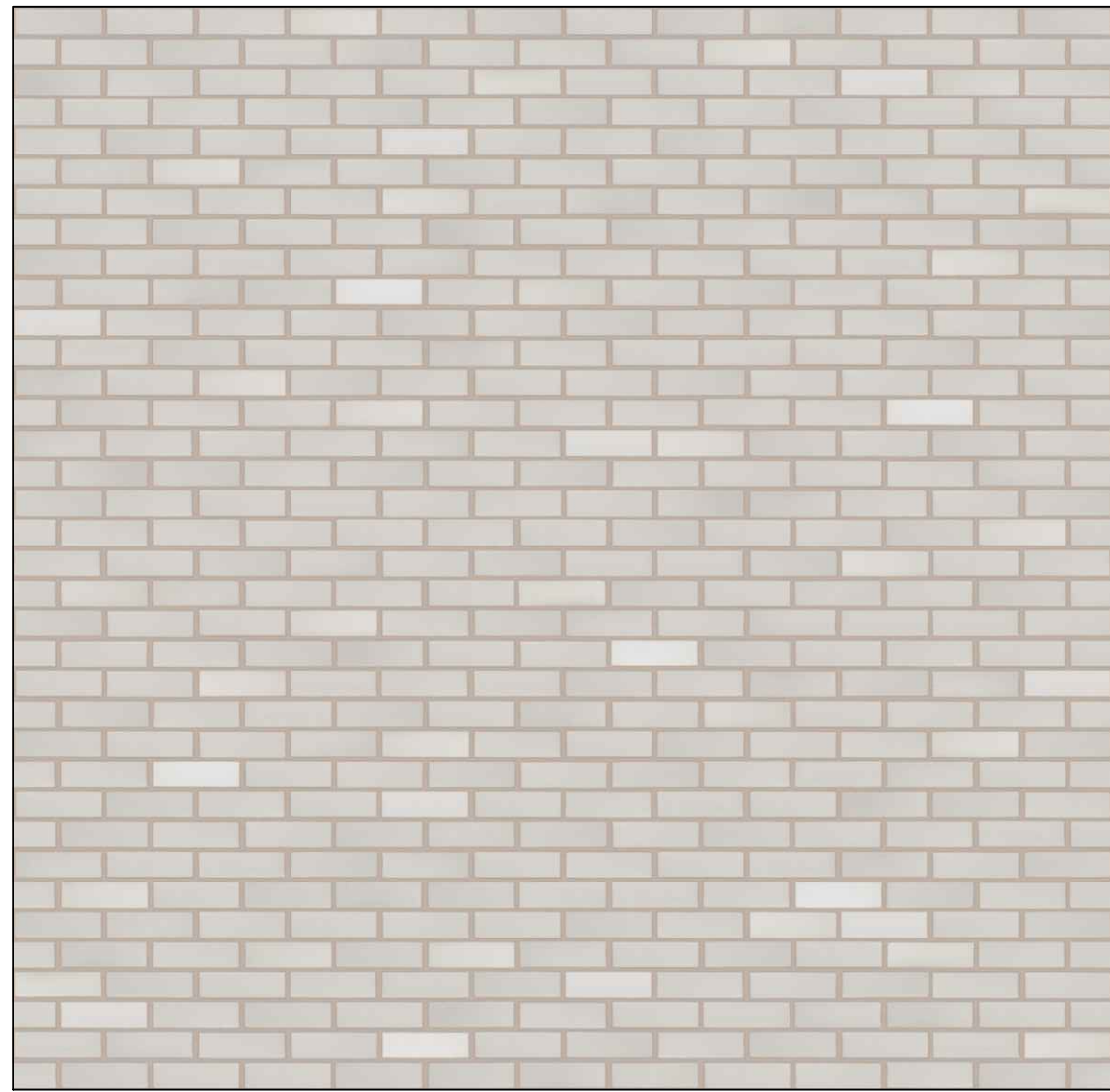
FENDT BUILDERS SUPPLY - DECRO-FACE FINISH CMU BLOCK (#407E)



KAWNEER STOREFRONT GLAZING - BLACK ANOD. MTL FRAME



GLEN GERY - BARELY GRAY KLAYCOAT



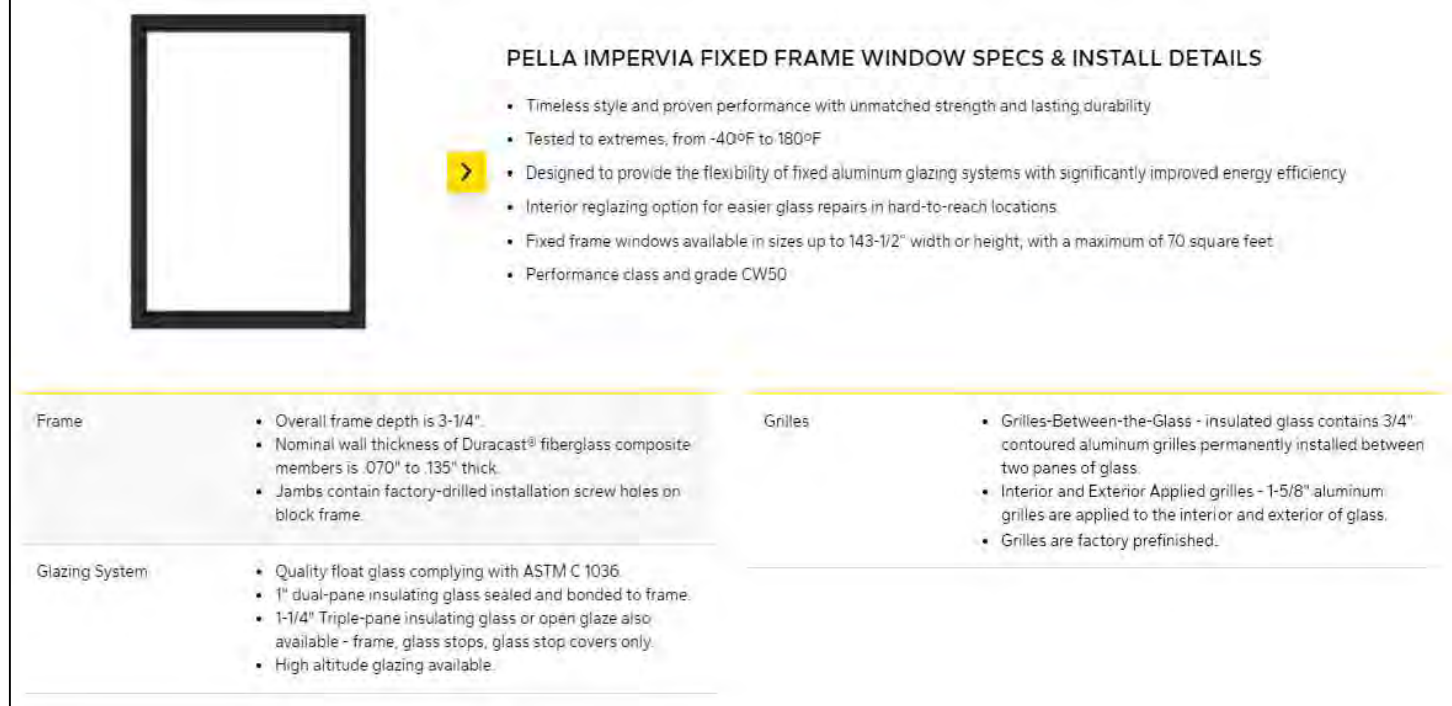
COLDSRING USA GRANITE



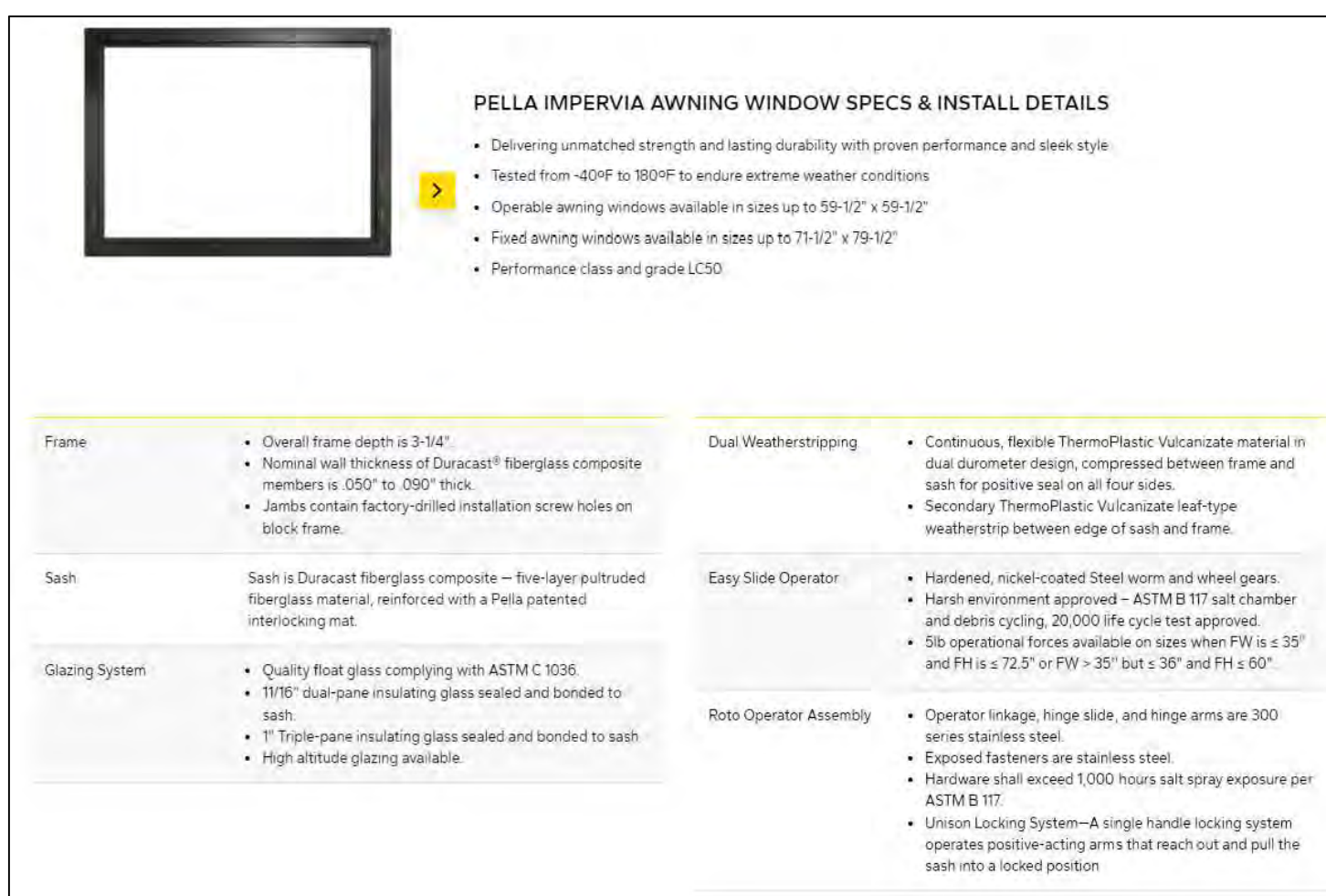
IRIDIAN POLISHED

LAKE SUPERIOR GREEN
POLISHED

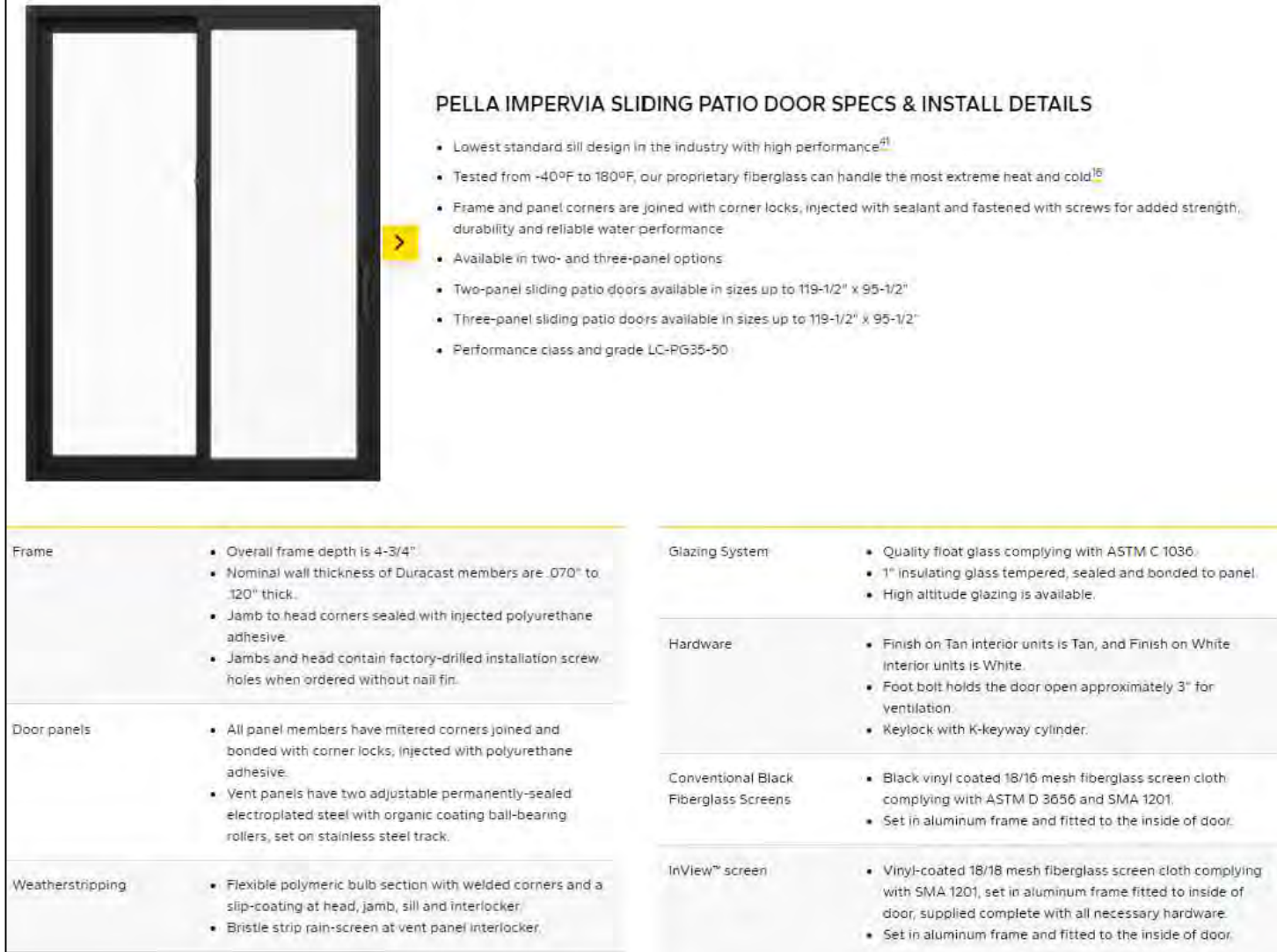
PELLA IMPERVIA - FIXED FRAME 4' - 6"(H) X 4'(W)



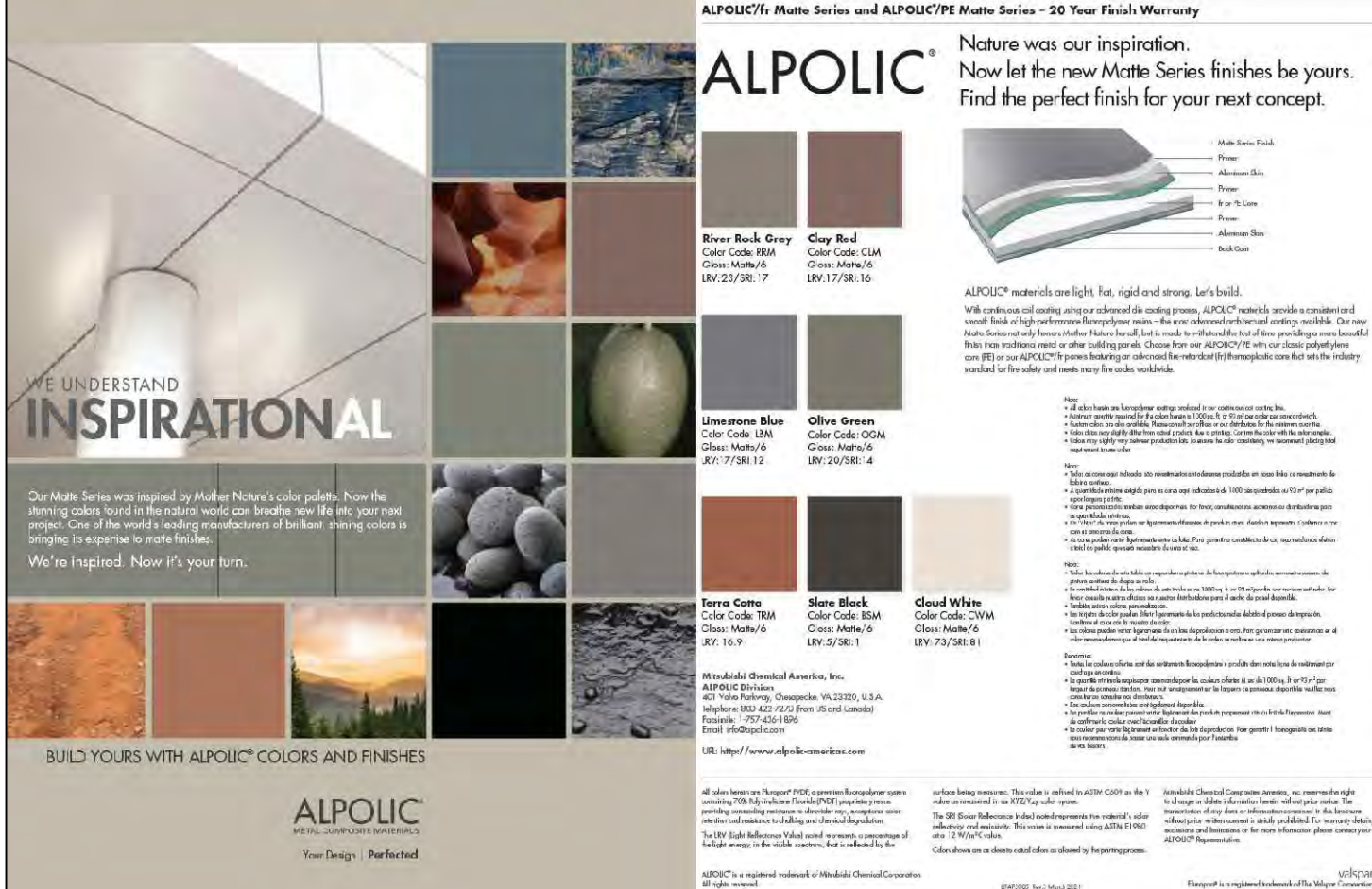
PELLA IMPERVIA - AWNING FRAME 2'(H) X 4'(W)



PELLA IMPERVIA - INSUL. SLIDING GLASS DOOR



ALPOLIC - METAL COMPOSITE CLADDING



M

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OWNER

Ralph Faranso
BIRMINGHAM HAYNES LLC.
P.O. BOX 1207
WALLED LAKE, MI 48090-5207
PHONE: (248) 926-8088 FAX: (248) 926-8199

PROJECT NAME

ADAMS & HAYNES
MIXED USE PROJECT

720 S Adams Street
Birmingham Mi,
48009

PROJECT # 20 - 28

ISSUE DATE # 07/30/2020

REVISION HISTORY

REVISION	10/29/2020
REVISION	11/04/2020
REVISION	06/14/2021
REVISION	03/18/2022
REVISION	05/18/2022
REVISION	06/28/2022
REVISION	07/08/2022
REVISION	09/15/2022
REVISION	02/20/2023
REVISION	04/28/2023
REVISION	05/18/2023
S.P.A. SUBMITTAL 1	07/05/2023
S.P.A. SUBMITTAL 2	01/12/2024

DRAWN BY: DC

CHECKED BY: JM

SHEET CONTENTS

MATERIALS & GLAZING
COMPONENTS



OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2024

SHEET #

A-16

Classic Series:	8974	Load Rating:	Non-Traffic
Designer Name:	Flaza	Material Type:	Gray Iron
Product Type:	Tree Grate	Material Specification:	ASTM A48 Class 35
Shape:	Round	Standards:	AA-SHTO M105, ADA
Grate Style:	ADA Style, Bicycle Friendly, Radial Flat, Designer, Flat	Lock Type:	Hex Bolting, Underside Bolting
Tree Grate Diameter:	48 in	Coating:	Undipped
Tree Grate Thickness:	1.5 in		
Tree Opening Diameter:	18 in		
Slot Width:	0.25 in		

loop

The Loop bike rack is a simple, sweeping circle with a twist. Cyclists can loop and lock one bike or two around its shape-shifting cast aluminum ribbon frame. Functional and sculptural, it meets a growing need for secure bicycle docking in recreational spaces and "complete streets," carrying on the 35 Collection mission to support social activity in outdoor space.

Drawing Title:
CEILING LUMINAIRE

Color:
(specify)

LED MODULE SPECIFICATIONS:

- 100-277 VAC, 50/60Hz AUTO SENSING.
- BEAM ANGLES 4° FOR LUMENS PERFORMANCE.
- 40 TOTAL LEDS 100 lumens/watt incl.
- 4 CAST ALUMINUM HOIST HOOKS.
- LED EFFICACY 100 LUMENS/WATT.
- WARM TO COLOR RENDERING INDEX CRI.
- 4000K COLOR TEMPERATURE CCT.
- 3000 INITIAL LUMENS.

**TOP VIEW
LED MODULE ASSEMBLY**

Full Specification Fixture Drawing

NOTES: THIS DRAWING IS FOR REFERENCE ONLY. CHECK FOR LATEST REVISION BEFORE ORDERING.

PRODUCT APPROVALS	DATE
HANCO JAZZ	
CUST.	

PHILIPS
HANCO

180 Valley Drive
Litherton, NJ 07038
Phone: 800-331-4395
Fax: 717-393-9289
www.hanco.com

ZSE NAME:	DATE:	DRAWN BY:	DRAWN NUMBER:
0819-171	08/19/11	SMK	08191-DHWG00
REV:	A	DATE:	08-19-2011
DRAWN BY:		DATE:	
Ladshaw & Morgan			

DISCLAIMER: THIS DRAWING IS Copyrighted and proprietary to Philips Lighting and may not be reproduced without the express written consent of Philips Lighting. Any use hereof or of any of the information or related items shall be for the sole benefit of Philips Lighting.

A stainless steel trash can with a handle and a perforated base.

Outdoor Up/Down Cylinder Wall Sconce

By Kichler

LUMENS

Call Us (877) 445-4086

Product Options

Finish: Black
Size: 12 inches

Details

- Up and down light

Dimensions

12 inches Option Backplate: Width 4.5", Height 8.6"

12 inches Option Fixture: Width 4.5", Height 12", Depth 7", Weight 1.55 lbs.

Lighting

Lamp Type	LED	Color Temp	2000 (Warm)
Total Lumens	2250 (3)	Average Lumens (Power)	10,000
# of Bulbs	2 (Not Included)	CRI	90
Bulb Type	12W BR30 E26	Equivalent Halogen, CFL or LED Bulb	Yes
Volts	120	Equivalents Halogen, CFL or LED Bulb Can Be Used	Yes

Notes:

Prepared by:

Prepared for:
Project:
Room:
Parameters:
Approved:

Additional Details

Product URL: <https://www.lumens.com/outdoor-up-down-cylinder-wall-sconce-by-kichler-KCH22DP0685.html>

Rating: 5.0 (most helpful)

ITEM#: KCH22DP0685

APPROX. 36"(W) X 44"(D) X 44"(H)



APPROX. 36"(W) X 44"(D) X 44"(H)



APPROX. 7' - 2"(W) X 6' - 2"(D) X 6' - 4"(H)



36880 WOODWARD AVENUE
BLOOMFIELD HILLS, MI 48304
SUITE 100

OFFICE: (248) 792-2949
CELL: (313) 482-0645

www.marusicharchitecture.com
johnm@marusicharchitecture.com

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REVISION HISTORY

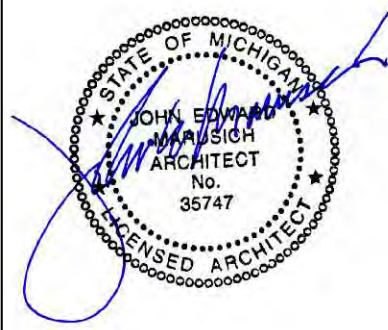
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S.P.A. SUBMITTAL 1	07/05/2023
S.P.A. SUBMITTAL 2	01/12/2024

DRAWN BY: DC

CHECKED BY: JM

SHEET CONTENTS

GROUND LEVEL EQUIPMENT



OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: ____/____/2024

SHEET #

A-17



Looking North-West
Across Adams Rd





Looking West
Across Adams Rd



Looking West
Across Adams Rd



Looking North-
West up Adams Rd



Looking West
Across Adams Rd





Looking West
Across Adams Rd



Looking South-West
Corner of Adams & Haynes



Looking South
Across Haynes St





Looking South-East
Across Haynes St





Looking North-west
Interior Courtyard



Looking North
Interior Courtyard



Looking North-East
Interior Courtyard



Looking North-East
Interior Courtyard



Interior Courtyard



Looking South-West
Corner of Adams & Haynes



ENTRY – ADAMS SIDE



SIDEWALK – ADAMS SIDE



SIDEWALK – CORNER



SIDEWALK – CORNER



SIDEWALK – HAYNES SIDE





LOOKING ACROSS HAYNES



LOOKING ACROSS ADAMS



Looking Down
North = up

Letter was not in packet... ?

Scot Beaton <scotbeaton@gmail.com>
To: Nicholas Dupuis <ndupuis@bhamgov.org>

Sat, Jan 20, 2024 at 1:43 AM

I stated please forward and post... Nicholas Happy new year... thanks

Nicholas J. Dupuis, Planning Director
Brooks Cowan, Senior Planner

720 S. Adams – Request for Preliminary Site Plan Review for New 5-Story Mixed-Use Building in the Triangle District. I watched the video... Wednesday October 25th meeting. I continue to be very impressed with the board’s and senior planner Brooks Cowan professionalism. I hope the conflicts of ideas between the planning board and architect will be resolved at future meetings.

01. Parking; would concur with the planning board both first and lower level parking is not safe as presented and may need a plan that shows all columns for a preliminary site plan approval. Parking determines the number of rental units and the square feet for commercial. The design of the parking defines the capacity of the building. In defense of the architect; I'm not sure showing columns is a mandate for a preliminary site plan approval. I would suggest all future plans for any new development in the city may have to provide that kind of detail. A better design layout may be one way in from south Adams and one way out on Haynes Street or vice versa. I'm not a traffic engineer... just a creative solution suggestion.

02. Loading; would concur with the planning board that where does the UPS, Amazon, FedEx trucks etc. drop off packages? Were does Grubhub or DoorDash etc. park. Were does Lift or Uber etc. park. Were does if you have a party, invite guests over ... were do they park? I would hope we would have all those questions answered before preliminary site plan approval. In defense of the architect; these concerns could be addressed in-house with the planning department and resolved before a presentation to the planning board. Does not make good TV not knowing were the Amazon truck goes. A creative solution suggestion the 3 spaces on Haynes Street would be the loading zone and the lobby and mail room for the rental units would face that loading zone. 41 residential units and 1,600 square feet of commercial is going to generate a lot of this kind of traffic.

03. Bedrooms without windows? I'm glad the planning board brought up the conversation. Public safety, the Feds say you can build apartment buildings with bedrooms without windows if you meet certain fire requirements. I question is this a quality of life standard for future residents in the City of Birmingham MI a good idea. I would conclude no! If the fire requirement fails; if my choice is getting burned up or jumping out the window I would think 99.9% of us would jump out the window... hopefully onto a fire truck ladder. But more than public safety; do not future residents of Birmingham MI deserve to climb under the covers and open up the window and breathe in the fresh air, or see a sun rise, hear a bird chirp. I thank the planning commissioner heated exchange with the architect ... to paraphrase ‘I would not invest in this building’ as they referred to the floor plans and building elevations. If you concur with these thoughts you are going to have to pass a resolution onto the city council to amend your building ordinance that all apartment buildings in Birmingham MI have bedrooms with windows.

04. A continuing conversation about aesthetics. I would again concur with the planning board to paraphrase ‘this building looks like a parking garage.’ or ‘ it’s best I do not comment on the building facade that faces Adams’. You know... one of my favorite architects Thomas Jefferson (1743–1826), author of the Declaration of Independence and third President of the United States, articulated and perpetuated the American ideals of liberty and freedom of speech, press, and conscience. Even if the building complies with all build codes, Jefferson gives you and I the right to say the building does not fit the design standards of the Triangle District. The building looks commercial in character and not residential. Why does this building need nine different architectural textures. And these are the same materials used to build McDonald's, Burger Kings and Taco Bell's. In defense of the architect; this design is not original to him. They are called 5-over-1 style of buildings and are often criticized for their high fire risk when under construction, as well as their architectural blandness. Made to try to look expensive using a variety of rectangles and building materials. (an industry opinion) These poorly designed modern buildings a popping up all over America, making all our cities look the same. Many articles online by architectural critics in defence of this statement. Birmingham MI deserves better to preserve its unique character and charm. Nine different architectural textures, what would Ludwig Mies van der Rohe say 'less is more.'



05. Yes you can. Can cities regulate what a building facade may look like. Twice now Birmingham MI city council members have told me no. "As you know, we cannot legislate aesthetics." My answer yes you can, Birmingham MI has many already on the books, building codes that regulate building facades. Example glazing requirements in retail districts. Where the windows go in the Triangle District. It's best in the future the planning department knows that on TV. In defense of the architect; when that question was asked no one in the room could answer his question. Cities can do studies, create illustrations, (personal opinion) 720 S. Adams does not look like any of the illustrations in the Triangle District study, so 720 S. Adams building facades don't comply with the wishes of those who created the Triangle District study, which was approved by the planning commission and city council. There are many development tools that can regulate aesthetics. Architecture is art, but unlike art that can be hung inside a gallery architecture is public art and can have either good or bad consequences affecting a city's character and charm. Cities can create aesthetic planning books, if Birmingham MI is serious about protecting its character they should consider having one. Push come to shove there are legal means to protect character, like PUDs, consent judgments etc.

06. It's not that I dislike all modern architecture. And my goal is not to turn Birmingham MI into a historic looking village... Quite the opposite. (personal opinion) In defense of the architect; you are at 90% meeting the standards of the Triangle District and I sincerely thank you for your time and investment to the future growth of Birmingham MI. We disagree on the aesthetics, I hope we can meet somewhere in the middle. In the design fashion world they always say sometimes it's best to edit the look. I attached a photo and a link to an award winning modern building in the UK. <https://www.dezeen.com/2022/10/03/magdalene-college-library-niall-mclaughlin-architects/> Gables and chimneys inform Magdalene College library by Niall McLaughlin Architects www.dezeen.com



Nicholas J. Dupuis, Planning Director
Brooks Cowan, Senior Planner

Please forward and post. Always thanks for your time.
Scot Beaton
<https://www.linkedin.com/in/scot-beaton-474a7b51>



MEMORANDUM

Planning Division

DATE: January 19th, 2024

TO: Planning Board Members

FROM: Leah Blizinski, City Planner

APPROVED: Nick Dupuis, Planning Director

SUBJECT: 295 Elm St. – Forest Townhomes – Final Site Plan & Design Review

The applicant has submitted an application for Final Site Plan and Design Review for the construction of 6 attached single family units in the O1 (Office) and ASF3 (Attached Single Family Overlay) zoning districts. The proposed development is located on the east side of Elm St. between Forest St. and Maple. The subject site currently contains an office/commercial building and an associated off-street parking facility. The new development would introduce 6 new 3-story attached single family units, internal parking, and minor landscaping to the site.

On August 24th, 2022 ([Agenda](#) – [Minutes](#)) the Planning Board approved the Preliminary Site Plan review application for 295 Elm St. – Forest Townhomes – with the following conditions:

1. The applicant must submit a revised roof plan demonstrating adequate screening, and submit specification sheets for all new rooftop equipment at final site plan; and
2. The applicant prepares a footprint and massing of all adjacent buildings to the North, South, West and include the residential area to the East; and
3. The applicant must comply with the requests of all City Departments.

On September 28th, 2022 ([Agenda](#) – [Minutes](#)) the Planning Board approved the Final Site Plan and Design Review application for 295 Elm St. – Forest Townhomes – with the following conditions:

1. The applicant must submit a photometric plan to ensure the light intensity does not exceed the permitted levels at all property lines;
2. The Planning Board finds the use of 42 in. arborvitae to be an adequate screen wall material along the South side of the drive aisle;
3. The Planning Board approves modifications of the site plan to permit a 22ft. drive aisle; and
4. The applicant must comply with the requests of all City Departments.

On September 28th, 2023, the Final Site Plan and Design Review approvals for 295 Elm St. – Forest Townhomes expired due to no permits having been pulled within 1-year of site plan approval. Thus, the applicant has applied for re-approval of the previously approved Final Site Plan and Design Review application.

1.0 Land Use & Zoning

1. **Existing Land Use** – The existing land use is commercial, and currently contains a 1.5-story office building and associated off-street parking facility.
2. **Zoning** – The subject site exists within the O1 (Office) and ASF3 (Attached Single Family Overlay) Zoning Districts.
3. **Summary of Adjacent Land Use & Zoning** – The following chart summarizes existing land use and zoning classifications of the adjacent and/or nearby properties:

	North	South	East	West
Existing Land Use	Commercial/ Office	Residential	Commercial/ Office	Mixed Use
Existing Zoning District	O2 (Office- Commercial)	R2 (Single- Family Residential)	O1 (Office)	O2 (Office- Commercial)
Overlay Zoning District	MU3	ASF3	ASF3	MU3/MU5

2.0 Setback & Height Requirements

There appears to be no changes to the bulk, area and placement from the previously approved Final Site Plans.

3.0 Triangle District Urban Design Plan

There appears to be no changes to the bulk, area and placement from the previously approved Final Site Plans.

4.0 Screening & Landscaping

1. **Dumpster Screening** – There appears to be no changes to the waste receptacles and screening from the previously approved Final Site Plans.
2. **Parking Lot Screening** – There appears to be no changes to the parking lot screening from the previously approved Final Site Plans.
3. **Mechanical Equipment Screening** – There appears to be no changes to the mechanical equipment screening from the previously approved Final Site Plans.

4. Landscaping – There appears to be no changes to the landscaping plan from the previously approved Final Site Plans.
5. Streetscape Elements – There appears to be no changes to the streetscape proposal from the previously approved Final Site Plans. The applicant is not proposing any major changes to the streetscape at this time. Currently, the streetscape contains a 5 ft. sidewalk, sodded greenbelt, and 5 existing street trees (3 on Elm St., 2 on Forest Ave.). The applicant is proposing to plant the same number of trees.

Article 3, Section 3.12 outlines several streetscape standards for the Triangle Overlay District including the following applicable standards:

- Sidewalks in the Triangle Overlay District shall be a minimum of 12 feet wide. Sidewalks along Woodward Avenue shall be a minimum of 7 feet wide. The Planning Board may allow the sidewalk along blocks that are occupied by only residential uses to be a minimum of 5 feet wide.
- One (1) canopy tree shall be provided for every 40 feet of frontage planted within tree grates in the sidewalk.
- Pedestrian level street lighting of a decorative nature shall be installed along all sidewalks and shall be designed to promote the traditional neighborhood character of the area. Light fixtures shall meet the specification in the City of Birmingham. Hanging planters must be installed on all light fixtures as directed by the Planning Board.
- All developments shall be designed to accommodate bicycle travel, including the provision of bike racks. All parking structures and parking lots for commercial uses, recreational uses and institutional uses shall include sufficient bike racks to allow the parking of a minimum of one bike for every 10 automobiles or one bike for every 3,000 square feet of building floor area, whichever is greater.

It is worth noting that the All Seasons 2 development to the north, directly across from the alley is constructing a streetscape that conforms to the standards above. However, the ASF3 zoning district is a sensitive area between commercial and single-family zones that may benefit from a scaled-back streetscape design to better transition from heavier commercial development to residential areas. **The applicant is not proposing to reconstruct the streetscape and is proposing to maintain the existing 7' greenbelt and 6' sidewalk.**

5.0 Parking, Loading & Circulation

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

Proposed Use	Requirements	Area or Units	Spaces
3 or more room unit	2 spaces per unit	6	12
Total Required	-	-	12
Total Proposed	-	-	12

In addition to the parking required in Article 4, The Triangle Overlay District contains additional parking requirements In Article 3, Section 3.08(G). **There appear to be some slight dimensional changes to the parking from the previously approved final site plans, however, the revised site plan meets each requirement.**

2. Loading – No off-street loading spaces are required for the residential use proposed.
3. Vehicle Circulation & Access – There appears to be no changes to the vehicle circulation & access from the previously approved Final Site Plans.
4. Pedestrian Circulation & Access – There appears to be no changes to the pedestrian circulation & access from the previously approved Final Site Plans.

6.0 Lighting

The applicant has submitted a basic exterior lighting design concept that consists of recessed lighting on the upper levels and wall sconces at the unit entrances, as well as specification sheets for proposed light fixtures. **It appears that the lighting fixtures currently proposed are slightly different than those included in the previously approved site plans. At this time, the applicant has submitted a photometric plan that does not meet the ordinance for illuminance levels at the West and North property lines. The applicant must submit a photometric showing the light intensity does not exceed the permitted levels at all property lines.**

7.0 Departmental Reports

1. Engineering Division – Please see attached Engineering Division comments.
2. Department of Public Services – The Department of Public Services (DPS) has no concerns at this time.
3. Fire Department – Please see attached Fire Department comments.
4. Police Department – The Police Department has no concerns at this time.
5. Building Division – Please see attached Building Division comments.

8.0 Design Review

The applicant has submitted elevation drawings with many material notes, as well as detailed specification sheets for all façade materials, windows & doors, railings, and other proposed materials. There appears to be no changes to elevation or materials from previously approved Final Site Plans.

9.0 Required Attachments

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

10.0 Approval Criteria

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

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

11.0 Recommendation

Based on a review of the site plans submitted and the requirements outlined in Article 7, Section 7.27 of the Zoning Ordinance, the Planning Division recommends that the Planning Board **APPROVE** the Final Site Plan and Design Review for 295 Elm St. – Forest Townhomes – with the following conditions:

1. The applicant must submit a photometric plan that shows that light intensity does not exceed the permitted levels at all property lines; and
2. The applicant must comply with the requests of all City Departments.

12.0 Sample Motion Language

Motion to **APPROVE** the Final Site Plan and Design Review for 295 Elm St. – Forest Townhomes – with the following conditions:

1. The applicant must submit a photometric plan that shows that light intensity does not exceed the permitted levels at all property lines; and
2. The applicant must comply with the requests of all City Departments.

OR

Motion to **POSTPONE** the Final Site Plan and Design Review for 295 Elm St. – Forest Townhomes – pending receipt of the following:

1. _____
2. _____
3. _____

OR

Motion to **DENY** the Final Site Plan and Design Review for 295 Elm St. – Forest Townhomes – for the following reasons:

1. _____
2. _____
3. _____

**Zoning Compliance Summary Sheet
Preliminary Site Plan Review
295 Elm St. - Forest Townhomes**

Existing Site: 1.5 story office building and parking

Zoning: O1 (Office) & ASF3 (Attached Single Family Overlay)

Land Use: Commercial/Office

Existing Land Use and Zoning of Adjacent Properties:

	North	South	East	West
Existing Land Use	Commercial/Office	Residential	Commercial/Office	Mixed Use
Existing Zoning District	O2 (Office-Commercial)	R2 (Single-Family Residential)	O1 (Office)	O2 (Office-Commercial)
Overlay Zoning District	MU3	ASF3	ASF3	MU3/MU5

Land Area:	Existing:	0.202 ac
	Proposed:	0.202 ac
Dwelling Units:	Existing:	0 units
	Proposed:	6 units
Minimum Lot Area/Unit:	Required:	1,280 sq. ft.
	Proposed:	1,467 sq. ft.
Min. Floor Area /Unit:	Required:	N/A
	Proposed:	2,125 sq. ft.
Max. Total Floor Area:	Required:	N/A
	Proposed:	2,125 sq. ft.
Min. Open Space:	Required:	N/A
	Proposed:	N/A
Max. Lot Coverage:	Required:	N/A
	Proposed:	N/A
Front Setback:	Required:	5 ft.

	Proposed:	5 ft.
Side Setbacks	Required:	No side yard between units 10 feet from side street on corner lot 9 feet from single-family lot
	Proposed:	10 ft. from Forest Ave.
Rear Setback:	Required:	10 feet for principal buildings
	Proposed:	10 ft.
Min. Front + Rear Setback	Required:	N/A
	Proposed:	N/A
Max. Bldg. Height:	Permitted:	35 ft., 3 stories
	Proposed:	32 ¼ ft., 3 stories
Min. Eave Height:	Required:	N/A
	Proposed:	N/A
Floor-Ceiling Height:	Required:	N/A
	Proposed:	N/A
Front Entry:	Required:	On frontage line
	Proposed:	On frontage line
Absence of Bldg. Façade:	Required:	N/A
	Proposed:	N/A
Opening Width:	Required:	N/A
	Proposed:	N/A
Parking:	Required:	12 off-street spaces
	Proposed:	12 off-street spaces
Min. Parking Space Size:	Required:	180 sq. ft.
	Proposed:	180 sq. ft.
Parking in Frontage:	Required:	N/A
	Proposed:	N/A
Loading Area:	Required:	N/A
	Proposed:	N/A

Screening:

<u>Parking:</u>	Required:	3 ft. masonry screen wall
	Proposed:	3.5 ft. arborvitae
<u>Loading:</u>	Required:	N/A
	Proposed:	N/A
<u>Rooftop Mechanical:</u>	Required:	Screened from view
	Proposed:	3 ¼ ft. screen wall on 2 sides
<u>Elect. Transformer:</u>	Required:	N/A
	Proposed:	N/A
<u>Dumpster:</u>	Required:	Masonry screen wall with wood gates
	Proposed:	Fully screened by building facade

FOREST TOWNHOUSES

295 ELM STREET
BIRMINGHAM ,MI. 48009

DRAWING INDEX	
DRAWING #	DRAWING TITLE
G-1	COVER SHEET
	EXISTING CONDITIONS
ST-1	SITE PLAN
ST-2	SITE PLAN 2
ST-3	ZONING
ST-3.1	ZONING UNDERLAY
ST-4	SITE PLAN / SURVEY
A-1	LANDSCAPE PLAN
A-2	INTERIOR FLOOR PLANS
A-3	FULL BUILDING FLOOR PLANS
A-4	ELEVATIONS (SOUTH & NORTH)
A-5	ELEVATIONS (EAST & WEST)
A-6	SECTIONS
A-7	TRASH PICKUP PLAN
A-8	ROOF PLAN
A-9	PHOTOMETRIC PLAN

PROJECT SETBACKS	
DISTANCE	PROPERTY EDGE
5 FEET	FRONT SETBACK
10 FEET	REAR SETBACK
10 FEET	SIDE SETBACK (1 SIDE - FOREST STRET SIDE)

NOTES:
Per section 903.2.8 2015 Michigan Building Code, an automatic sprinkler system is required for occupancies with a group R fire area.

PROJECT DESCRIPTION
(6 UNITS) 3 STORY RESIDENTIAL TOWNHOUSES

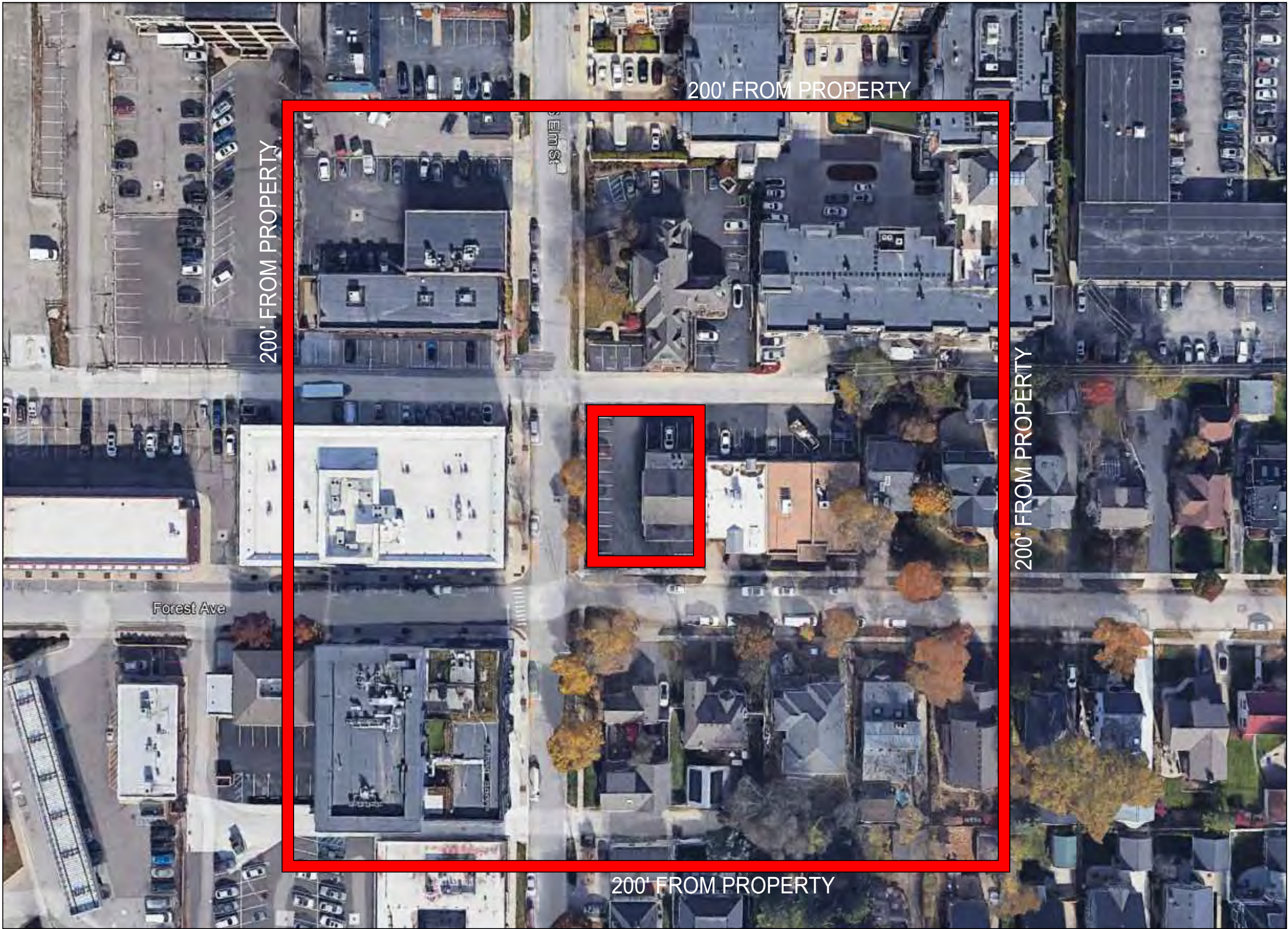
BUILDING CODE REVIEW	
CLASSIFICATION OF WORK : NEW CONSTRUCTION	
BUILDING	2015 MICHIGAN BUILDING CODE (R2 STRUCTURE)
ENERGY	2015 MICHIGAN ENERGY CODE- ASHRAE 90.1.2007
FIRE	2015 INTERNATIONAL FIRE CODE
PLUMBING	2015 MICHIGAN PLUMBING CODE
MECHANICAL	2015 MICHIGAN MECHANICAL CODE
ELECTRICAL	2017 NATIONAL ELECTRIC CODE

BUILDING INFORMATION	
USE CLASSIFICATION	R2
CONSTRUCTION CLASSIFICATION	TYPE : VB
GROSS BUILDING AREA	12,720 S.F.
REQUIRED EXITS PER SEC. 1006	2015 MICHIGAN BUILDING CODE
SPRINKLER SYSTEM REQUIRED	2015 MICHIGAN BUILDING CODE

BUILDING CODE REVIEW
LEGAL DESCRIPTION:
ZONED 0-1 SITE AREA = 8,800 S.F = 0.386 AC. BUILDING AREA= 5,766 S.F BUILDING COVERAGE = 65.5%



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EXISTING SITE PHOTOGRAPHS

295 ELM STREET
BIRMINGHAM ,MI. 48009



EXISTING ALLEY (LOOKING EAST)



EXISTING ALLEY / NORTH WEST PART OF SITE (LOOKING SOUTH-EAST)



EXISTING SOUTH SIDE OF SITE (LOOKING NORTH)



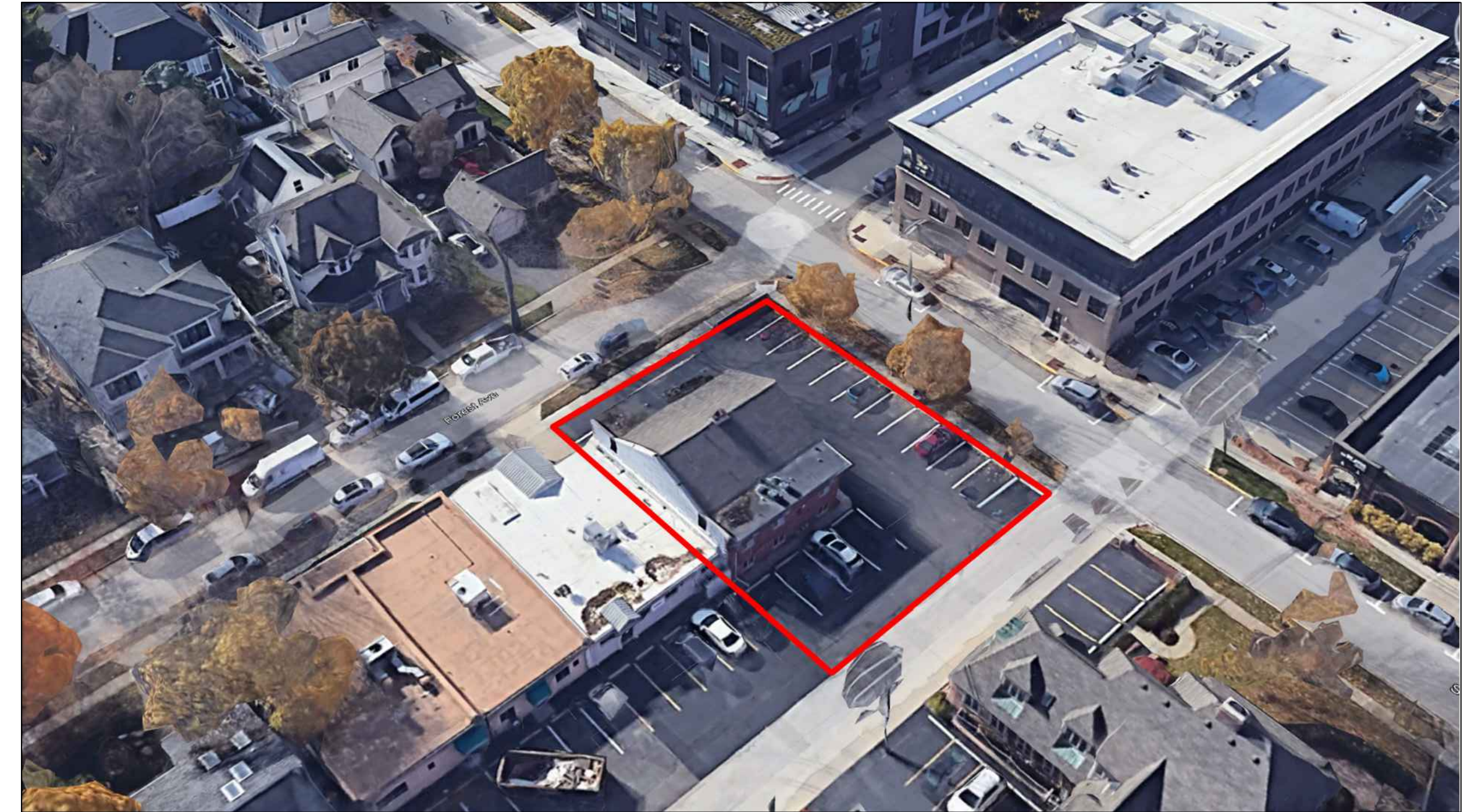
EXISTING SOUTH-WEST PART OF SITE (LOOKING EAST)

AERIAL PHOTOGRAPHS

295 ELM STREET
BIRMINGHAM ,MI. 48009



(LOOKING SOUTH-EAST)



(LOOKING SOUTH-WEST)



(LOOKING NORTH-WEST)



(LOOKING NORTH-EAST)



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OWNER

RUDI YALDO

PROJECT NAME

FOREST
TOWNHOUSES

295 S ELM STREET
BIRMINGHAM, MICHIGAN 48009

PROJECT # 22 - 30

ISSUE DATE # 05/27/2022

REVISION HISTORY

OWNER REVIEW	05/27/2022
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OWNER REVIEW	08/31/2022
OWNER REVIEW	09/01/2022
OWNER REVIEW	09/23/2022

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CHECKED BY: JM

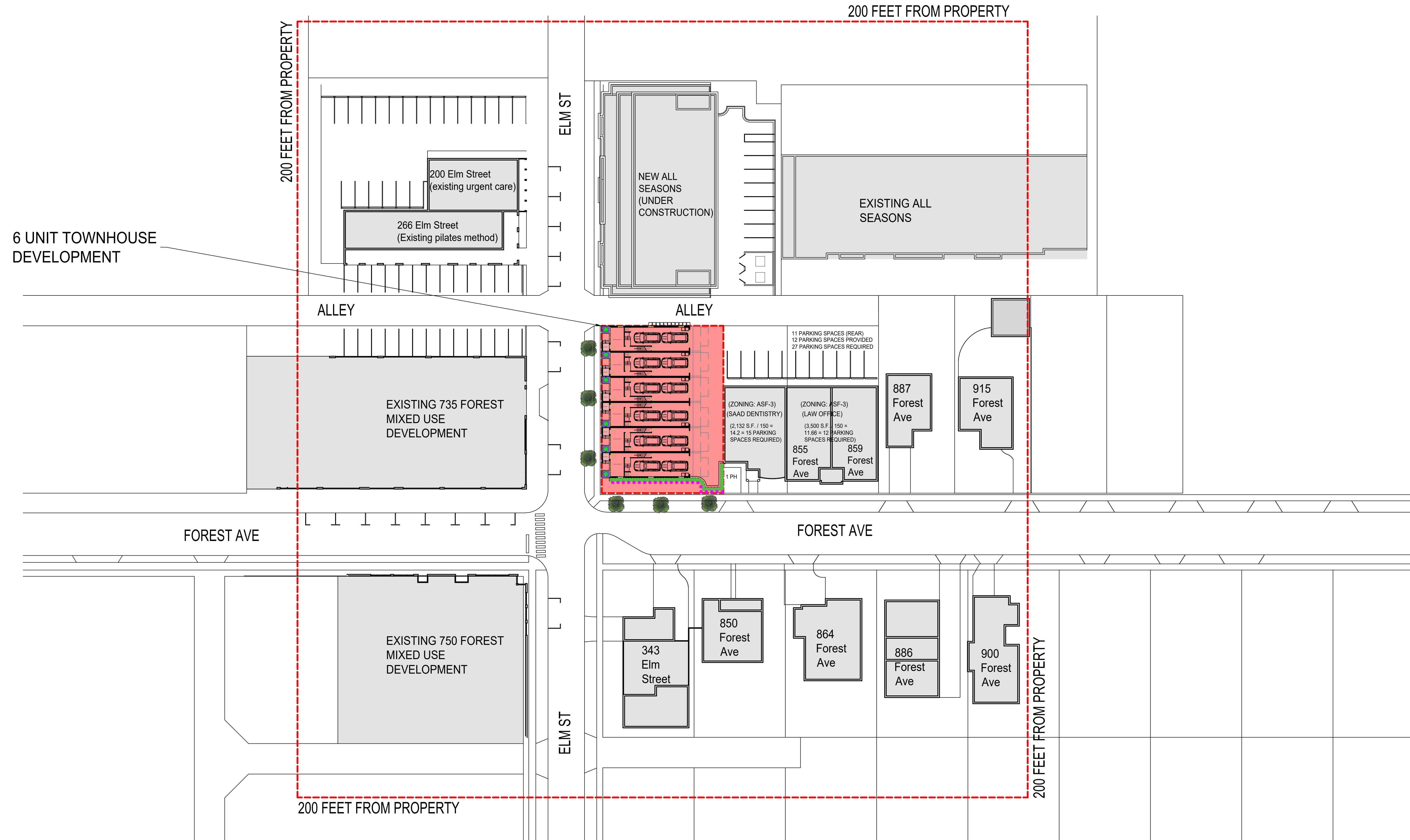
SHEET CONTENTS

SITE PLAN 1

SEAL

SHEET #
ST-1

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DATE: __/__/2022



SITE PLAN 1
SCALE: 1" = 30'-0"



00/00/2022



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FOREST
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OWNER REVIEW	09/23/2022

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SITE PLAN 2

SEAL

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ST-2





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OWNER REVIEW	08/31/2022
OWNER REVIEW	09/01/2022
OWNER REVIEW	09/23/2022

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SITE PLAN / ZONING

SEAL

00/00/2022

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2022

SHEET #

ST-3



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OWNER REVIEW	09/23/2022

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SHEET CONTENTS
ZONING UNDERLAY

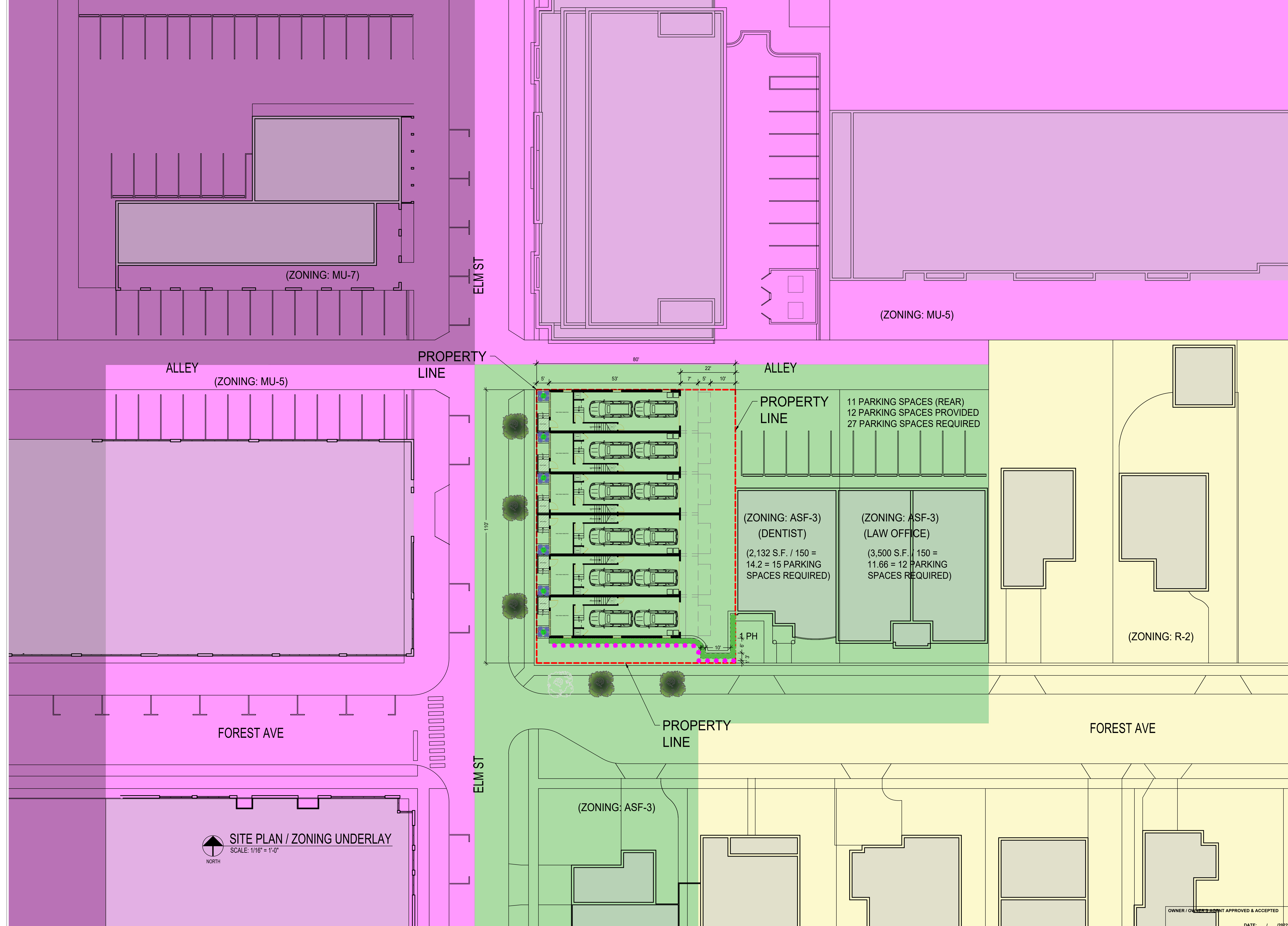
SEAL

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

SHEET #

ST-3.1

DATE: / / 2022



SITE PLAN / ZONING UNDERLAY

SCALE: 1/16" = 1'-0"



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295 S ELM STREET
BIRMINGHAM, MICHIGAN 48001

PROJECT # 22 - 30

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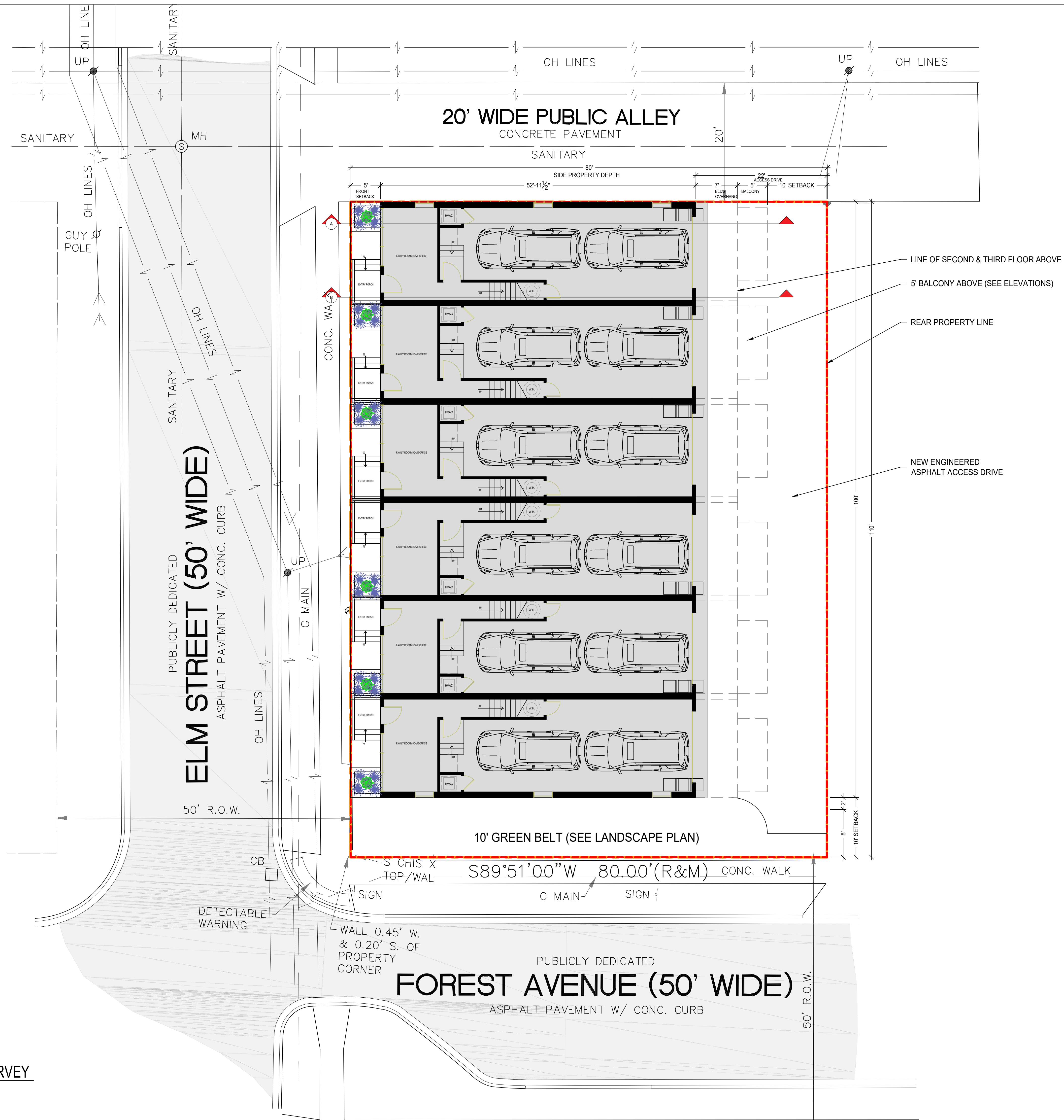
SITE PLAN / SURVEY

AL

HEET #

ST-4

00/00/2022



SITE PLAN / SURVEY

SCALE: 1/30" = 1'-0"

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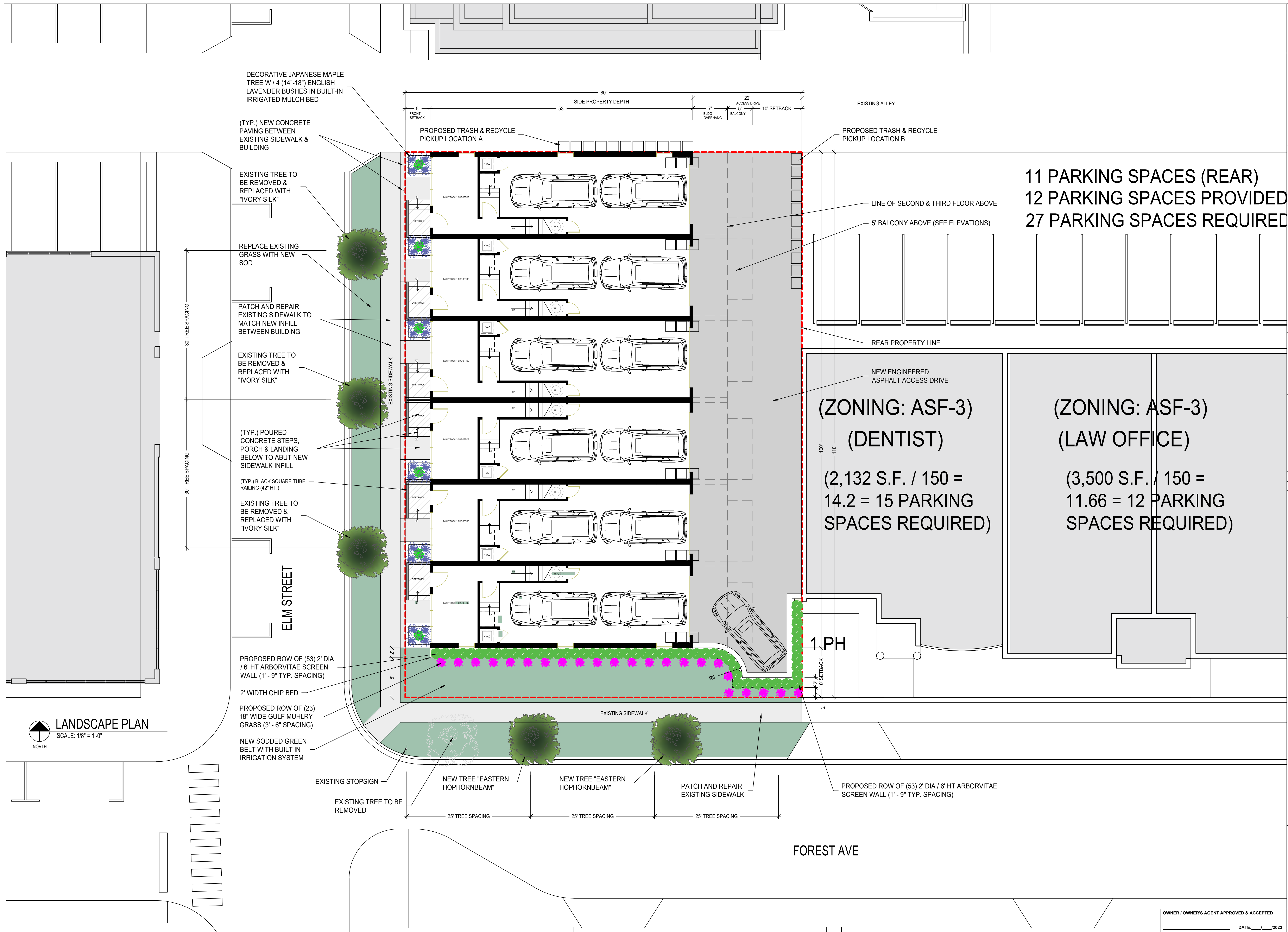
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LANDSCAPE PLAN

00/00/2022

MEET # **A-1**





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FOREST
TOWNHOUSES

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OWNER REVIEW	09/23/2022

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SHEET CONTENTS

FLOOR PLANS

SEAL

00/00/2022

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

SHEET #

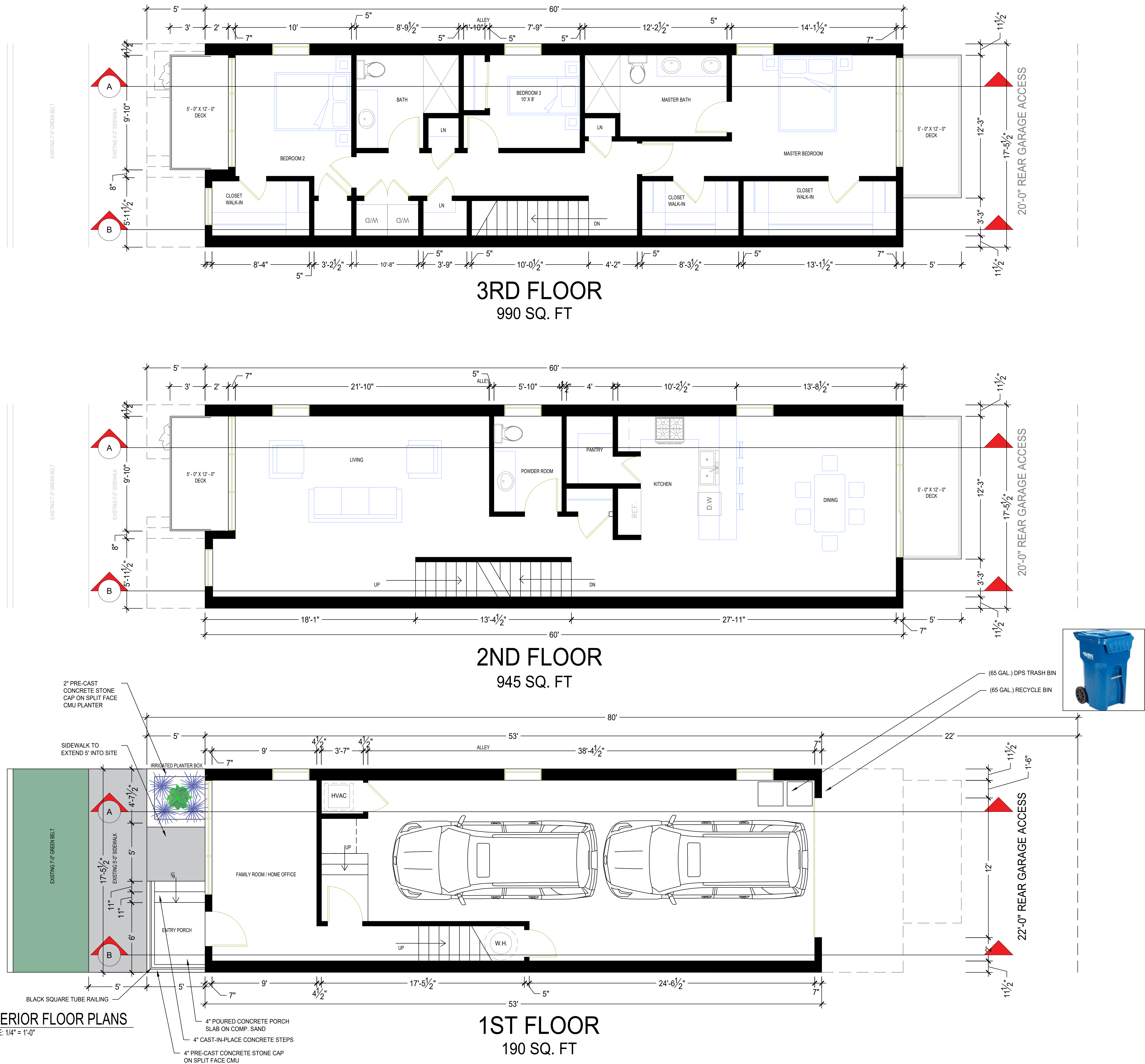
A-2

REAR (ALLEY SIDE)

REAR (ALLEY SIDE)

FRONT (ELM STREET SIDE)

FRONT (ELM STREET SIDE)



INTERIOR FLOOR PLANS

SCALE: 1/4" = 1'-0"

DATE: __/__/2022



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SHEET CONTENTS

FULL BUILDING
FLOOR PLANS

SEAL

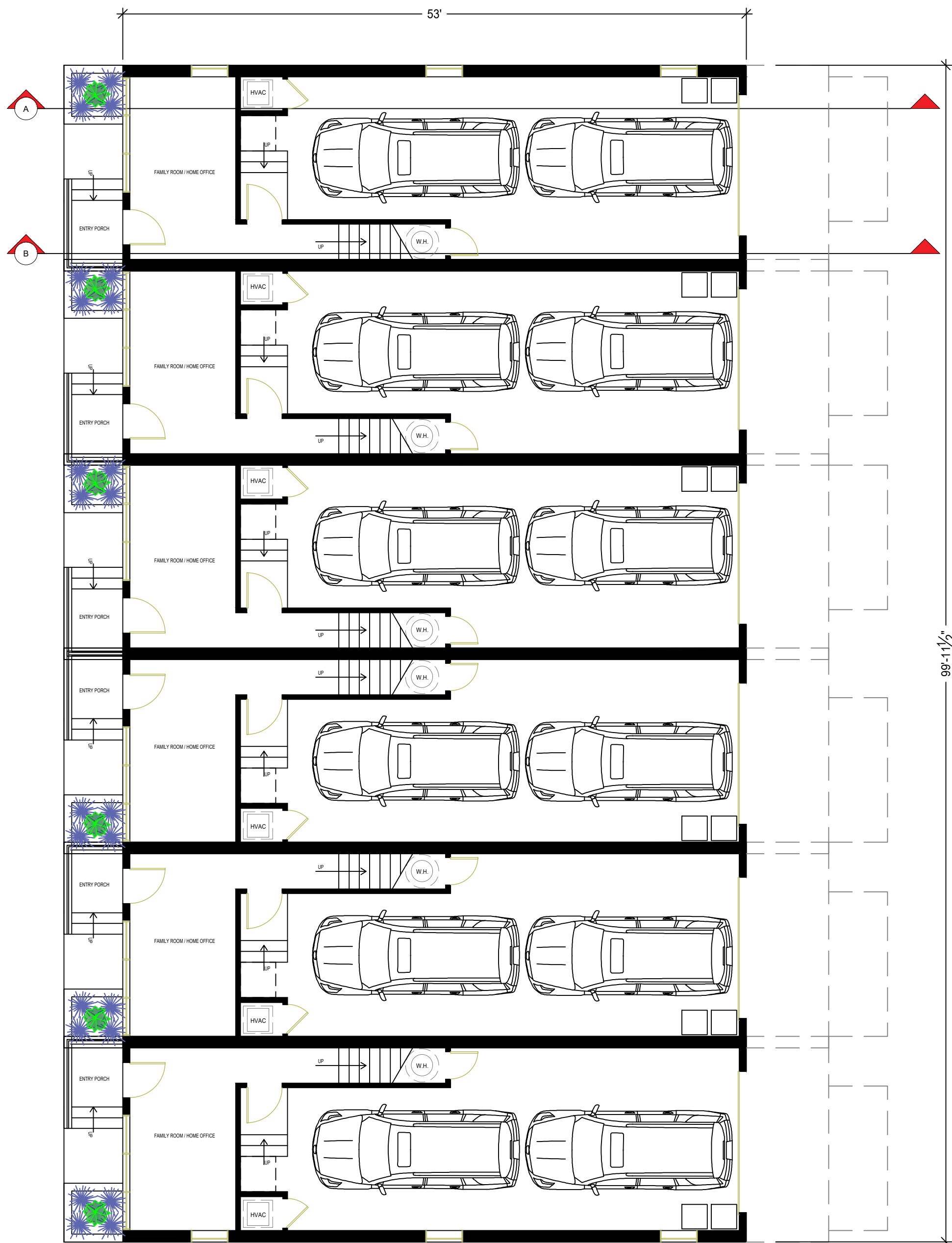
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DATE: __/__/2022

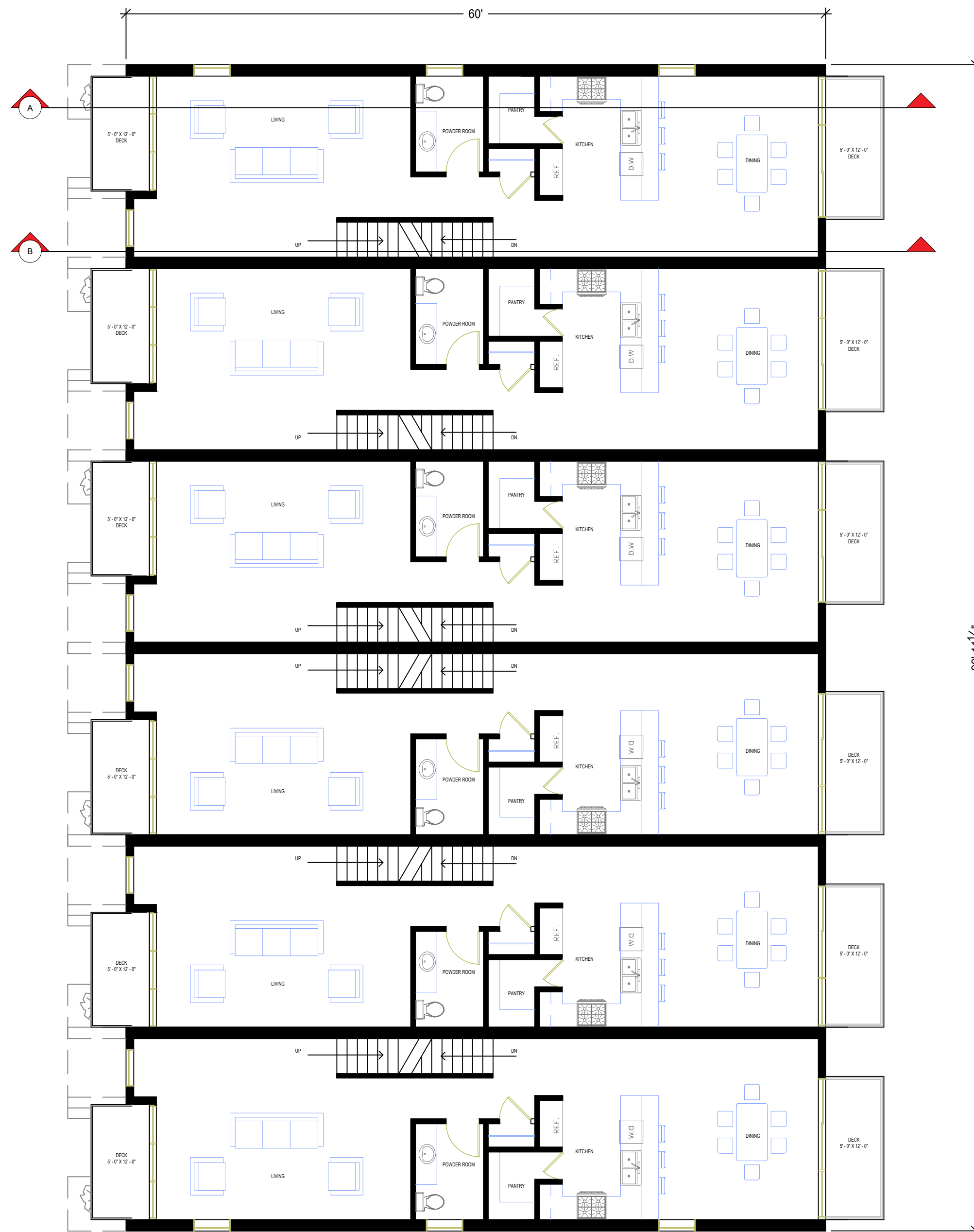
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A-3

00/00/2022



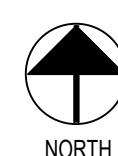
LEVEL 1



LEVEL 2



LEVEL 3



FULL BUILDING FLOOR PLANS
SCALE: 1/8" = 1'-0"



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OWNER

RUDI YALDO

PROJECT NAME

FOREST
TOWNHOUSES

295 S ELM STREET
BIRMINGHAM, MICHIGAN 48069

PROJECT # 22 - 30

ISSUE DATE # 05/27/2022

REVISION HISTORY

OWNER REVIEW	05/27/2022
OWNER REVIEW	06/10/2022
FLOOR PLAN ST 1	06/17/2022
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OWNER REVIEW	07/26/2022
OWNER REVIEW	08/01/2022
OWNER REVIEW	08/31/2022
OWNER REVIEW	09/01/2022
OWNER REVIEW	09/23/2022

DRAWN BY: MR & DC

CHECKED BY: JM

SHEET CONTENTS

SEAL

SHEET #

A-4

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2022



(LAWRENCE FABRIC & METAL
STRUCTURES) MECHANICAL
SCREEN WALL

ALL SEASONS
SENIOR LIVING

WEST ELEVATION

SCALE: 3/16" = 1'-0"



(LAWRENCE FABRIC & METAL
STRUCTURES) MECHANICAL
SCREEN WALL

ALL SEASONS
SENIOR LIVING

EAST ELEVATION

SCALE: 3/16" = 1'-0"



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OWNER REVIEW	09/23/2022

DRAWN BY: MR & DC

CHECKED BY: JM

SHEET CONTENTS
NORTH & SOUTH
ELEVATIONS

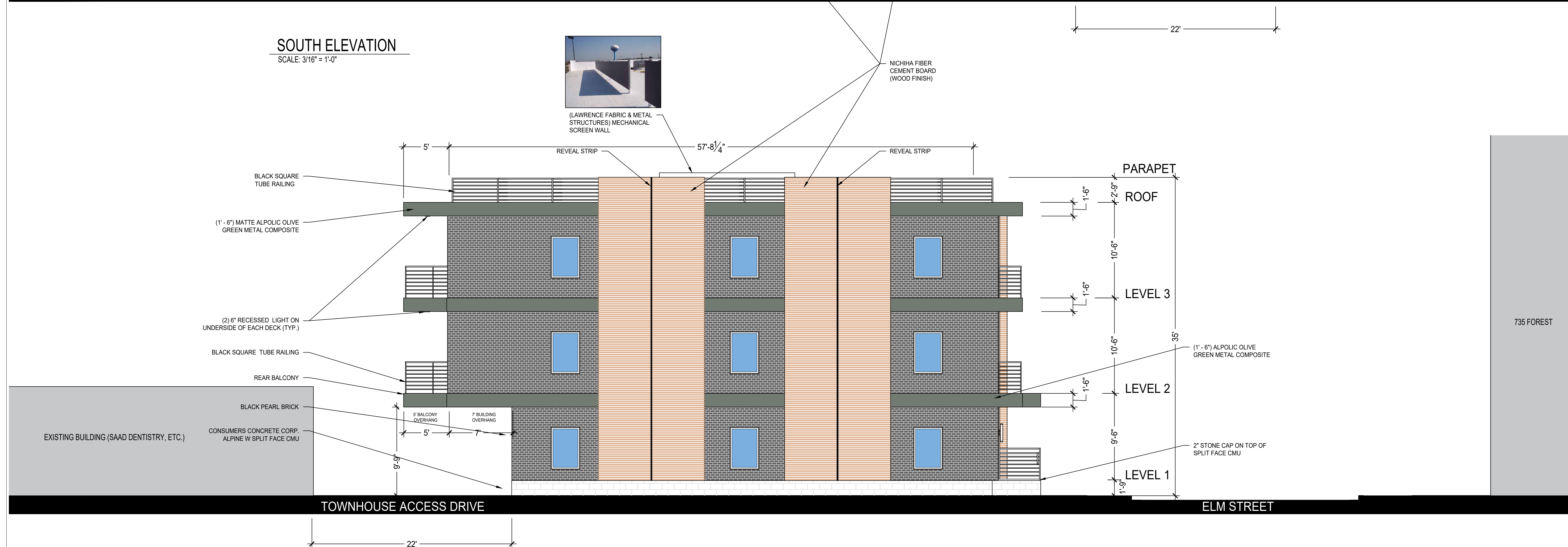
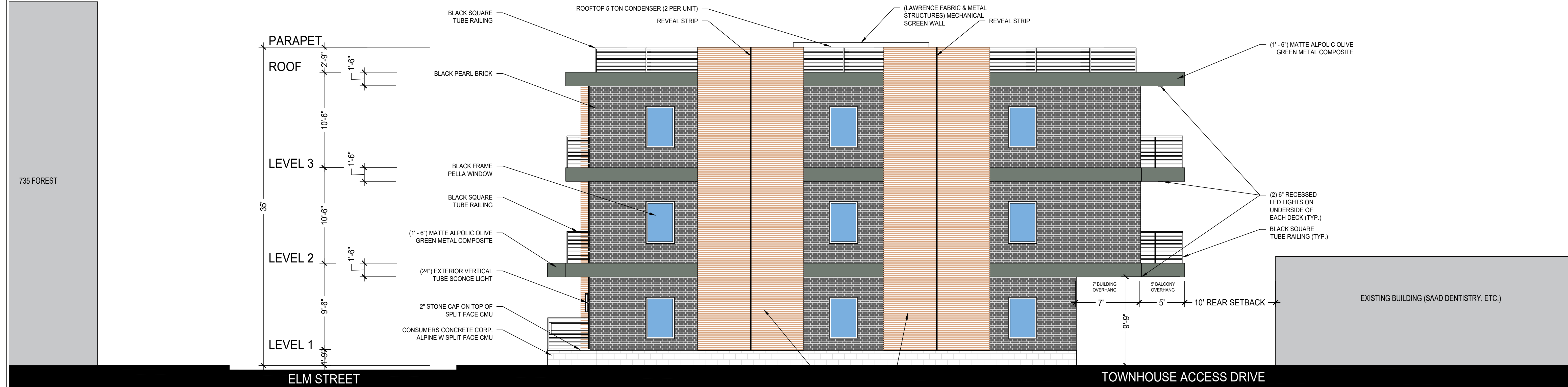
SEAL

SHEET #

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OWNER / OWNER'S AGENT APPROVED & ACCEPTED

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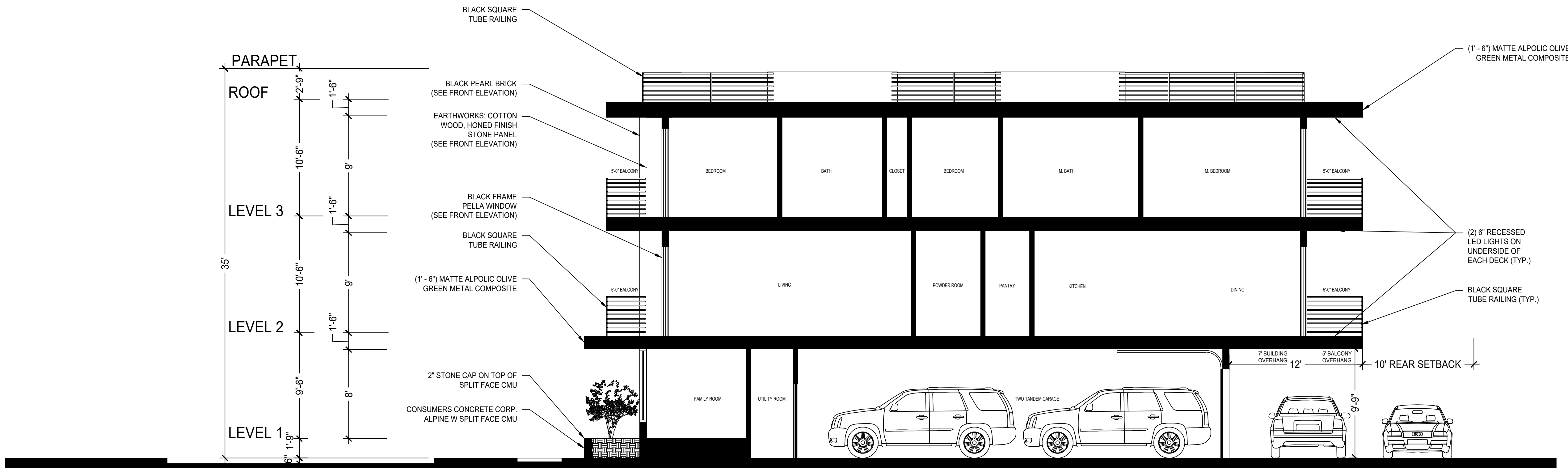
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SEAL

00/00/2022

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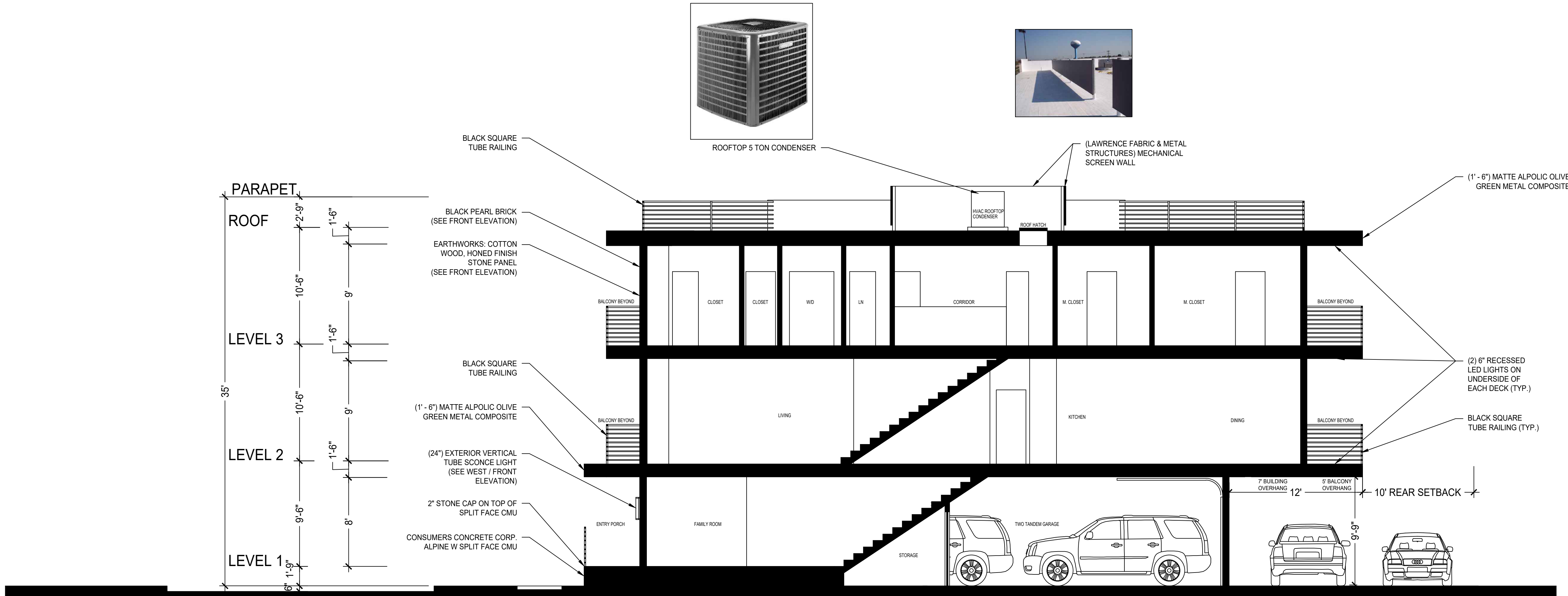
A-6



ELM STREET

BUILDING SECTION A

SCALE: 3/16" = 1'-0"



ELM STREET

BUILDING SECTION B

SCALE: 3/16" = 1'-0"

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2022



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OWNER REVIEW	09/23/2022

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SHEET CONTENTS

TRASH PICKUP PLAN

SEAL

SHEET #

A-7

00/00/2022

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: __/__/2022

TRASH & RECYCLE PICKUP LOCATION A

TRASH & RECYCLE PICKUP LOCATION B



TRASH PICKUP PLAN

SCALE: 3/16" = 1'-0"

(ZONING: ASF-3)
(DENTIST)

(2,132 S.F. / 150 =
14.2 = 15 PARKING
SPACES REQUIRED)

1 PH



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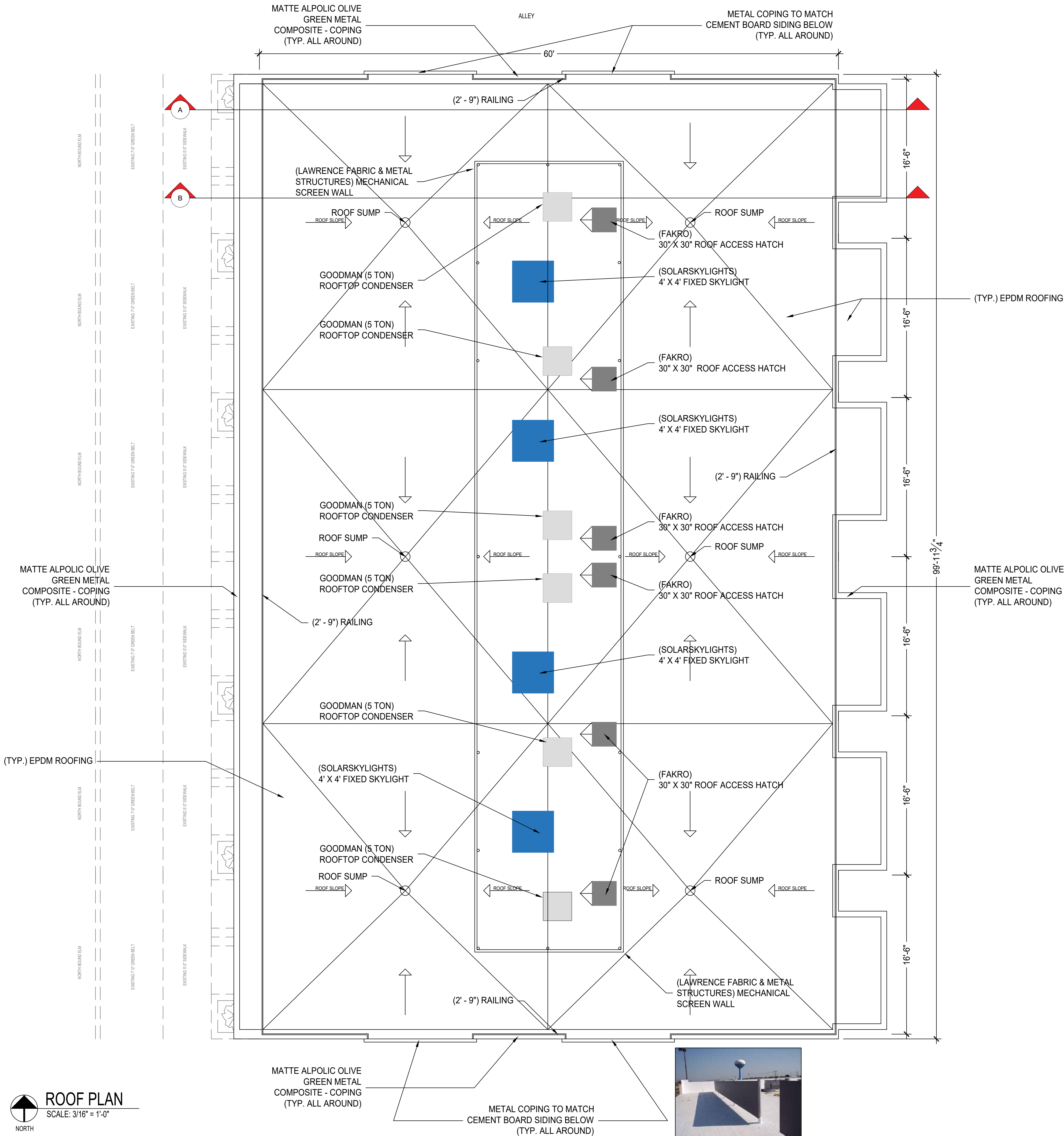
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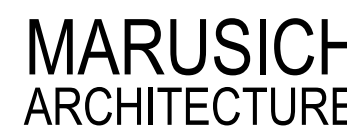
ROOF PLAN

SEAL

00/00/2022
A-8



ROOF PLAN
SCALE: 3/16" = 1'-0"
NORTH



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OWNER REVIEW	09/01/2022
OWNER REVIEW	09/06/2022
REAR DRIVE REVISION	09/22/2022
PERMIT SET	12 / 09 / 2022

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CHECKED BY: JM

PHOTOMETRIC PLAN

SEAL

OWNER / OWNER'S AGENT APPROVED & ACCEPTED

DATE: / /202

SHEET #

A-9



P8051 SERIES

Schedule						
Symbol	QTY	Manufacturer	Description	Lamp	Wattage	Mounting Height
	18	Progress Lighting	Recessed can-light	LED	10W	9' - 9"
	12	Novus Decor	Outdoor wall sconce	LED	19W	5' - 11"

General Note

1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 0' - 0"
3. THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. TO BE VERIFIED IN FIELD BY OTHERS.

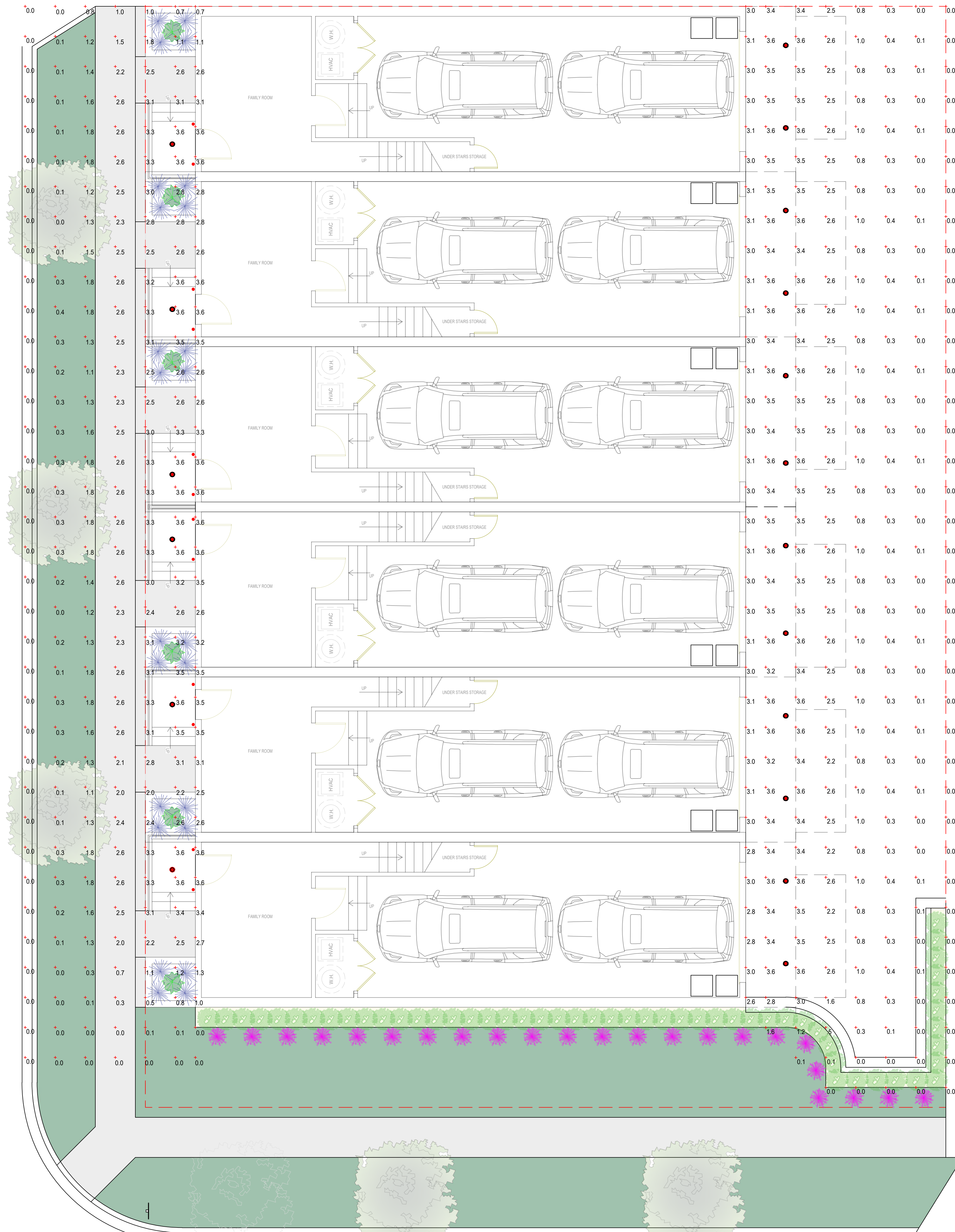
THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURERS LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.



PHOTOMETRIC PLAN

SCALE: 3/16" = 1'-0"



WOOD FINISH SPEC SHEET



NICHIHA FIBER CEMENT VINTAGEWOOD / REDWOOD

AWP 1818	
Dimensions (in.)	17 7/8" H x 71 9/16" L
Dimensions (actual mm)	455 H x 1818 L
Thickness (in.)	5/8
Thickness (actual mm)	16
Weight (lbs. per panel)	34.8
Weight (lbs. per sq. ft.)	3.9
Exposed Coverage (sq. ft. per panel)	8.88
Packaging (pieces per pack)	2 [17.76 sq. ft.]
Panel Orientation	Horizontal
AWP 3030	
Dimensions (in.)	17 7/8" H x 119 5/16" L
Dimensions (actual mm)	455 H x 3030 L
Thickness (in.)	5/8
Thickness (actual mm)	16
Weight (lbs. per panel)	57.3
Weight (lbs. per sq. ft.)	3.8
Exposed Coverage (sq. ft. per panel)	14.81
Packaging (pieces per pack)	2 [29.62 SQ. FT.]
Panel Orientation	Horizontal or Vertical

Porch Ceiling in Karri	
943	
Karri	
Material	Aluminum
Texture	Smooth
Finish	Matte
Products	Porch Ceiling, Inside Out
Features	Q800 TuffTech

VESTA ALUMINUM PORCH CEILING PANEL

Aluminum

SPECIFICATIONS

Technical Data

ALLOY OR EQUIVALENT

3105 type

DENSITY

0.170 lb/ft

MINIMUM ULTIMATE TENSILE STRENGTH

22,000-28,000 psi

MINIMUM ULTIMATE YIELD STRENGTH

18,000-25,000 psi

MINIMUM ELONGATION

1-3%

MODULUS OF ELASTICITY

10

COEFFICIENT OF LINEAR EXPANSION

13.1 u-in/in/°F

MELTING RANGE

1190–1210°F

THERMAL CONDUCTIVITY AT 77°F

1190 BTU-in/h2-hr-°F

HARDNESS

Rockwell 15T, 63-70

Gutter Coil & Components: Brinell 45HB

No-Mar Q5000® Trim Coil: H28 Partially Annealed, Full Hard

Fascia and Soffit: H28 Partially Annealed 3/4 Hard

FLEXIBILITY

1T NC/NT0; For Fascia and Soffit, system flexibility varies with basecoat selection, NCCA No. 11-19; Q800 TuffTech™ coating 1-2T

THICKNESS

Roofing Accessories: 0.016" - 0.024"

TruLine® HP Fascia: 0.024"

TruLine® TS Fascia: 0.019"

TruVent®, TruBead®, TruLine HP Soffit: 0.019"

TruLine TS Soffit: 0.016"

Porch Ceiling: 0.024"

Gutter Coil: 0.027-0.032"

Gutter Components: 0.019" - 0.024"

Q800 TuffTech™ Trim Coil: 0.019" - 0.024"

No-Mar Q5000® Trim Coil: 0.019"

Product Details

PRODUCT LINE

Roofing Accessories

Fascia

Soffit

Porch Ceiling

Gutter Coil

Gutter Components

Q800 TuffTech™ Trim Coil

No-Mar Q5000® Trim Coil

TEXTURE

Smooth:

Roofing Accessories, Fascia, Soffit, Porch Ceiling, Gutter Coil & Components, Q800 TuffTech™ Trim Coil

Pebble:

No-Mar Q5000

Woodgrain:

TruLine, TruLine HP & TS Fascia, Q800 TuffTech™ Trim Coil

MATERIAL DATA

100% Recyclable

VOC-free

Lead free

COATING

Q800 TuffTech™ coating is applied at 0.6–0.8 mils, a pencil hardness of F-2H (ASTM D 3363) and flexibility of 1-2T. Specular gloss 60° ASTM D 523 is ± 5% of specification.

No-Mar Q5000® coating is applied at 0.6 – 0.8 mils, a pencil hardness of F-2H (ASTM D 3363) and flexibility of 1-2T. Specular gloss 60° ASTM D 523 is ± 5% of specification.

ADHESION OF FILM

Cross-Hatch Adhesion: NCCA no.11-16, no loss of adhesion between coating and substrate to point of metal rupture with 1/8" cross hatch scribe pattern through coating to bare metal.

ADHESION IMPACT

NCCA No. 11-6; 1.5x3 metal thickness inch-pounds, no loss of adhesion.

ACCELERATE TESTS

Humidity Resistance: No visual change after 100% relative humidity for 1,000 hours per ASTM D2247-87; no blisters or loss of adhesion.

SALT SPRAY

When subject to 5% salt solution at 95°F, shall withstand 1000 hrs. exposure with no field blistering, no more than 1/32" creep from the scribe, ASTM B117.

QUV

When subject to 5% salt solution at 95°F, shall withstand 1000 hrs. exposure with no field blistering, no more than 1/32" creep from the scribe, ASTM B117.

WIND LOAD

Applies to TruVent only. Meets 2015 NBCC-CAN/ULC-93.2-M91 for residential use, Type 1, Class F15, Cantilever and Wind Loading Requirements when tested in accordance with CAN2-93.1-M85.

COLOR AVAILABILITY

Please see our Product Catalog and Specification Guide for complete color availability. www.QualityEdge.com/Resources

TECHNICAL SUPPORT

Complete technical information and literature is available at: www.QualityEdge.com/Support

INSTALLATION SUPPORT

Installation information is available at: www.QualityEdge.com/Resources

WARRANTY

For complete warranty information, registration and claims, visit: www.QualityEdge.com/Warranties

MAINTENANCE

Remove any and all debris that may accumulate on the product during its lifespan to keep it moisture free. Tighten any loose fasteners or trim pieces as access allows. Do not attempt to repair or replace any parts of the system without consulting a certified applicator. Repainting should not be necessary through the duration of the warranty.

Quality Edge reserves the right to alter specifications without general notice or obligation to make similar changes in products previously manufactured.

2712 Walkent Drive N.W. Walker, MI 49544 | 888.784.0878

Keep looking up.

- Enhance roof overhangs and porches with a warm, wood-look appearance
- Aluminum Porch Ceiling performs better and lasts longer than other options.
- Thicker metal for longer lengths and less seams.

The Porch Ceiling Collection

The Porch Ceiling Collection features beautiful, painted woodgrain finishes that exhibit the classic look and feel of real stained wood with the durability and performance of an aluminum substrate.

Enhances exposed or vented soffit porch ceilings.

Made of high quality aluminum, Porch Ceiling is thicker than standard soffit and designed to extend longer lengths.

Beautiful, painted woodgrains that have the classic look and feel of stained wood.

The Porch Ceiling Collection

AVAILABLE OPTIONS

Solid - DSPC

MATERIAL AVAILABILITY

Aluminum

COATING

Q800 TuffTech™

THICKNESS

0.024"

WARRANTY

Lifetime Limited Warranty

INSTALLATION NOTES

For installation use 3/8" J-Channel PC38J which come in Porch Ceiling Woodgrain Colors

Go to QualityEdge.com/Resources for installation information.

COLOR AVAILABILITY

946

943

948

947

949

AVAILABLE COLORS: 946 Dark Mahogany [DM], 943 Karri [K], 948 Medium Teak [MT], 947 Light Cherry [LC], 949 Rock Maple [RM]

Although we make every effort to ensure color accuracy in our printing process, your final products may not be an exact match to those displayed.

SELECTED MASONRY

Product Information (BLACK PEARL BRICK):

Brand: Glen-Gery
Type: Thin Brick
Color: Black
Style: Extruded
Plant: Hanley
Series: Emporium+ Series
Texture/Finish: Wirecut



General Availability	T	H	L		Brick per sq ft
Modular Thin Brick	1/2	2-1/4	7-5/8	in.	6.86

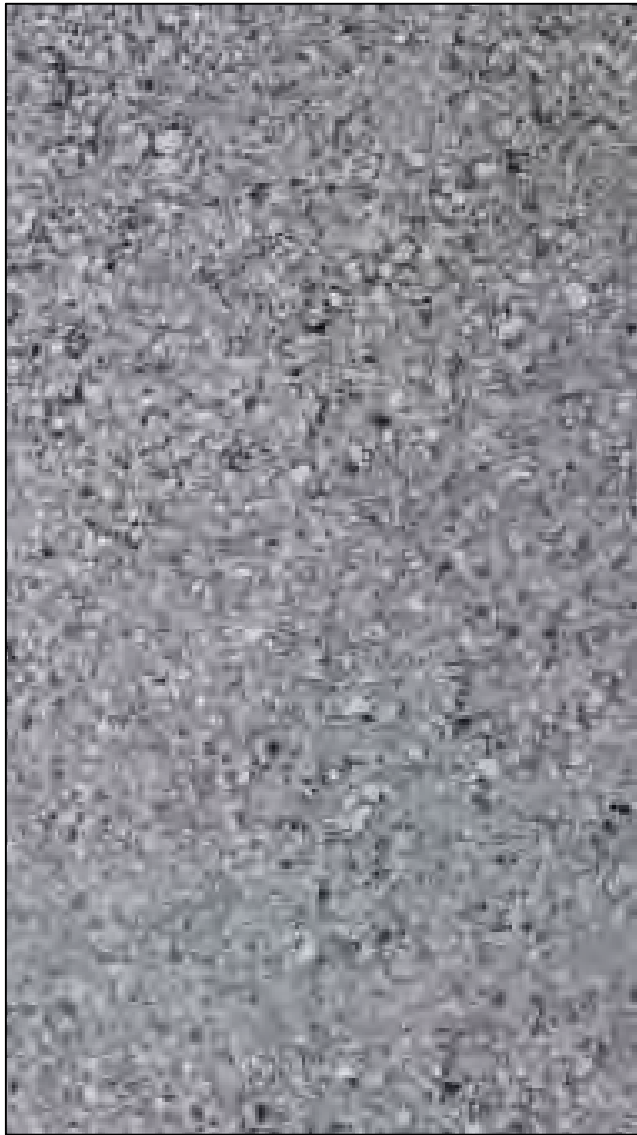
Interlocking	X	Actual Length (inches)	16
Block Weight	Normal weight	Minimum Weight (lbs.)	10
Warranty	1-year limited	Common Width (inches)	8.0
Cored	X	Series Name	N/A
Color/Finish Family	Gray	UNSPSC	30131500
Common Length (inches)	16.0	Actual Width (inches)	8
Common Height (inches)	2.0	Type	Cap
Actual Height (inches)	2	CA Residents: Prop 65 Warning(s)	⚠ Prop 65 WARNING(S)

2" STONE CAP



Interlocking	X	Actual Length (inches)	16
Block Weight	Normal weight	Minimum Weight (lbs.)	10
Warranty	1-year limited	Common Width (inches)	8.0
Cored	X	Series Name	N/A
Color/Finish Family	Gray	UNSPSC	30131500
Common Length (inches)	16.0	Actual Width (inches)	8
Common Height (inches)	2.0	Type	Cap
Actual Height (inches)	2	CA Residents: Prop 65 Warning(s)	⚠ Prop 65 WARNING(S)

CONSUMERS CONCRETE CORP. ALPINE W SPLIT FACE CMU



EARTHWORKS COTTON BOTTOM HONED LIMESTONE PANEL

Color Tone	Cream
Sample Available	Y
Finish	Honed
Available Finishes	Brushed, Bushhammered, Honed, Sandblasted, Sawn
Percent Absorption	8.31%
Bulk Specific Gravity	2.11
Weight per Cubic Foot	131.59 LBS/CF
Abrasion Resistance	3.75

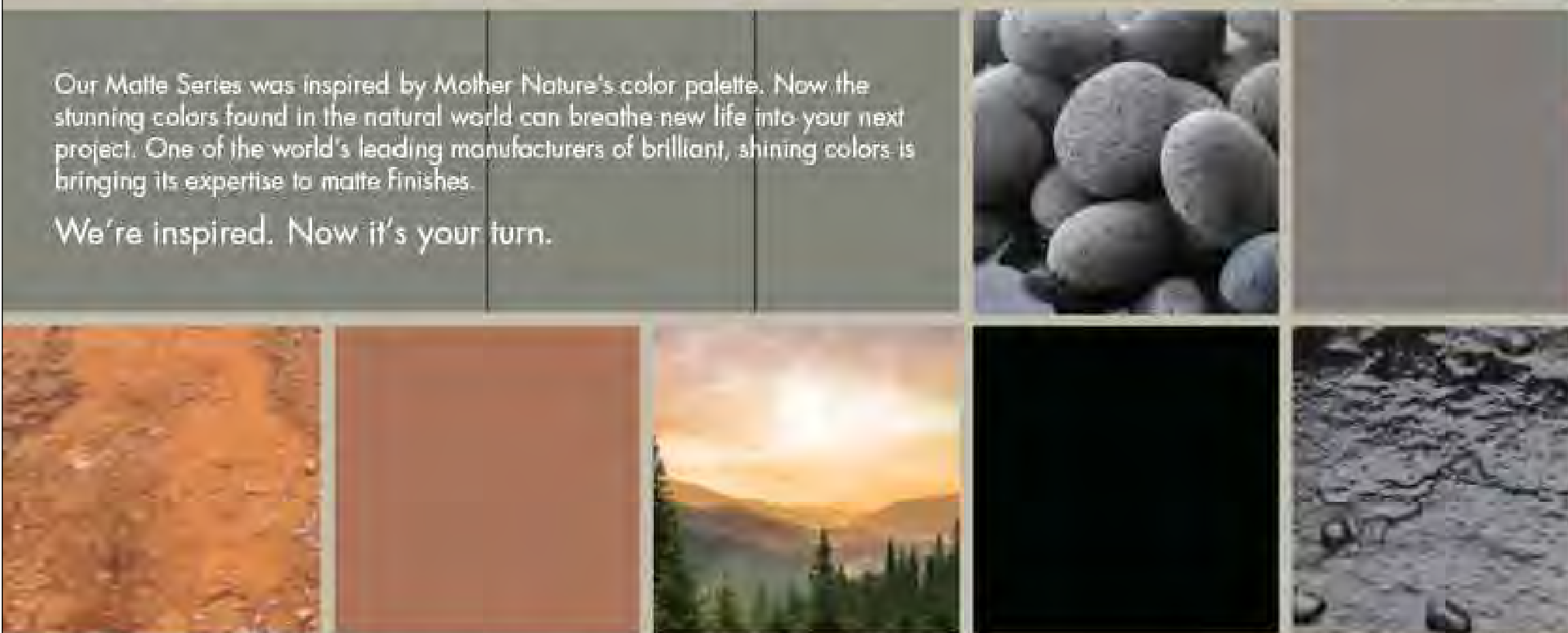
METAL COMPOSITE



WE UNDERSTAND
INSPIRATIONAL

Our Matte Series was inspired by Mother Nature's color palette. Now the stunning colors found in the natural world can breathe new life into your next project. One of the world's leading manufacturers of brilliant, shining colors is bringing its expertise to matte finishes.

We're inspired. Now it's your turn.



BUILD YOURS WITH ALPOLIC® COLORS AND FINISHES

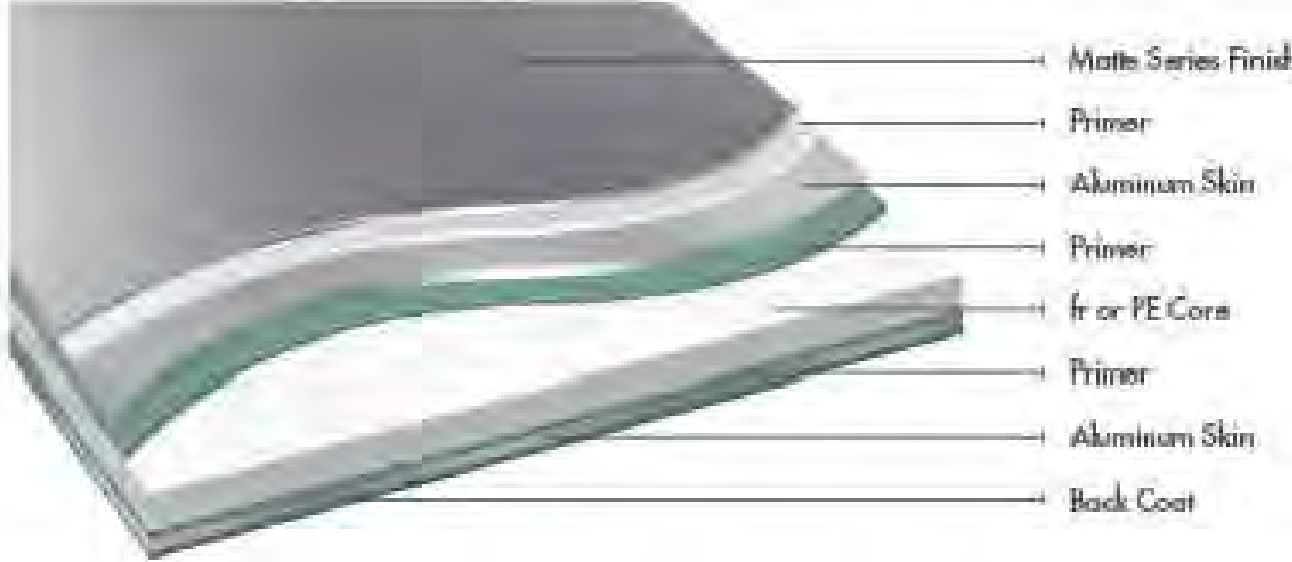
ALPOLIC®
METAL COMPOSITE MATERIALS

Your Design | Perfected

ALPOLIC®/fr Matte Series and ALPOLIC®/PE Matte Series – 20 Year Finish Warranty

ALPOLIC®

Nature was our inspiration.
Now let the new Matte Series finishes be yours.
Find the perfect finish for your next concept.



ALPOLIC® materials are light, flat, rigid and strong. Let's build.

With continuous coil coating using our advanced die coating process, ALPOLIC® materials provide a consistent and smooth finish of high-performance fluoropolymer resins – the most advanced architectural coatings available. Our new Matte Series not only honors Mother Nature herself, but is made to withstand the test of time providing a more beautiful finish than traditional metal or other building panels. Choose from our ALPOLIC®/PE with our classic polyethylene core (PE) or our ALPOLIC®/fr panels featuring an advanced fire-retardant (fr) thermoplastic core that sets the industry standard for fire safety and meets many fire codes worldwide.

Notes:

- All colors herein are fluoropolymer coatings produced in our continuous coil coating line.
- Minimum quantity required for the colors herein is 1000 sq. ft. or 93 m² per order per standard width.
- Custom colors are also available. Please consult our offices or our distributors for the minimum quantities.
- Color chips may slightly differ from actual products due to printing. Confirm the color with the color samples.
- Color may slightly vary between production lots. To ensure the color consistency, we recommend placing total requirement in one order.

Nota:

- Todos os cores aqui indicados são revestimentos entoderamados produzidos em nossa linha de revestimento de bobina contínua.
- A quantidade mínima exigida para os cores aqui indicados é de 1000 pés quadrados ou 93 m² por pedido e por largura padrão.
- Cores personalizadas também estão disponíveis. Por favor, consulte nossos escritórios ou distribuidores para as quantidades mínimas.
- Os "chips" de cores podem var ligeiramente diferente do produto atual, devido à impressão. Confirme a cor com as amostras de cores.
- As cores podem variar ligeiramente entre os lotes. Para garantir a consistência de cor, recomendamos ativar o total do pedido que será necessário de uma só vez.

Notes:

- Todos los colores de esta tabla corresponden a pinturas de fluoropolímero aplicadas en nuestra cadena de pintura continua de chapa en rollo.
- La cantidad mínima de los colores de esta tabla es de 1000 sq. ft. or 93 m² por lot por anchura estándar. Por favor, consulte nuestros oficinas o nuestros distribuidores para el ancho del panel disponible.
- También existen colores personalizados.
- Las tarjetas de color pueden diferir ligeramente de los productos reales debido al proceso de impresión. Confirme el color con la muestra de color.
- Los colores pueden variar ligeramente de un lote de producción a otro. Para garantizar una consistencia en el color recomendamos que el total del requerimiento de la orden se realice en una misma producción.

Remarque:

- Tous les couleurs offertes sont des revêtements fluoropolymère à produits dans notre ligne de revêtement par couchage en continu.
- La quantité minimale requise par commande pour les couleurs offertes ici est de 1000 sq. ft. or 93 m² par largeur de panneau standard. Pour tout renseignement sur les largeurs de panneaux disponibles veuillez nous consulter ou consulter nos distributeurs.
- Des couleurs personnalisées sont également disponibles.
- Les pastilles de couleur peuvent varier légèrement des produits proprement dits du fait de l'impression. Merci de confirmer la couleur avec l'échantillon de couleur.
- La couleur peut varier légèrement en fonction des lots de production. Pour garantir l'homogénéité des finitions nous recommandons de passer une seule commande pour l'ensemble de vos besoins.

Mitsubishi Chemical America, Inc.
ALPOLIC Division
401 Volvo Parkway, Chesapeake, VA 23320, U.S.A.
Telephone: 800-422-7270 (from US and Canada)
Facsimile: 1-757-436-1896
Email: info@alpolic.com

URL: <http://www.alpolic-america.com>

All colors herein are Fluorop® PVDF, a premium fluoropolymer system containing 70% Polyvinylidene Fluoride (PVDF) proprietary resins providing outstanding resistance to ultraviolet rays, exceptional color retention and resistance to chalking and chemical degradation.

The LRV (Light Reflectance Value) noted represents a percentage of the light energy, in the visible spectrum, that is reflected by the surface being measured. This value is defined in ASTM C609 as the Y value as measured in an XYZ/Yxy color space.

The SRI (Solar Reflectance Index) noted represents the material's solar reflectivity and emissivity. This value is measured using ASTM E1980 at a 12 W/m²K value.

Colors shown are as close to actual colors as allowed by the printing process.

Mitsubishi Chemical Composites America, Inc. reserves the right to change or delete information herein without prior notice. The transcription of any data or information contained in this brochure without prior written consent is strictly prohibited. For warranty details, exclusions and limitations or for more information please contact your ALPOLIC® Representative.

Fluorop® is a registered trademark of The Valspar Corporation.

SELECTIONS FROM PELLA

Unmatched strength and lasting durability

Achieve commercial-grade strength and lasting durability for your customers' long-term return on investment. Pella Impervia products are made from our proprietary fiberglass material, the strongest material for windows and patio doors, engineered for lasting durability.¹

Revolutionary hardware

Introducing a revolutionary way to operate casement and awning windows. This patent-pending, Easy-Slide Operator simply slides to open, without the effort of cranking.

Pella Impervia®

Fiberglass windows and patio doors

Sleek profiles and more glass

Create bold designs from sleek profiles and more glass with our intentionally-designed products made from our exceptionally strong proprietary fiberglass.

• 100x more impact resistant²

Pella's fiberglass is 100x more impact-resistant than Andersen's Fibrex windows. You can trust our fiberglass products to be better equipped to stand up to a hammer misfire and other jobsite conditions.

• Proven performance

Engineered for the rigorous performance requirements of a commercial building, Pella Impervia products provide outstanding resistance to water, wind and outside noise.³

• Installation solutions and expertise

With nearly 100 years in business, we've got you covered with products and installation solutions for your exact situation.

• Exceptional mulling capabilities

With both interior and exterior accessory grooves on all Pella fiberglass products, you can create larger, unique combinations specifically for your remodel or new construction project. Our extensive factory-mulled options will come preassembled, saving you time on the jobsite.

• Up-to-date color palette

Achieve your design style with up-to-date frame color options including Black.

• Tested beyond requirements

Tested beyond industry standards and to extremes from -40°F to 180°F, our proprietary fiberglass can handle the most extreme heat and sub-zero cold.⁴ Our products are tested beyond industry standards to help ensure less maintenance with fewer callbacks.

• Durable three-way corner joints

For added strength, durability and reliable water performance, Pella Impervia products feature corner locks and sashes injected with sealant and fastened with screws.

• The confidence of a strong warranty⁵

We know your reputation matters, so we have one of the strongest warranties in the business.

Available in these window and patio door styles:



¹100x more impact resistant than Andersen's Fibrex windows.



Delivering unmatched strength, engineered for lasting durability.¹

Pella's Proprietary Fiberglass vs. Andersen Fibrex^{2,4,7}
Pella Impervia products won't dent, bend or break as much as the competition.

Won't dent. **100x** more impact-resistant
Won't bend. **10x** stronger
Won't break. **20x** the tensile strength

Product Specifications

Window & Patio Door Styles	Min. Width	Min. Height	Max. Width	Max. Height	Performance Class & Grade	Performance Values			Frame/Install
						U-Factor	SHGC	CTC	
Vent Awning	20"	17-1/2"	59-1/2"	59-1/2"	LC30-LC50	0.18-0.48	0.16-0.55	29-37	Block Frame, Standard Fin, Off-Set Fin, Integral Fin
Fixed Awning	13-1/2"	11-1/2"	71-1/2"	79-1/2"	LC45-LC50	0.16-0.49	0.18-0.63	28-36	
Vent Casement	17-1/2"	20"	37-1/2"	79-1/2"	LC45-LC50	0.26-0.45	0.18-0.55	25-32	
Fixed Casement	13-1/2"	11-1/2"	71-1/2"	79-1/2"	LC45-LC50	0.22-0.48	0.20-0.62	27-33	
Vent Double-Hung	17-1/2"	29-1/2"	47-1/2"	77-1/2"	LC30-LC50	0.25-0.49	0.19-0.58	26-29	Block Frame, Standard Fin, Off-Set Fin, Integral Fin, Flush Frame
Vent Single-Hung	17-1/2"	23-1/2"	47-1/2"	77-1/2"	LC40-LC50	0.24-0.51	0.19-0.59	26-32	
Sliding Window (OX, XO)	23-1/2"	11-1/2"	71-1/2"	71-1/2"	LC30-LC50	0.25-0.50	0.19-0.59	26-33	
Sliding Window (XOX)	47-1/2"	17-1/2"	107-1/2"	71-1/2"	LC30-LC50	0.25-0.50	0.19-0.59	26-32	
Fixed Sash and Frame	13-1/2"	13-1/2"	71-1/2"	71-1/2"	CW65-CW90	0.22-0.50	0.20-0.62	27-33	Block Frame, Standard Fin, Off-Set Fin
Fixed Frame Direct Set	11-1/2"	11-1/2"	143-1/2"	143-1/2"	CW50	0.14-0.46	0.18-0.69	28-36	
Sliding Patio Door (One Panel)	27"	71-1/2"	50-5/8"	119-1/2"	LC30-LC50	0.17-0.48	0.19-0.59	29-33	Block Frame, Standard Fin, Off-Set Fin
Sliding Patio Door (Two Panel)	59-1/4"	71-1/2"	95-1/4"	119-1/2"	LC30-LC50	0.17-0.48	0.19-0.59	29-33	
Sliding Patio Door (Three Panel)	91-7/8"	71-1/2"	145-7/8"	119-1/2"	LC30-LC50	0.17-0.48	0.19-0.59	29-33	

Window sizes available in 1/8" increments
Maximum square footage rules apply. Maximum width and height cannot exceed the maximum square footage. Special ordering available.
Two and three panel sliding patio door configurations that are greater than or equal to 95.5" in height will come knockdown and require field assembly.
Knock-down will be optional for two and three panel configurations until 95.5" in height.

Glass & Additional Energy Efficiency Upgrades

InsulShield® Low-E Glass ⁸	Pella Impervia products offer energy-efficient options that will meet or exceed ENERGY STAR guidelines in all 50 states. ¹⁹			
Advanced Low-E insulating dual-pane glass with argon	Advanced Comfort Low-E insulating dual-pane glass with argon	Natural Sun Low-E insulating triple-pane glass with argon	SunDefense™ Low-E insulating dual- or triple-pane glass with argon	
Tempered glass	Laminated (non-impact-resistant) ¹⁰ , tinted ¹¹ or obscure glass also available on select products	STC (Sound Transmission Class)-improved dual-pane sound control glass ¹²	Triple Pane ¹³	

Additional Glass Options

Tempered glass	Laminated (non-impact-resistant) ¹⁰ , tinted ¹¹ or obscure glass also available on select products	STC (Sound Transmission Class)-improved dual-pane sound control glass ¹²	Triple Pane ¹³

Foam Insulation Options Optional foam-insulated frame and sash are available to increase energy efficiency.

Color & Finishes

Frame Colors Our long-lasting powder-coat finish resists chipping and fading and meets AAMA 624, which is a highly-rated fiberglass finish that will never need to be repainted or refinished.

Solid Colors:



Window Hardware

Casement & Awning The patent-pending Easy-Slide Operator is a revolutionary way to operate casement and awning windows. Simply slide to open, without the effort of cranking. With precision venting technology, the window will open to an exact location. Or select the fold-away crank, that folds neatly away, against the window frame. Neither solution will interfere with roadside window treatments.

Easy-Slide Operator



Fold-Away Crank



Color-Matched Finishes:



Additional Finish¹⁴:



Sliding, Single & Double-Hung

Pella's cam-action lock pulls the sashes against the weatherstripping on single-hung, double-hung and sliding windows for a tighter seal.



Color-Matched Finishes:



Additional Finish:



Patio Door Hardware

Sliding Patio Door

Elevate a home's style with sleek hardware selections.



Color-Matched Finishes:



Additional Finish:



Secure Vent Lock

A secure vent lock comes standard on all Pella Impervia sliding doors and provides security in both the closed and venting positions. Secure vent lock is color-matched to the interior of the frame.



Color-Matched Finishes:



Patio Door Blinds

Blinds-Between-the-Glass¹⁵ Give your homeowners more privacy by adding blinds-between-the-glass. Located between panes of glass, blinds are protected from dust, dirt and damage.



Grilles

Grilles are color-matched to window or patio door interior and exterior frame color.



Applied Grilles¹⁶

¹ Pella's proprietary fiberglass material has displayed superior strength over wood, vinyl, aluminum, wood-aluminum composites, and other fiberglass extruded used in building window frames in Canada. For more information, contact your local Pella sales representative or go to www.pella.com.
² Impact testing performance based on testing 10 samples of each material using ASTM D256, Method C.
³ Pella Impervia windows and patio doors have a performance class of LC or higher. For information on product ratings see www.pella.com performance.
⁴ Testing performed in accordance with ASTM testing standards. Pella's fiberglass has displayed superior performance in strength, ability to withstand extreme heat and cold and resistance to dents and scratches.
⁵ Special shape windows are made from a fiberglass resin material.
⁶ See website listed warranty for details, including exceptions and limitations. at www.pella.com/warranty
⁷ Tenable testing performance based on testing 7 samples of each material using ASTM D538 test methodology.
⁸ 10 point bend testing performance based on testing 10 samples of each material using ASTM D538 test methodology.
⁹ Optional high-altitude Low-E insulating glass available with or without argon on select products.
¹⁰ Some Pella products may not meet ENERGY STAR guidelines in Canada. For more information, contact your local Pella sales representative or go to www.pella.com.
¹¹ For best performance, the laminated glass may be in the interior or exterior pane of the insulating glass, depending on the product.
¹² Available with Advanced Low-E insulating glass with argon with bronze, grey or green tin on select products.
¹³ Sound control glass consists of dissimilar glass thickness (3mm/3mm or 5mm/5mm).
¹⁴ Not available on direct set, awning and casement windows and sliding patio doors. Not available with Advanced Comfort Low-E glass.
¹⁵ Only available for fold-away crank.
¹⁶ Not available on three- and four-panel sliding patio doors.
¹⁷ Approximate of exterior grille color may vary depending on the Low-E insulating glass selection.
¹⁸ Available on direct set windows only.

Pella® Entry Door Systems

Premium Wood

Detailed Product Descriptions

Frame

- Select hardwoods:
 - Mahogany (Demense cherry) [American white oak] doors are hung in matching frames.
 - Rustic walnut square top and eyebrow top are hung in mahogany frames.
 - Rustic walnut continuous radius doors are hung in matching frames.
- Mahogany (Demense cherry) [American white oak] frame are engineered wood. Interior exposed surfaces are veneered with clear match face material.
- Wood exterior (brickmould) [S45 flatscreen] [LC11 deco casing] trim is available. ¹
- Interior casing is available in to match the frame material. ²
- Sill is extruded exterior aluminum [standard in-swing with adjustable oak threshold] [stand out-swing bumper sill] [1/2" low profile] with [bronze anodized] [brass anodized] [mill finish].
- Wall depth [4-9/16"] [5-1/4"] [6-9/16"] [Custom: _____] (specify up to 12").

Door Panel

- Select hardwood [mahogany] [demense cherry] [american white oak] [walnut].
- Edge banding of square-top panels is mahogany [demense cherry] [american white oak] [walnut].
- Panel thickness is [1-3/4" (45 mm)] [2-1/4" (57 mm)].

Weatherstripping

- Compression type foam filled weather strip at head and jambs.
- [In-swing] [In-swing with low profile sill] [Out-swing with low profile sill] Dual durometer extruded polymer with leaves at bottom edge of door panel will contact threshold and includes drip.] [Out-swing: Extruded polymer sub is attached to the bumper sill.]

Glazing System

- Quality float glass complying with ASTM C-1036.
- 5/8" (16 mm) tempered insulating glass (Decorative: _____) (specify glass type) [Textured glass [Antique] [Flemish] [Reeded]] [true divided light with 1-1/4" (32 mm) edge bevel in each light].
- All glazing meets ANSI Z97.1 and U.S.C.P.S.C. Standard 16 CRF-1201.

Finish

- Exterior and interior (unfinished – ready for site finishing) [factory applied stain finish].

Hardware and Hardware Prep

- Ball bearing hinges (Black) [Oil-Rubbed Bronze] [Polished Brass] [Satin Chrome] for operable doors.
 - Square top and eyebrow top doors: Three (3) per door panel 6" 6" (2032 mm) panel height; four (4) per door panel on 6" 0" (2439 mm) panel heights.
 - Round top doors: Three (3) per door panel on all panel heights.
- Flush bolt for double doors will match hinge finish.
- Each door panel is [in bore] [factory-prepped for 2-1/8" (54 mm) latch bore] [factory-prepped for 2-1/8" (54 mm) latch bore and 2-1/8" (54 mm) deadbolt, 5-1/2" (140 mm) on center] [factory-prepped for 1-1/8" (27 mm) or 2-1/8" (54 mm) multipoint latch bore 6" (153 mm) on center].
- Backset is [2-3/8" (60 mm)] [2-3/4" (70 mm)] Backset for multipoint prep is 2-3/8" only.
- Optional multi-point lock hardware is stainless steel.
- Optional multi-point lock handle set hardware, with Schlage® keyway.
- 6" 0" doors feature an extended top flush bolt, partially concealed behind the astragal which lowers the operator to approximately 12" from the top of the door panel.

Optional Products

- Decorative Accents:
 - Exterior iron grilles.
 - Iron with black powder-coat finish.
 - Available on select rustic walnut doors.
 - Dentil shelf (available on select Craftsman panels only).
 - Shelf is factory applied to exterior.
 - Carves (available on select rustic walnut and mahogany panels only).
 - Metal [1-1/4" (32 mm) round] [1-1/8" (29 mm) square] with Black finish.
 - Factory applied to exterior.
- Decorative [14" (356 mm)] [20" (508 mm)] strap with black finish (available on select rustic walnut and mahogany panels only). Applied to exterior.
- Surface Bolt (6" (153 mm)] [12" (305 mm)] [16" (406 mm)] available in [French Antique] [Oil-Rubbed Bronze] [Satin Nickel]. Field Applied to the interior.
- Cross locks (available on select rustic walnut and mahogany panels only).
- Speakeasy options (available on select rustic walnut and mahogany panels only)
 - Operable speakeasy door without glass.
 - Opening is weatherstripped.
 - [Square top] [Full Radius] [Eyebrow Radius, mahogany panels only].
 - Buttery hinged with latch hardware in Black finish.
- Operable speakeasy door with single pane glass.
 - [Antique] [clear] glass.
 - [Square top] [Full Radius] [Eyebrow Radius, mahogany panels only].
 - Buttery hinged with latch hardware in Black finish.
 - Speakeasy accents with [C - no door.
 - 5/8" [Antique] [clear] [clear beveled] [S - Charles] insulated glass.
 - Speakeasy grille – factory applied to exterior – Black finish.

- Contact your local Pella retailer for current decorative glass options.
- Contact your local Pella retailer for current handle style and finish options.
- Contact your local Pella retailer for current offerings.

Pella® Impervia® Sliding Patio Door

Detailed Product Description

Frame

- Frame is Duracast® fiberglass composite — five-layer pultruded fiberglass material [with optional foam insulation,] reinforced with a Pella patented interlocking mat.
- Overall frame depth is 5".
- Nominal wall thickness of Duracast members are .070" to .120" thick.
- Duracast sill powder-coat painted black.
- Frame corners are mitered, joined and bonded with glass filled polypropylene corner lock and mechanically fastened. Jamb to head corners sealed with injected polyurethane or hot melt silicone adhesive.
- Jambs and head contain factory-drilled (counter-bored) installation screw holes when ordered without nail fin.

Door Panel

- Panel is Duracast® fiberglass composite — five-layer pultruded fiberglass material [with optional foam insulation,] reinforced with a Pella patented interlocking mat.
- All panel members have mitered corners joined and bonded with corner locks, injected with polyurethane or hot melt silicone adhesive.
- Vent panels have two adjustable permanently sealed electroplated steel with organic coating ball-bearing rollers, set on stainless steel track.

Exterior/Interior

- Duracast surfaces are factory applied with powder-coat paint finish.
 - Color is [White] [Brown] [Black].

- Dual-color option [Brown] [Black] exterior with White interior.

Glazing System

- Quality float glass complying with ASTM C-1036
- 1" insulating glass tempered [Obscure-2] [Clear] [Advanced] [SunDefense™] [AdvancedComfort] [NaturalSun] Low-E coated, with argon]] sealed and bonded to panel.
- High altitude glazing is available.

Weatherstripping

- Flexible polymeric bulb section with welded corners and a slip-coating at head, jamb, sill and interlocker.
- Bristle strip rain-screen at vent panel interlocker.

Hardware

- Interior handle, thumb lock for inside locking is [powder-coat [White] [Brown] [Matte Black] to match finish] [Satin Nickel].
- Exterior handle is powder-coat painted to match exterior.
- Multiple point lock hardware is electroplated steel with stainless steel strikes.
- Non Self-locking secure vent lock. Color matched to interior. Vent lock holds the door open approximately 4" for ventilation, available in two height locations.

Optional Products

Screens

- InView™ screen
 - Vinyl-coated 18/18 mesh fiberglass screen cloth complying with SMA 1201, set in aluminum frame fitted to exterior of door, supplied complete with all necessary hardware.
 - Supplied complete with all necessary hardware.
 - Screen finish is baked enamel, color to match sliding door exterior.

Grilles

- Grilles-Between-the-Glass
 - Insulating glass contains 3/4" contoured aluminum grilles permanently installed between two panes of glass.
 - Grilles are factory prefinished [White] [Brown] [Black] to match interior and exterior finish.

Hardware

- Keylock with [K-keyway cylinder] [dummy cylinder]. Finish is [Matte Black] [Chrome].

- Foam insulation inserts are not available with clear glazing.
- Obscure glazing is not available when AdvancedComfort Low-E coated IG is specified.

LIGHTING SPEC SHEET

Armor Outdoor Wall Sconce

By Novus Decor

Details:

Product ID: AR2000

Finish: Matte Black

Material: Aluminum

Warranty: 5 Year

Ratings: UL, CCC, CE, IP65(Water Resistance)

Dimmable: Product Selection(Changeable with Remote)

Product Origin: China

Dimensions:

11.8 Inch Option: Width 2", Height 11.8", Depth 1.57"

23.6 Inch Option: Width 2", Height 23.6", Depth 1.57"

31.5 Inch Option: Width 2", Height 31.5", Depth 1.57"

39.4 Inch Option: Width 2", Height 39.4", Depth 1.57"

47.2 Inch Option: Width 2", Height 47.2", Depth 1.57"

59.0 inch Option: Width 2", Height 59.0", Depth 1.57"

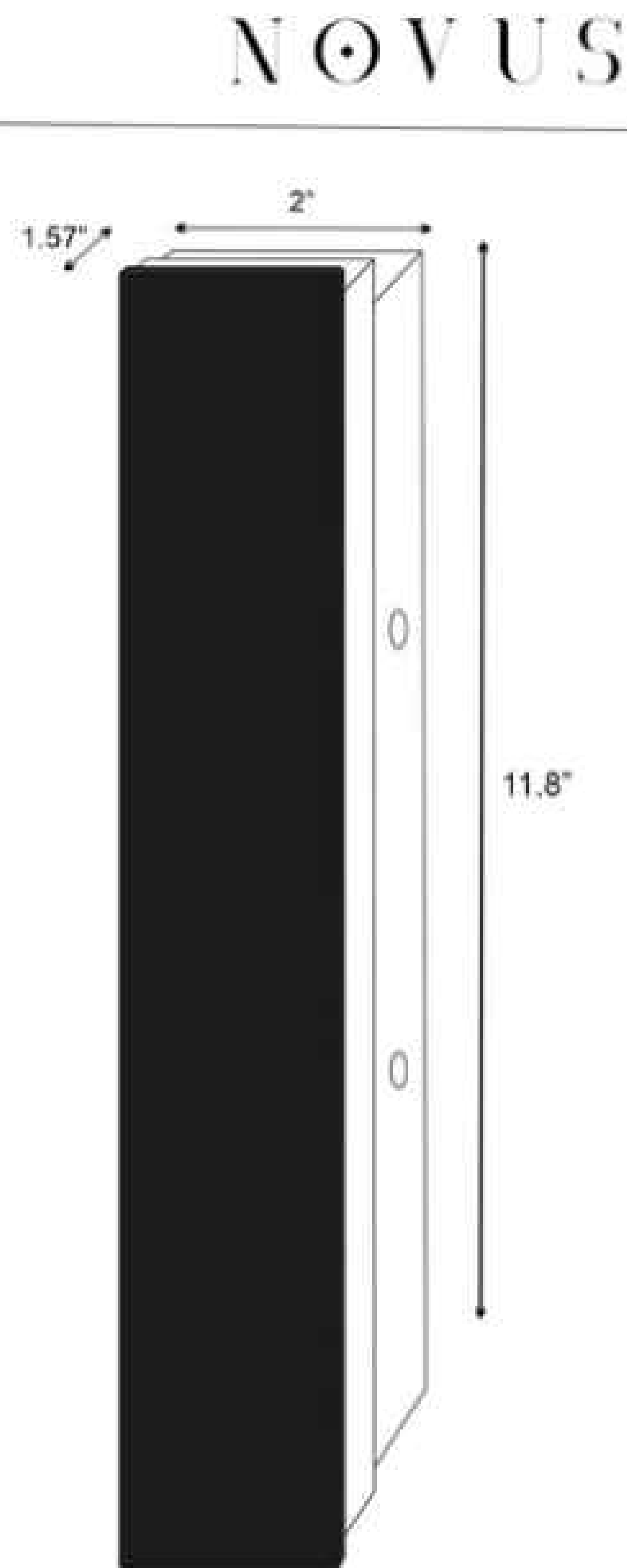
67.0 inch Option: Width 2", Height 67.0", Depth 1.57"

78.7 Inch Option: Width 2", Height 78.7", Depth 1.57"

94.5 Inch Option: Width 2", Height 94.5", Depth 1.57"

Lighting:

- 11.8 Inch Option: 9 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 23.6 Inch Option: 19 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 31.5 Inch Option: 24 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 39.4 Inch Option: 30 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 47.2 Inch Option: 38 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 59.0 Inch Option: 45 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 67.0 Inch Option: 55 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 78.7 Inch Option: 60 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K
- 94.5 Inch Option: 90 Watt 120 Volt Integrated LED:
Color Temp: Warm White 3000K/Cool White 6000K

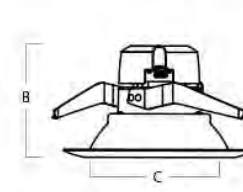
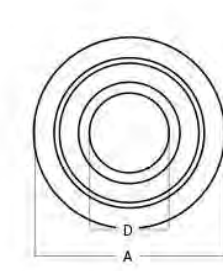


Product Above

11.8 Inch Option: Width 2", Height 11.8", Depth 1.57"

NOTES:

Product Link: <https://www.novus-decor.com/collections/wall-lights/products/armor-black-outdoor-wall-sconce>

	Project: Fixture Type: Location: Contact:																													
	P8061 SERIES 5IN LED New Construction And Remodel - Wet location listed  																													
	Description: The 5" P8061 is ideal for use in both new construction as well as remodel/retrofit. Light output is comparable to that of a typical 60W incandescent downlight, providing up to 75 percent energy savings. The P8061 is equipped with both Edison base adapter and quick link connector allowing easy installation in many standard incandescent recessed housings. White finish.																													
	Specifications: • Satin White finish. • Diffused polycarbonate lens controls direct glare from the LEDs. • Easy "Push and Twist" installation with (1) friction spring clips. • Can be installed in most competitors 5" recessed housings. • Dimmable to 10% with many Triac/Forward Phase Dimmers. • 713 lumens (delivered). • Suitable for use in C or NON IC Applications. • Provided with quick link for use with E26 Edison Base adapter. • Meets California Title 24 (JAB - 2016). • This product is not available for sale into the State of California. • ENECOTY STAR® qualified • Meets California Title 24 JAB 2016																													
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	Dimensions: (A) Outside Diameter: 6.3" (B) Height: 4" (C) Inside Diameter: 4.5" (D) Light Emitting Surface (LES): 2.75"																													
	 																													
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GARAGE DOOR / HAND RAIL SPEC

GARAGE DOOR OVERVIEW

Clopay Canyon Ridge® Modern garage doors provide a wide range of door designs that perfectly complement contemporary homes. These doors are constructed with steel for strength and durability, and molded composite materials for beauty and realism. These doors feature:

4-layer construction including durable, composite, steel, and Intellicore® insulation.

2" Intellicore® polyurethane insulation with a thermal break.

R-Value ranging from 6.3 to 20.4.

WINDCODE® door reinforcement product available for high wind load applications. ([Click for details.](#))

ENVIRONMENTAL ASSURANCE

Clopay doors are compliant with environmental laws and regulations. Clopay doors do not contain HFCs. All Clopay doors are compliant with:

California SB 1013

Washington HB 1112 – Hydrofluorocarbon Greenhouse Gas Emissions

Canadian regulations amending the ozone-depleting substances and halocarbon alternatives regulations

New Jersey A-5583/S-3919 – Greenhouse Gas Bill



Optimum Handrails

Custom metal stair handrail railing manufacturing LA, California

Description

Sleek modern railing, with a rectangle top rail and rectangle tube rails. Elegant metal banister made to complete your home. Why go through the hassle of hiring a custom wrought iron contractor to make a custom railing for the price of an arm and leg when you can order one right here and save yourself the time, money and energy. For interior and exterior use.

Product details:

-42" height guardrail

-2" x 1" top rail and bottom rail

-1/2" height x 1" width tube steel rails with 4" spacing in between

-2- 3/16" thick x 2" wide side bars for wall attachment

-3-5/16" holes for bolts on each side of railing

-Matte black rust resistant paint finish

-Wood bolts included

Height- 42"= 3' foot- 6" inches

CODE COMPLIANCE- IBC Home and commercial building code requires guardrails when there is a height difference of 30" inches between the ground and top level.



ROOF EQUIPMENT

4' X 4' SKYLIGHT

SPECIFICATIONS			
DIMENSIONS			
Inside Curb (in.)	46.5 X 46.5	Outside Curb (in.)	49.5 X 49.5
Daylight area (sq. ft.)	15.02	Product Width (in.)	51.375
Product Depth (in.)	3	Rough Opening Height	46.5
Product Height (in.)	51.375	Rough Opening Width	46.5
DETAILS			
Cladding Type	Aluminum	Maximum roof pitch (degrees)	60
Color Family	Gray	Minimum roof pitch (degrees)	0
Color Family	Grays	Product Weight (lb.)	92.4 lb
Flashing Included	No	Returnable	90-Day
Frame Material	Aluminum	Severe weather ready	Yes
Glazing type	Laminated glass	Skylight Mounting Type	Curb Mount
Hardware Included	Yes	Skylight material	Glass
Low-E (Y/N)	Yes	U-Factor	0.48
Material	Glass	UV protection (%)	99.9



GOODMAN 5 TON AIR CONDENSER

SPECS	
Legal Region	All
Total Cooling Capacity	5 Ton(s)
Cooling BTUs	57000 BTU
Cooling Tonnage	5 Tons
Maximum Heating Output BTU	57000 BTU
SEER	18 SEER
Heating Seasonal Performance Factor	9.5 HSPF
Refrigerant	R-410A
Maximum Overcurrent Protection (Breaker)	60 Amps
Compressor Type	Scroll
Stages	Two Stage
Low Pressure Safety Switch	Yes
Liquid Line Size	3/8 Inches
Suction Line Size	1 1/8 Inches
TUV Required	Yes
Noise Level	75 Decibels
Pail Size	36x36 inches
Product Weight	319 lbs
Shipping Weight	339 lbs
Width	35.5 inches
Depth	35.5 inches
Height	38.25 inches
Voltage	208 - 230 Volts
Frequency	60 Hz
Voltage Phase	1
Compressor Warranty	Lifetime With Online Registration
Parts Warranty	With Online Registration 10 Years



30" X 30" ROOF ACCESS HATCH

TECHNICAL SPECIFICATION

DRL
FLAT ROOF ACCESS DOOR

APPLICATION

PVC roof access door with the base designed for flat roofs.

Parameter	Value/Type	Marking
Roof angle	0° - 5°	
Roofing base type	membrane, roofing felt paper, green roofs, gravel roofs	

IV. TECHNICAL PARAMETERS

Parameter	Unit	Value	Harmonized standard
U _{trans}	[BTU/HTF]	0.12	
U _{ext}	[BTU/HTF]	ngd*	
ψ	[W/mK]	ngd	
R _L	[dB]	30 [(-2)]	
Wind load resistance		Class C5/B5	
Snow load resistance		ngd	
Resistance to fire		ngd	
Resistance to external fire		ngd	
Water-tightness Unrainfed (A)		E900	
Impact resistance		Class 5 - 950 mm	
Load bearing capacity of safety devices		Threshold value	
Air permeability		Class 4	

* no performance determined
** depending on the roof access door size

V. DECLARATION OF PERFORMANCE

Harmonized standard for the product	Marking	Declaration of Performance No.
EN 14351-1:2006 + A1:2010	CE	R68/CPR/14351/XX**

*** year of the declaration e.g. R68/CPR/14351/17 issued in 2017

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VI. ASSEMBLY INFORMATION

Roof access door commercial size is an opening size in the roof (size A, B). Tolerance of the opening dimensions within ±1/4 inch per side is possible.

DRL 27 1/2" x 51 1/8" (70x130) size have an extension (about 8 inch) to create additional step on roof itself which can be seen in picture below on the right. This design further increase comfort of using DRL in combine with LMK soft ladders.

DRL 30x30, 30x36, 36x36 Special size 27 1/2" x 51 1/8"

Do not heat up PVC profiles!

DRL in non-standard sizes can be installed on roofs with an angle of inclination from 0 to 5 degrees.

VII. DETAILED DIMENSIONS

Roof access door size	Frame external size	Distance between lining grooves	Height
[inch]	S x L	p x q	h
30x30	39 1/8 x 39 1/8	28 3/4 x 28 3/4	8
30x36	39 1/8 x 44 1/8	28 3/4 x 33 7/8	8
36x36	44 1/8 x 44 1/8	33 7/8 x 33 7/8	8
27 1/2 x 51 1/8 (70x130)	35 3/8 x 68 7/8	25 1/8 x 58 5/8	8

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ROOFTOP MECHANICAL SCREENING

ROOF SCREEN PANELS

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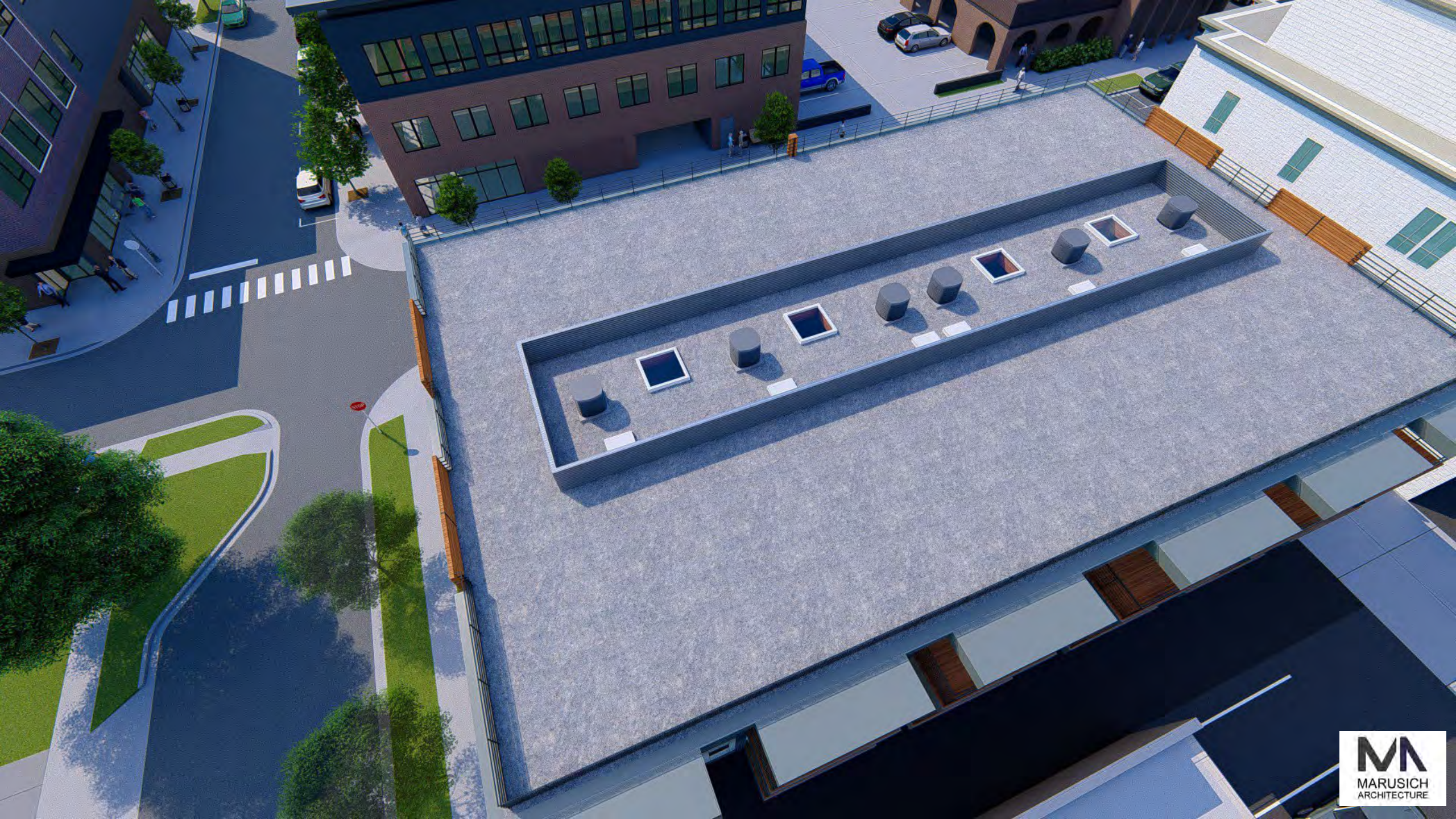
















CITY OF BIRMINGHAM
Community Development – Building Department
151 Martin Street, Birmingham, MI 48009

9/22/22

RE: Final Site Plan Review Comments
295, Elm St.

As requested, the Building Department has examined the plans for the proposed project referenced above. The plans were provided to the Planning Department for site plan review purposes only and present conceptual elevations and floor plans. Although the plans lack sufficient detail to perform a code review, the following comments are offered for Planning Design Review purposes and applicant consideration:

Applicable Building Codes:

- **2015 Michigan Building Code.** Applies to all buildings other than those regulated by the *Michigan Residential Code*.
- **2015 Michigan Residential Code.** Applies to all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures.
- **2015 Michigan Mechanical Code.** (Residential requirements for mechanical construction in all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures are contained in the Michigan Residential Code)
- **2018 Michigan Plumbing Code.** (Residential requirements for plumbing construction in all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures are contained in the Michigan Residential Code)
- **2017 National Electrical Code *along with the Michigan Part 8 Rules*.** (Residential requirements for electrical construction in all detached one and two-family dwellings and multiple single-family dwellings (townhouses) not more than three stories in height with a separate means of egress and their accessory structures are contained in the Michigan Residential Code)

Review Comments:

1. Building code review classifies work as a level one alteration. This is new construction.
2. Building code review lists 2015 Michigan Rehabilitation Code as the code the building will be reviewed under. This is new construction and shall be reviewed under the 2015 Michigan Building Code as a R2 structure.

CITY OF BIRMINGHAM
Community Development – Building Department
151 Martin Street, Birmingham, MI 48009

3. Building information lists required exits under the 2015 Michigan Mechanical Code. Exits to be per 2015 Michigan Building Code.
4. Per section 1030 2015 Michigan Building Code, group R2 occupancies require emergency escape openings in bedrooms in non-sprinkled buildings. The 4 internal units have a sleeping room with no emergency escape access.
5. Building code review lists 2014 National Electric Code. 2017 National Electric Code is in effect.
6. Per section 903.2.8 2015 Michigan Building Code, an automatic sprinkler system is required for occupancies with a group R fire area.
7. A three foot landing is required at the bottom of all stairs. A landing at the bottom of the garage stairs will not allow two car tandem parking as depicted.



MEMORANDUM

Engineering

DATE: August 23, 2022

TO: Nicholas Dupuis, Planning Director

FROM: Melissa A. Coatta, City Engineer

SUBJECT: Preliminary Site Plan Review – 295 Elm Street (Forest Townhouses)

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

GENERAL:

- Site Plans will be required to show changes in planned grade elevations.
- Elevations on design plans shall be based on the City's datum, this must be clearly noted on the plans. Please note that the City's datum is not NAVD88.

SEWER:

- Records indicate a 57-year-old 6-inch wedge lock sewer service. If intending to use existing, it must be evaluated.
- If new sewer service, there is an existing 21" combined sewer exists along Elm Street. This is the sewer that the new development should be connected to.
- Separate connections for both Storm Sewer and Sanitary Sewer shall be established.
- Plans do not indicate how roof drainage will be handled. Note that City Ordinance prohibits downspouts from being directly connected to the sewer system.

STORM WATER RUNOFF:

- For the proposed site development, it has been determined that the proposed construction site on is considered the "affected area" with respect to City's Storm Water Runoff Ordinance (Chapter 114, Article III, Division 4, Sec 114-271 to 114-274). Therefore, the allowable runoff from the site for a 10-year storm event is 1.0 cfs/acre, or 0.2 cfs, whichever is greater.
- Provide calculations for required storm water detention, and show how the excess storm water will be detained and released at the allowable discharge rate.

WATER SYSTEM:

- There is an existing 12" water main on Elm Street. We assume your development will connections to this water main.
- All existing site connections to water mains must be properly abandoned.
- Show the proposed water service for domestic supply and fire suppression on the plans.

PERMITS FOR CONSTRUCTION:

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

GENERAL CONSTRUCTION:

- Inspections will be required for planned Streetscape work, including sidewalk preparation and concrete placement.
- Power System plans for building must be shown on final plans (we do not anticipate the use of City ROW space for power)

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



MEMORANDUM

Planning Division

DATE: January 18, 2024

TO: Planning Board

FROM: Summer Aldred, Planning Intern

APPROVED BY: Nick Dupuis, Planning Director

SUBJECT: Design Review – 294 E Brown St – Brown Street Mixed-Use

Zoning: B2 (General Business) & D3 (Downtown Overlay)

Proposed Use: Mixed-Use

Introduction

The applicant has submitted a Design Review application for a design change to the proposed facade of a new 4-story mixed-use building in the B2 (General Business) and D3 (Downtown Overlay) area of Birmingham. The original design was approved on 4/27/2022 ([Agenda-Minutes](#)) by the Planning Board with the following conditions.

1. The Planning Board grants a waiver for innovative landscaping design and approves the synthetic planting material (turf, groundcover, birch trees, etc.) proposed;
2. The Planning Board approves the non-cutoff light fixtures pursuant to Article 4, Section 4.21 (D)(1);
3. The applicant must submit a revised photometric plan demonstrating light levels that do not exceed 1.5 maintained foot-candles along the rear property line;
4. The Planning Board approves the preliminary building sign design plan;
5. The applicant must submit revised plans demonstrating a 5ft. setback from the eave line for all rooftop amenities, or obtain a variance from the BZA;
6. The Planning Board approves one row of glass for the loading dock garage doors on Daines street rather than the three shown, the Planning Board grants flexibility from the glazing standards for the door, and the changes to the door may be approved administratively;
7. The applicant must comply with the requests for all City Departments; and,
8. The Planning Board approves arborvitae in lieu of a screening wall around the transformer.

The subject site is located on the south side of E Brown St and north of Daines street.

Building Exterior

The site/design plans submitted contain proposals for a changes to the previously approved façade. The area surrounding the first floor entry off of the principal building frontage is proposed to be surrounded by a cast stone façade. A proposed change for the façade of floors 1-3 and the roof lobby calls for the originally proposed red architectural brick with cast stone accents to be changed to grey architectural brick with cast stone accents. The 4th floor façade remains unchanged as textured stucco. An important design change note is the addition of Juliet balconies to the 3rd floor on all elevations and the 4th floor on east and west elevations.

The material palate proposed generally meets the architectural standards of the Downtown Overlay which includes (but is not limited to) the following standards:

1. At least 90% of the exterior finish material on all facades that face a street shall be limited to the following: glass, brick, cut stone, cast stone, coarsely textured stucco, or wood. Dryvit or E.F.I.S is prohibited.
2. The primary colors of building exteriors shall be compatible with the colors of adjacent buildings and in character with the surrounding area, although the trim may be of a contrasting color.
3. Storefronts shall be directly accessible from public sidewalks. Each storefront must have transparent areas, equal to 70% of its portion of the facade, between one and eight feet from the ground.
4. Storefronts shall have mullion systems, with doorways and signage integrally designed. Mullion systems shall be painted, powder-coated, or stained.
5. The glazed area of a facade above the first floor shall not exceed 35% of the total area, with each facade being calculated independently.
6. Clear glazing is required on the first floor. Lightly tinted glazing is permitted on upper floors only. Windows shall not be blocked with opaque materials or the back of shelving units or signs.
7. Balconies, railings, and porch structures shall be glass, metal, wood, cast concrete, or stone. All materials must be compatible with each other and with the building, as determined by the Planning Board, Design Review Board or Historic District Commission

At this time, the applicant appears to meet the above standards, as the building is proposed to remain as it is existing with minor façade changes such as material color.

Additionally, the overall building height has increased by over 2 feet to an overall height of 71 feet and 8 inches. The maximum overall height including the mechanical and other equipment shall be no more than 68 feet (Article 3.04, 2.C). In the Downtown Overlay, the provisions of the Downtown Birmingham Overlay District specifically supersede the maximum height regulations contained in each two-page layout in Article 2 of the Zoning Ordinance. However, Article 4.18

HT-03, A.2 states that an elevator shaft may exceed the maximum height limit by no more than 16 feet. **The Planning Board should discuss whether this provision above applies over the Downtown Overlay.**

Rooftop Use

Article 5, Section 5.10 (I) permits rooftop amenities such as pergolas, trellises and other similar items in the B2 zone, provided:

1. They are set back at least 5 feet from the eave line.
2. They are of sufficient weight or anchored to the building to resist anticipated wind loads.
3. They do not have full enclosures.
4. They do not include eisenglass or similar enclosure materials.
5. Rooftop structures and amenities may not contain habitable space.

Based on the roof level plan submitted, amenities proposed for the rooftop use include a water feature, seating, umbrellas, 3 cabanas (a pergola-like shade structure), grills and fire pit. Article 9, Section 9.02 of the Zoning Ordinance defines eave line as the point of intersection of the roof and exterior wall on a flat roof building. It appears that all amenities on the rooftop are in compliance with the ordinance.

Landscaping

The courtyard landscape plan has changed slightly. The layout of the evergreen shrubs has shifted, and the artificial turf has been removed on the north side of the courtyard and replaced with pavers. Additionally, the number of trees on the east side of the courtyard has been reduced from 16 to 8. The overall character and intent of the plan appears to be similar to the approved design.

Parking

Based on the revised plans submitted, it appears that the overall number of units has decreased by 8 units from 36 to 28. The proposed number of parking spots decreased from the approved 58 to 56 which appears to be due to structural pillar placement. Article 4, Section 4.46 of the Zoning Ordinance requires the applicant to provide the following off-street parking for the uses proposed in the site plans submitted:

Proposed Use	Requirements	Area or Units	Spaces
2 or less room unit	1 space per unit	0	0
3 or more room unit	1.25 spaces per unit	28	35
Total Required	-	-	35
Total Proposed	-	-	56

Based on the calculations above, the applicant meets the parking requirements for the proposed development. These spaces appear to be available for the residential and office users of the

building through what appears to be a restricted access garage door. The applicant has indicated that the 21 spaces over the required off street parking will be provided to the office users of the building. The applicant shows that the dimensions of parking spaces meet the minimum of 180 sq. ft.

Glazing

While the glazing calculations have changed slightly due to minor revisions in window placement, the applicant has provided new calculations that meet the percentages required in the Downtown Overlay.

	Approved	Proposed	Required
First Level (between 1' & 8')	70.1%	71.9%	70% Min.
Second Level	34.2%	34.4%	35% Max.
Third Level	30.8%	34.4%	35% Max.
Fourth Level	33.8%	31.6%	35% Max.

Signage

It does not appear that there are any signs proposed as part of this review, therefore no new signs are approved.

Lighting

One of the original conditions of approval on 4/27/2022 issued by the Planning Board was that the applicant must submit a revised photometric plan demonstrating light levels that do not exceed 1.5 maintained foot-candles along the rear property line. Article 4, Section 4.21 requires the intensity of light on a site to not exceed six-tenths (0.6) maintained foot-candles at any property line that abuts a single-family residential zoned property or one and one half (1.5) maintained foot-candles at any property line for any other zoned property. The light intensity shall be measured at 6' above ground level on a vertical plane. Additionally, the intensity of light on a site which provides a front setback of less than 5' shall be measured from 5' beyond the front property line.

Upon reviewing the revised photometric plan, it appears that the light intensity is being measured at a five foot setback around the whole property. Thus, the Planning Division is unable to provide an analysis on the light levels at the property line, as they are not currently shown. Thus, **the applicant will be required to submit a revised photometric plan demonstrating light intensity in foot-candles at the property line.**

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Required Attachments

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

Planning Division Analysis

Based on the requirements of Article 7, Section 7.09, the Planning Division recommends that the Planning Board **APPROVE** the Design Review application for 294 E Brown St with the following conditions:

1. The applicant will be required to submit a revised photometric plan demonstrating light intensity in foot-candles at the property line; and
2. The applicant must comply with the requests of all City Departments.

Sample Motion Language

Motion to **APPROVE** the Design Review application for 294 E Brown St. with the following conditions:

1. The applicant will be required to submit a revised photometric plan demonstrating light intensity in foot-candles at the property line; and
2. The applicant must comply with the requests of all City Departments.

OR

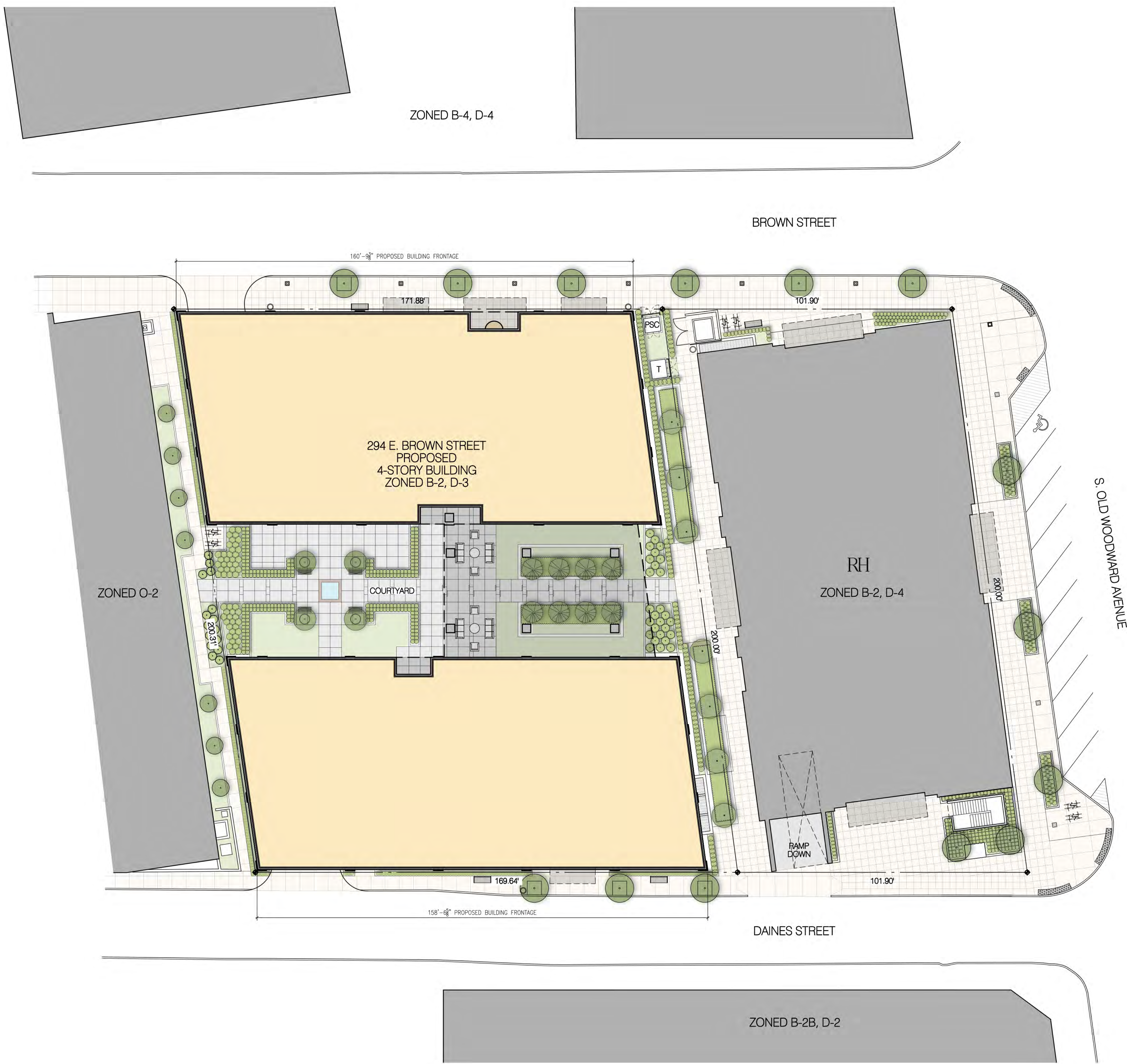
Motion to **POSTPONE** the Design Review application for 294 E Brown St. pending receipt of the following:

1. _____
2. _____
3. _____

OR

Motion to **DENY** the Design Review application 294 E Brown St. for the following reasons:

1. _____
2. _____
3. _____



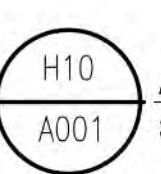
PRELIMINARY
NOT FOR CONSTRUCTION

SAROKI
ARCHITECTURE
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F. 248.258.5515
SarokiArchitecture.com

Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date:	Issued For:
2022-04-08	SCHEMATIC DESIGN
2022-04-15	FINAL SITE PLAN APPROVAL
2022-05-27	SCHEMATIC DESIGN #2
2022-11-15	100% DESIGN DEVELOPMENT
2023-05-04	CURRENT
2023-10-16	50% CONSTRUCTION DOCS.
2023-11-24	DESIGN REVIEW

Sheet No.:
A001
ARCHITECTURAL SITE PLAN



Architectural Site Plan
SCALE: 1/16" = 1'-0"

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BROWN STREET

S. OLD WOODWARD AVENUE

PRELIMINARY
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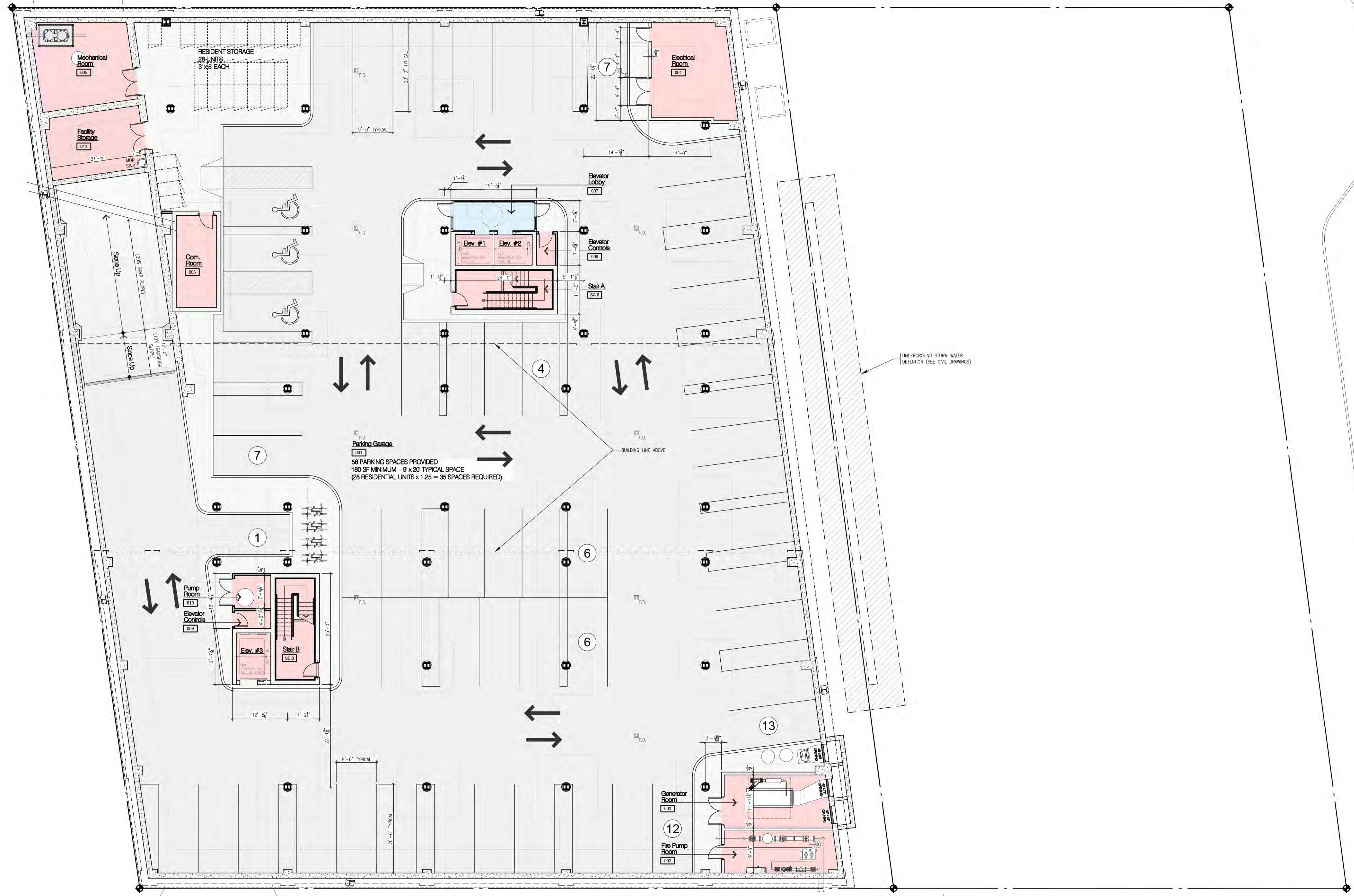
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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date:	Issued For:
2022-01-17	SITE PLAN APPROVAL
2022-01-25	DESIGN REVISION
2022-02-15	DESIGN REVISION
2022-04-08	SCHEMATIC DESIGN
2022-04-15	FINAL SITE PLAN APPROVAL
2022-05-27	SCHEMATIC DESIGN #2
2022-11-15	100% DESIGN DEVELOPMENT
2023-08-08	UPDATED
2023-10-16	50% CONSTRUCTION DOCS.
2022-11-24	DESIGN REVISION

Sheet No.:
A100
COMPOSITE
LOWER LEVEL FLOOR PLAN
(PARKING)

Composite
Lower Level Floor Plan (Parking)
SCALE: 3/32" = 1'-0"



DAINES STREET

1 2 3 4 5 6 7 8 9 10

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BROWN STREET

S. OLD WOODWARD AVENUE

DAINES STREET

PRELIMINARY
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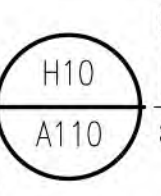
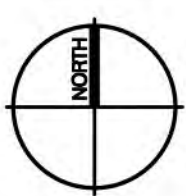
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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: **Issued For:**

2022-01-17 SITE PLAN APPROVAL
2022-01-25 DESIGN REVISION
2022-02-15 DESIGN REVISION
2022-04-08 SCHEMATIC DESIGN
2022-04-15 FINAL SITE PLAN APPROVAL
2022-05-27 SCHEMATIC DESIGN #2
2022-11-15 100% DESIGN DEVELOPMENT
2023-08-08 UPDATED
2023-10-16 50% CONSTRUCTION DOCS.
2023-11-24 DESIGN REVISION

Sheet No.:
A110
COMPOSITE
FIRST LEVEL FLOOR PLAN



Composite
First Level Floor Plan
SCALE: 3/32" = 1'-0"

1 2 3 4 5 6 7 8 9 10

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BROWN STREET

S. OLD WOODWARD AVENUE

DAINES STREET

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294 E. Brown Street
Birmingham, MI 48009

Date:	Issued For:
2022-01-17	SITE PLAN APPROVAL
2022-01-25	DESIGN REVISION
2022-04-08	SCHEMATIC DESIGN
2022-04-15	FINAL SITE PLAN APPROVAL
2022-05-27	SCHEMATIC DESIGN #2
2022-11-15	100% DESIGN DEVELOPMENT
2023-08-08	UPDATED
2023-10-16	50% CONSTRUCTION DOCS.
2023-11-24	DESIGN REVISION

Sheet No.:
A120
COMPOSITE
SECOND LEVEL FLOOR PLAN

Composite
Second Level Floor Plan
SCALE: 3/32" = 1'-0"

1 2 3 4 5 6 7 8 9 10

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BROWN STREET

S. OLD WOODWARD AVENUE

PRELIMINARY
NOT FOR CONSTRUCTION

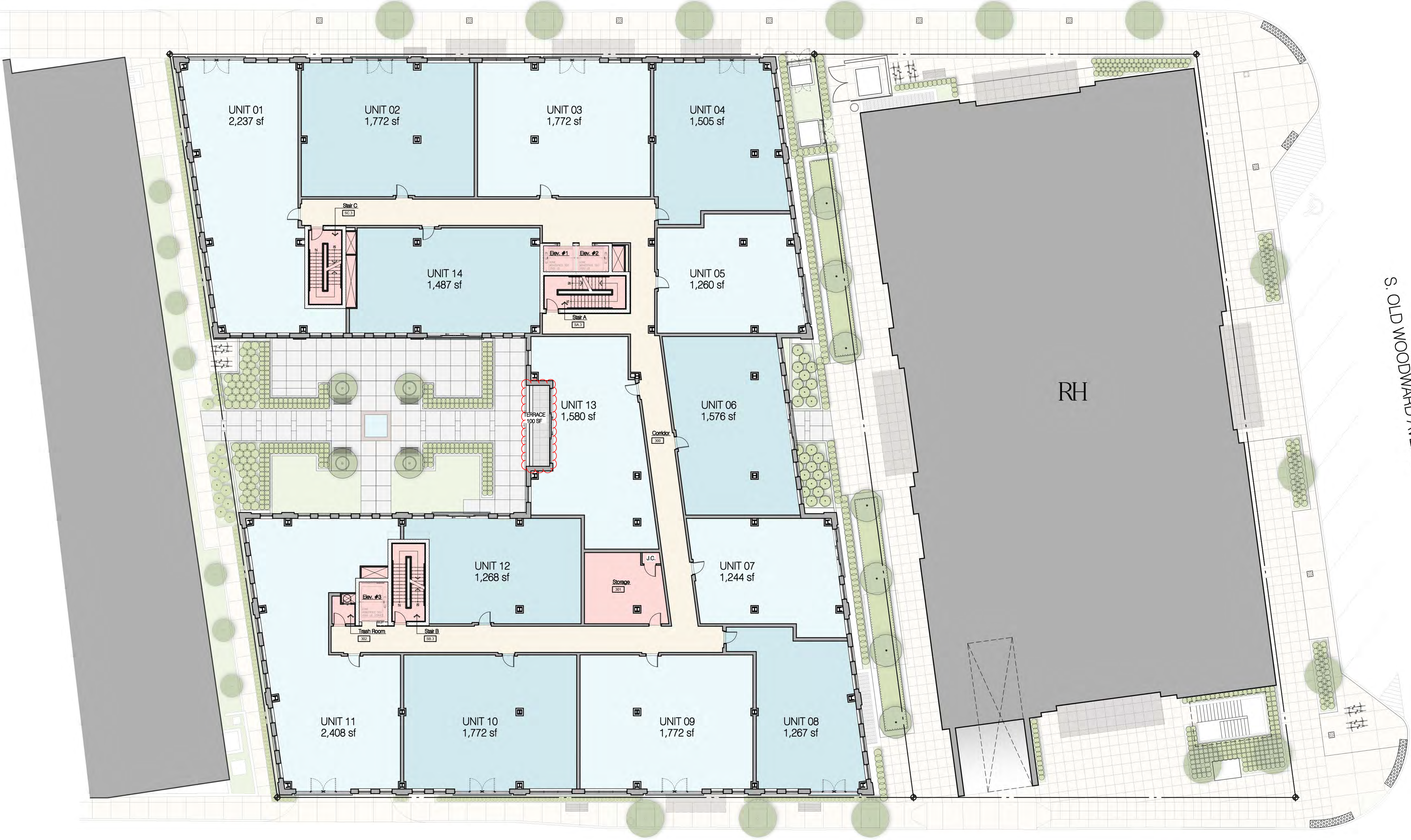
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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date:	Issued For:
2022-01-17	SITE PLAN APPROVAL
2022-01-25	DESIGN REVISION
2022-04-08	SCHEMATIC DESIGN
2022-04-15	FINAL SITE PLAN APPROVAL
2022-05-27	SCHEMATIC DESIGN #2
2022-06-23	REVIEW
2022-11-15	100% DESIGN DEVELOPMENT
2023-07-31	CLIENT REVIEW
2023-10-16	50% CONSTRUCTION DOCS.
2023-11-24	DESIGN REVISION

Sheet No.:
A130
COMPOSITE
THIRD LEVEL FLOOR PLAN

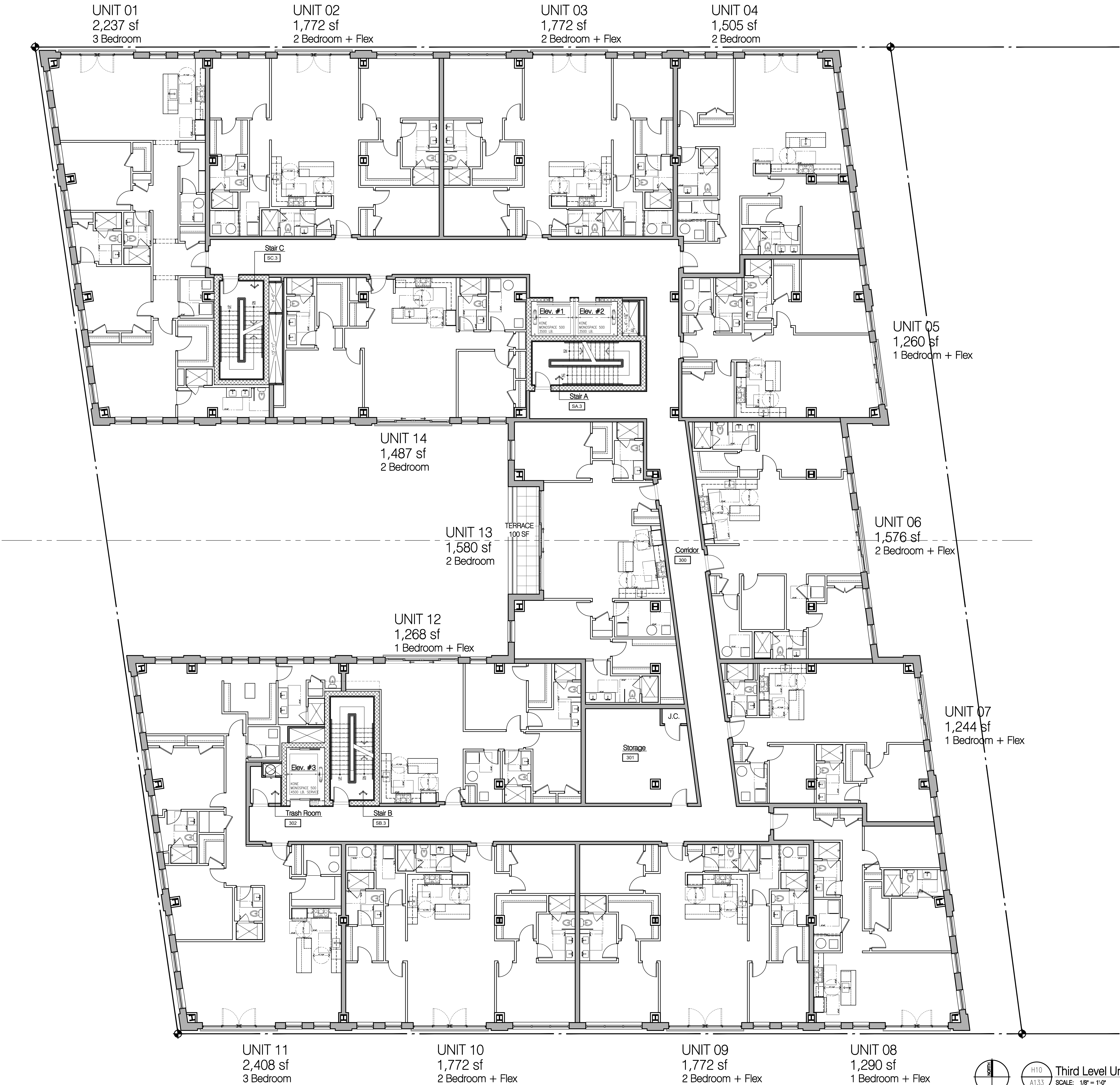
Composite
Third Level Floor Plan
SCALE: 3/32" = 1'-0"



DAINES STREET

1 2 3 4 5 6 7 8 9 10

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UNIT DATA			
TYPE	LEVEL 3	LEVEL 4	TOTAL
1 BEDROOM	0	3	3
1 BEDROOM + FLEX	4	1	5
2 BEDROOM	3	10	13
2 BEDROOM + FLEX	5	0	5
3 BEDROOM	2	0	2
TOTAL	14	14	28

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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: **Issued For:**

2022-11-15 100% DESIGN DEVELOPMENT

2023-07-31 CLIENT REVIEW

2023-06-11 CLIENT REVIEW

2023-06-23 CLIENT REVIEW

2023-09-12 CLIENT REVIEW

2023-09-15 CLIENT REVIEW

2023-10-16 50% CONSTRUCTION DOCS.

Sheet No.:

A133

THIRD LEVEL UNIT FLOOR PLAN

H10
A133
Third Level Unit Floor Plan
SCALE: 1/8" = 1'-0"

1 2 3 4 5 6 7 8 9 10

A
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BROWN STREET

S. OLD WOODWARD AVENUE

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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: **Issued For:**
2022-01-17 SITE PLAN APPROVAL
2022-01-25 DESIGN REVISION
2022-04-08 SCHEMATIC DESIGN
2022-04-15 FINAL SITE PLAN APPROVAL
2022-05-27 SCHEMATIC DESIGN #2
2022-06-23 REVIEW
2022-11-15 100% DESIGN DEVELOPMENT
2023-07-31 CLIENT REVIEW
2023-10-16 50% CONSTRUCTION DOCS.
2023-11-24 DESIGN REVISION

Sheet No.:
A140
COMPOSITE
FOURTH LEVEL FLOOR PLAN

Composite
Fourth Level Floor Plan
SCALE: 3/32" = 1'-0"

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UNIT 15
1,317 sf
2 Bedroom

UNIT 16
1,408 sf
2 Bedroom

UNIT 17
1,415 sf
2 Bedroom

TERRACE
460 SF

TERRACE
445 SF

TERRACE
665 SF

TERRACE
136 SF

UNIT 28
1,125 sf
1 Bedroom

UNIT 27
1,468 sf
2 Bedroom

UNIT 26
1,570 sf
2 Bedroom

UNIT 19
1,031 sf
1 Bedroom
(Type A unit)

UNIT 24
1,094 sf
1 Bedroom

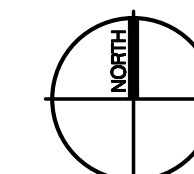
UNIT 25
1,253 sf
1 Bedroom + Flex

UNIT 20
1,517 sf
2 Bedroom

UNIT 23
1,244 sf
2 Bedroom

UNIT 22
1,423 sf
2 Bedroom

UNIT 21
1,477 sf
2 Bedroom



H10
A143
Fourth Level Unit Floor Plan
SCALE: 1/8" = 1'-0"

UNIT DATA

TYPE	LEVEL 3	LEVEL 4	TOTAL
1 BEDROOM	0	3	3
1 BEDROOM + FLEX	4	1	5
2 BEDROOM	3	10	13
2 BEDROOM + FLEX	5	0	5
3 BEDROOM	2	0	2
TOTAL	14	14	28

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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: Issued For:

2022-11-15 100% DESIGN DEVELOPMENT

2023-07-31 CLIENT REVIEW

2023-06-11 CLIENT REVIEW

2023-06-23 CLIENT REVIEW

2023-09-12 CLIENT REVIEW

2023-09-15 CLIENT REVIEW

2023-10-16 50% CONSTRUCTION DOCS.

Sheet No.:

A143

FOURTH LEVEL UNIT FLOOR
PLAN

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BROWN STREET

S. OLD WOODWARD AVENUE

RH

DAINES STREET

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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: Issued For:
2022-01-17 SITE PLAN APPROVAL
2022-01-25 DESIGN REVISION
2022-04-08 SCHEMATIC DESIGN
2022-04-15 FINAL SITE PLAN APPROVAL
2022-05-27 SCHEMATIC DESIGN #2
2022-11-15 100% DESIGN DEVELOPMENT
2023-08-15 REVISED ROOF LAYOUT
2023-10-16 50% CONSTRUCTION DOCS.
2023-11-24 DESIGN REVISION

Sheet No.:
A150
COMPOSITE
ROOF LEVEL FLOOR PLAN

Composite
Roof Level Floor Plan
SCALE: 3/32" = 1'-0"

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Date:	Issued For:
<u>2022-01-17</u>	<u>SITE PLAN APPROVAL</u>
<u>2022-01-25</u>	<u>DESIGN REVISION</u>
<u>2022-02-15</u>	<u>DESIGN REVISION</u>
<u>2022-04-08</u>	<u>SCHEMATIC DESIGN</u>
<u>2022-04-15</u>	<u>FINAL SITE PLAN APPROVAL</u>
<u>2022-05-27</u>	<u>SCHEMATIC DESIGN #2</u>
<u>2022-11-15</u>	<u>100% DESIGN DEVELOPMENT</u>
<u>2023-07-31</u>	<u>CLIENT REVIEW</u>
<u>2023-08-06</u>	<u>UPDATED</u>
<u>2023-10-16</u>	<u>50% CONSTRUCTION DOCS.</u>
<u>2022-11-24</u>	<u>DESIGN REVISION</u>





North Elevation (Brown Street)
 SCALE: 1/8" = 1'-0"



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430 N. OLD WOODWARD
BIRMINGHAM, MI 48009
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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: **Issued For:**
2022-01-17 SITE PLAN APPROVAL
2022-01-25 DESIGN REVISION
2022-02-15 DESIGN REVISION
2022-04-08 SCHEMATIC DESIGN
2022-04-15 FINAL SITE PLAN APPROVAL
2022-05-27 SCHEMATIC DESIGN #2
2022-11-15 100% DESIGN DEVELOPMENT
2023-08-08 UPDATED
2023-10-16 50% CONSTRUCTION DOCS.
2022-11-24 DESIGN REVISION

Sheet No.:
A201
SOUTH ELEVATION
(DAINES STREET)

H10
A201
South Elevation (Daines Street)
SCALE: 3/32" = 1'-0"

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PRELIMINARY
NOT FOR CONSTRUCTION

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ARCHITECTURE
430 N. OLD WOODWARD
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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date:	Issued For:
2022-01-17	SITE PLAN APPROVAL
2022-01-25	DESIGN REVISION
2022-04-08	SCHEMATIC DESIGN
2022-04-15	FINAL SITE PLAN APPROVAL
2022-05-27	SCHEMATIC DESIGN #2
2022-11-15	100% DESIGN DEVELOPMENT
2023-08-08	UPDATED
2023-10-16	50% CONSTRUCTION DOCS.
2022-01-24	DESIGN REVISION

Sheet No.:
A202
EAST ELEVATION

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A202
East Elevation
SCALE: 3/32" = 1'-0"

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PRELIMINARY
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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: **Issued For:**
2022-01-17 SITE PLAN APPROVAL
2022-01-25 DESIGN REVISION
2022-04-08 SCHEMATIC DESIGN
2022-04-15 FINAL SITE PLAN APPROVAL
2022-05-27 SCHEMATIC DESIGN #2
2022-11-15 100% DESIGN DEVELOPMENT
2023-08-08 UPDATED
2023-10-16 50% CONSTRUCTION DOCS.
2022-11-24 DESIGN REVISION

Sheet No.:
A203
WEST ELEVATION

H10
A203
West Elevation
SCALE: 3/32" = 1'-0"

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Glazing Calculations:

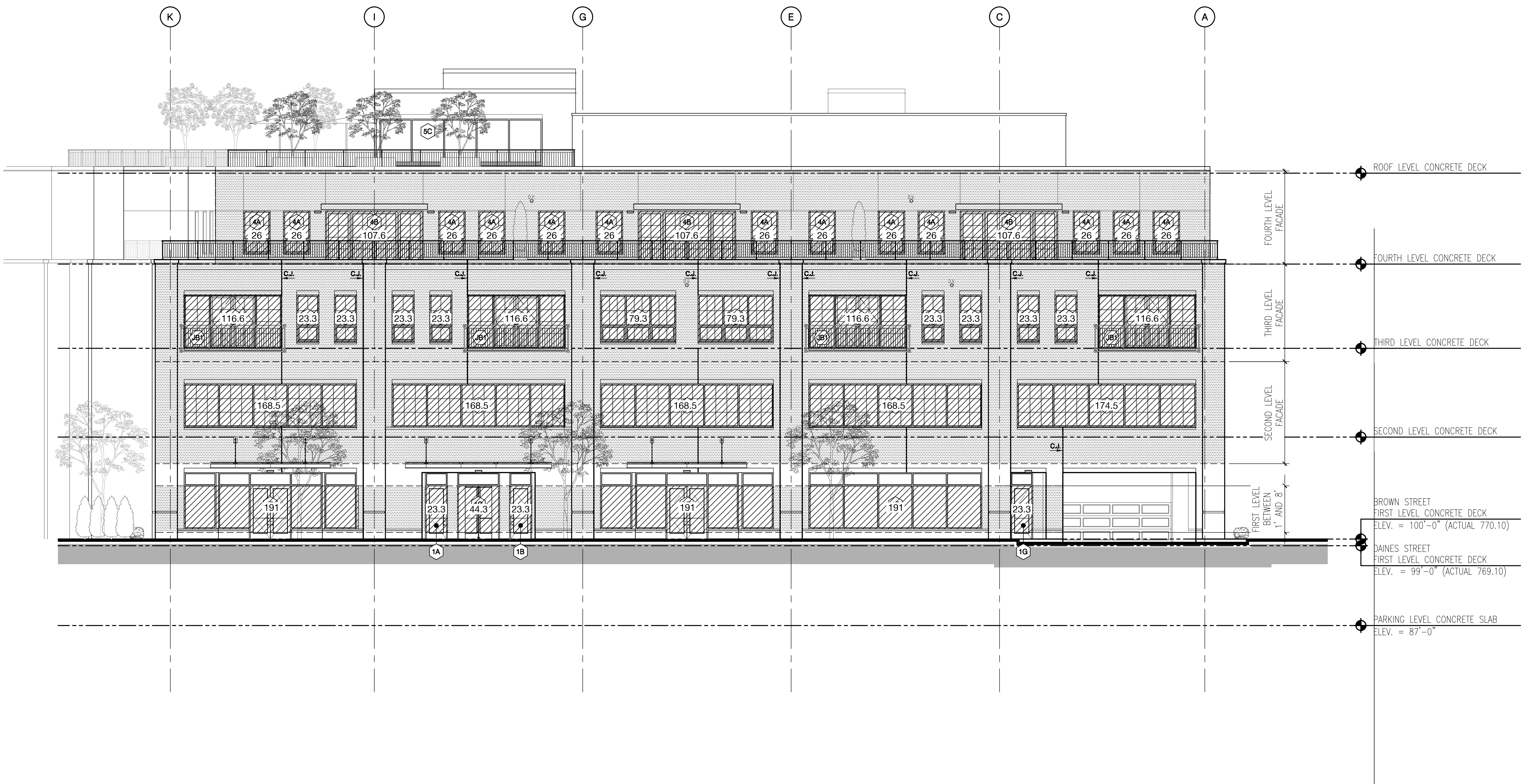
Brown Street:
First Level (between 1' & 8')
Glazing area = 687.2 SF
Facade area between 1' & 8' = 955.12 SF
687.2 SF / 955.12 SF = 0.719 x 100 = 71.9%

Second Level
Glazing area = 848.5 SF
Second Level facade area = 2,465.27 SF
848.5 SF / 2,465.27 SF = 0.344 x 100 = 34.4%

Third Level
Glazing area = 811.4 SF
Second Level facade area = 2,358.09 SF
811.4 SF / 2,358.09 SF = 0.344 x 100 = 34.4%

Fourth Level
Glazing area = 660.8 SF
Second Level facade area = 2,093.11 SF
660.8 SF / 2,093.11 SF = 0.316 x 100 = 31.6%

Required:	Proposed:
70% Min.	71.9%
35% Max.	34.4%
35% Max.	34.4%
35% Max.	31.6%



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Project:
370 Brown
370 E. Brown Street
Birmingham, MI 48009

Date: Issued For:

2022-04-15 FINAL SITE PLAN APPROVAL

2023-12-15 DESIGN REVISION

Sheet No.:

A220

GLAZING CALCULATIONS
(BROWN STREET)

Glazing Calculations
North Elevation (Brown Street)
SCALE: 1/8" = 1'-0"

A

B

C

D

E

F

G

H

Glazing Calculations:

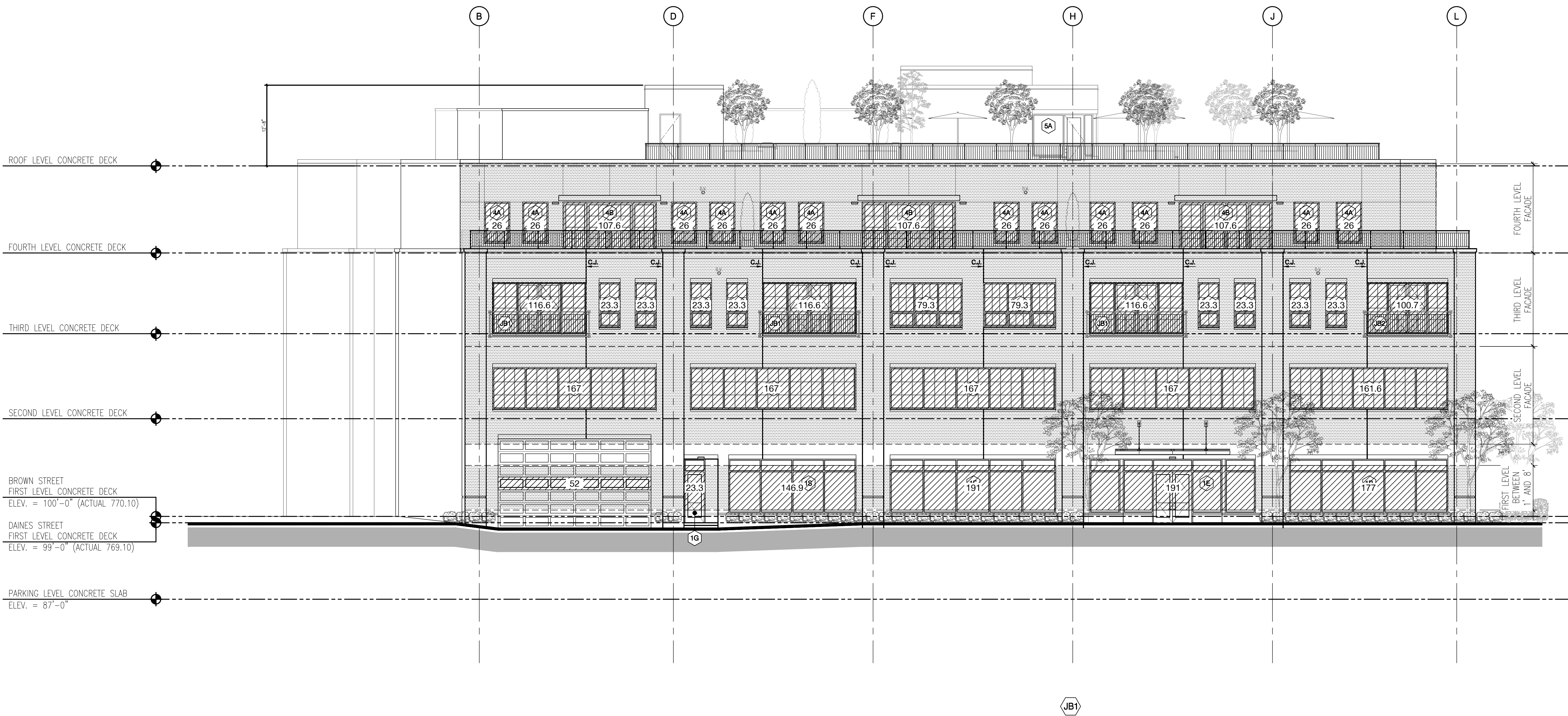
Daines Street:
First Level (between 1' & 8')
Glazing area = 781.2 SF
Facade area between 1' & 8' = 1,109.8 SF
781.2 SF / 1,109.8 SF = 0.704 x 100 = 70.4%

Second Level
Glazing area = 829.6 SF
Second Level facade area = 2,431.14 SF
829.6 SF / 2,431.14 SF = 0.341 x 100 = 34.1%

Third Level
Glazing area = 795.5 SF
Second Level facade area = 2,325.44 SF
795.5 SF / 2,325.44 SF = 0.342 x 100 = 34.2%

Fourth Level
Glazing area = 634.8 SF
Second Level facade area = 2,143.90 SF
634.8 SF / 2,143.90 SF = 0.296 x 100 = 29.6%

Required:	Proposed:
70% Min.	70.4%
35% Max.	34.1%
35% Max.	34.2%
35% Max.	29.6%



SAROKI
ARCHITECTURE

430 N. OLD WOODWARD
BIRMINGHAM, MI 48009

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Project:
370 Brown
370 E. Brown Street
Birmingham, MI 48009

Date: Issued For:

2022-04-15 FINAL SITE PLAN APPROVAL

2023-12-15 DESIGN REVISION

Sheet No.:

A221

GLAZING CALCULATIONS
(DAINES STREET)

Glazing Calculations
South Elevation (Daines Street)
SCALE: 1/8" = 1'-0"

A

B

C

D

E

F

G

H



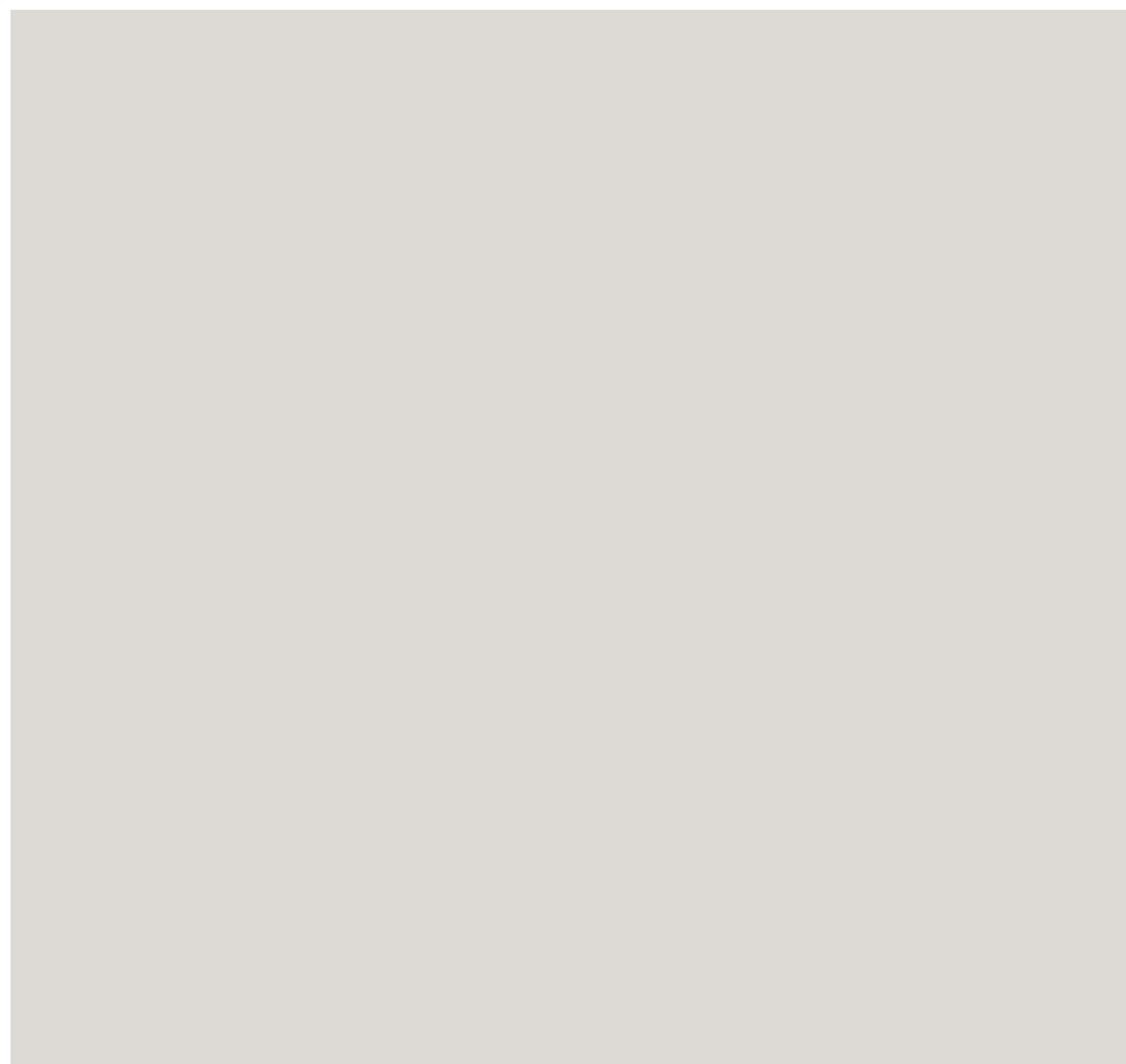
Architectural Brick
Yankee Hill Brick
Royal Blackhawk
Grey Mortar



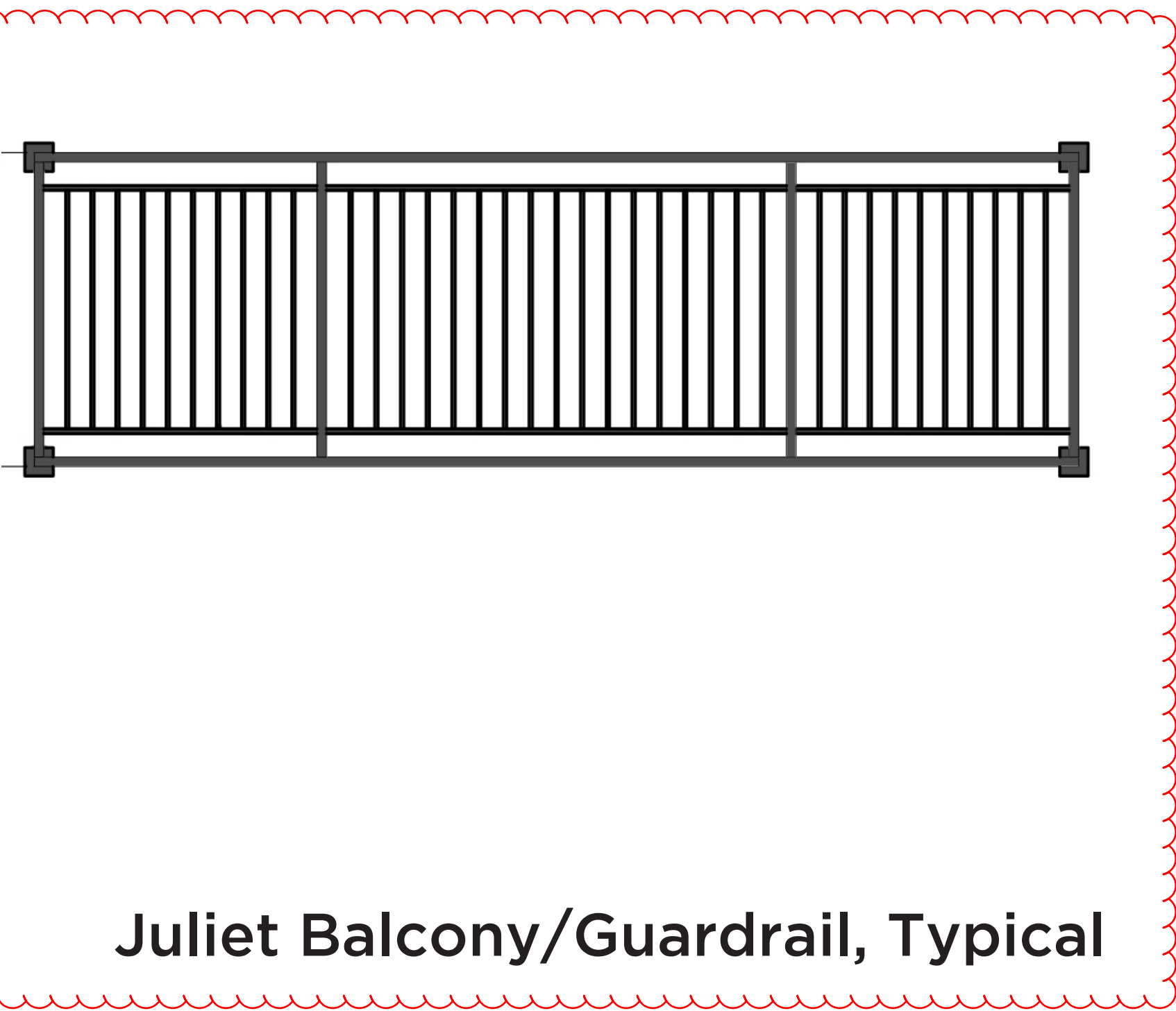
Cast Stone



Stucco



Metal Panel / Mechanical Enclosure
Slate Gray



Juliet Balcony/Guardrail, Typical



Operable Windows, Typical

PRELIMINARY
NOT FOR CONSTRUCTION

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Project:
Brown Street Mixed-Use
294 E. Brown Street
Birmingham, MI 48009

Date: Issued For:
2022-01-17 SITE PLAN APPROVAL
2022-01-25 DESIGN REVISION
2022-04-08 SCHEMATIC DESIGN
2022-04-15 FINAL SITE PLAN APPROVAL
2022-05-27 SCHEMATIC DESIGN #2
2022-06-23 REVIEW
2022-11-15 100% DESIGN DEVELOPMENT
2023-07-31 CLIENT REVIEW
2023-10-16 50% CONSTRUCTION DOCS.
2023-11-24 DESIGN REVISION

Sheet No.:
A900
EXTERIOR MATERIALS





















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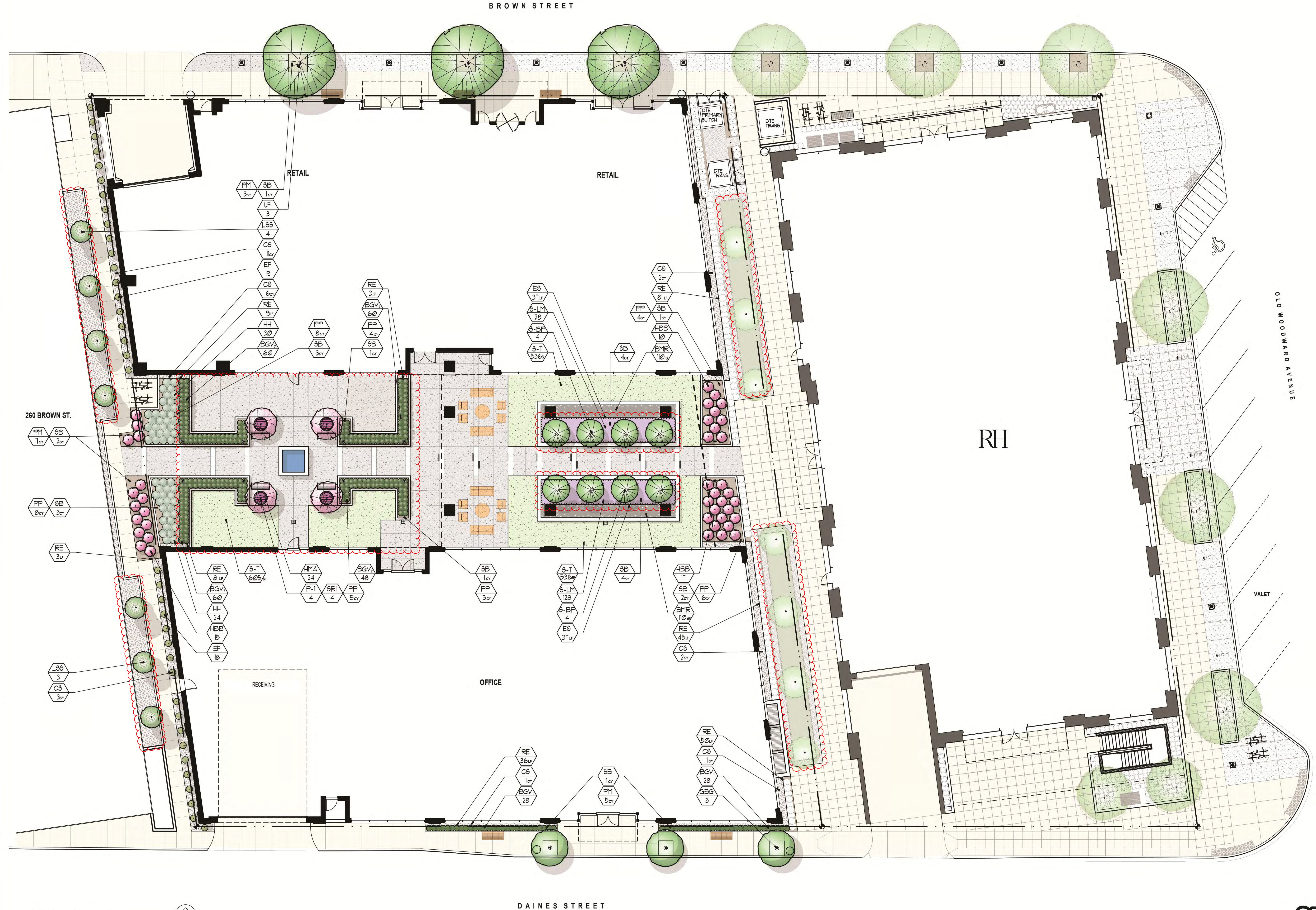
Date: Issued
For:

2022-04-08 Schematic Design
2022-05-27 Schematic Design #2
2022-11-15 100% Design Development
2023-10-16 50% Construction Docs.
2023-12-14 100% Construction Docs.

Sheet No.:

L4

Landscape Plan
GROUND LEVEL





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Date: Issued
For:
2022-04-08 Schematic Design
2022-05-27 Schematic Design #2
2022-11-15 100% Design Development
2023-10-16 50% Construction Docs.
2023-12-14 100% Construction Docs.

Sheet No.:
L5

Landscape Plan
ROOFTOP



BROWN STREET

260 BROWN ST.

OLD WOODWARD AVENUE

DAINES STREET

A
L5
PLANTING PLAN
Plan-Rooftop

Scale: 1"=10'-0"



1

2

3

4

5

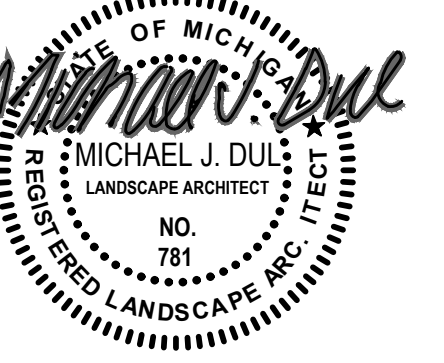
6

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10



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For:

2022-04-08 Schematic Design

2022-05-27 Schematic Design #2

2022-11-15 100% Design Development

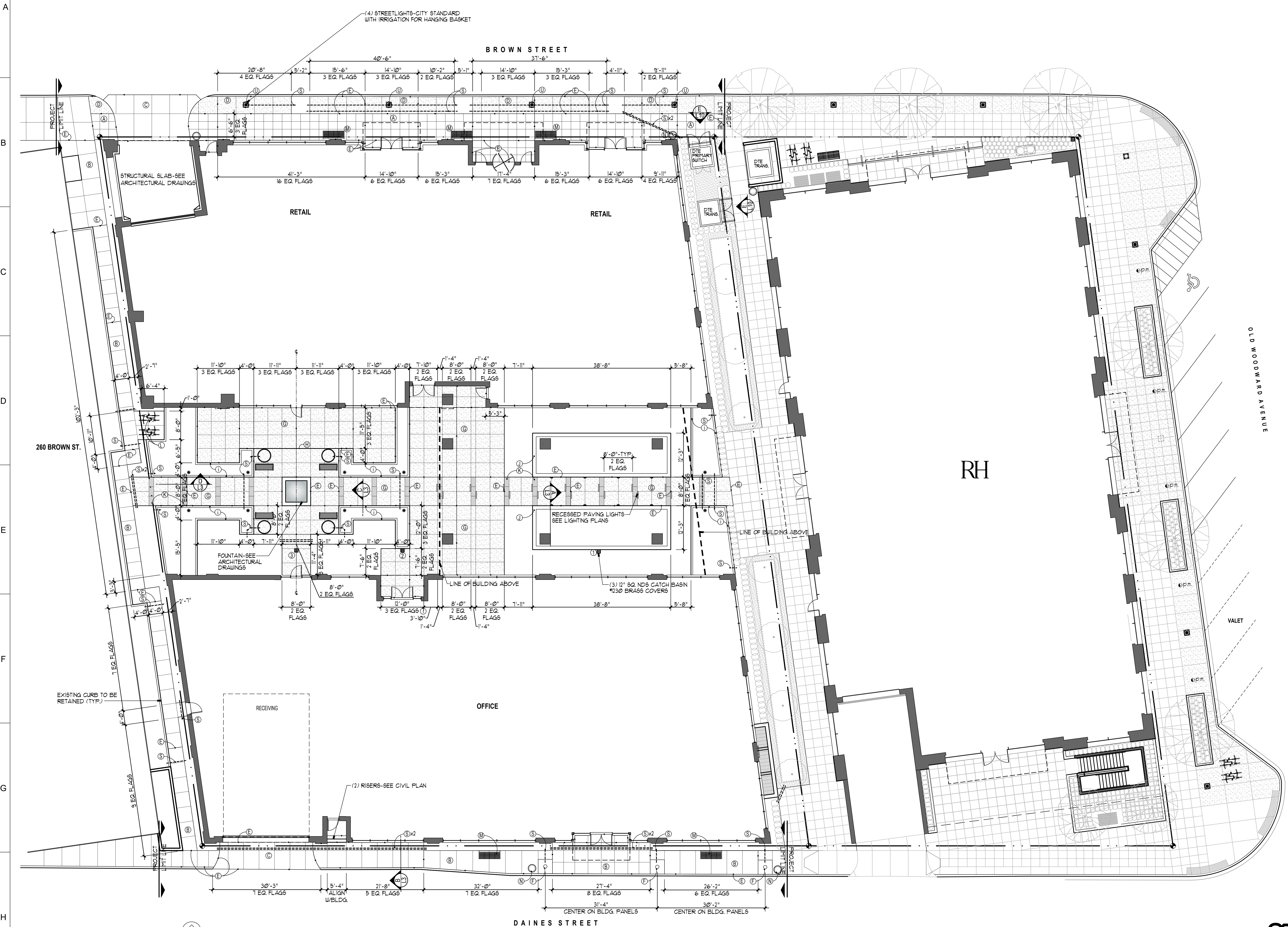
2023-10-16 50% Construction Docs.

2023-12-14 100% Construction Docs.

Sheet No.:

L1

Site Layout Plan
GROUND LEVEL



A SITE LAYOUT PLAN
L1 Plan-Ground Level

Scale: 1"=10'-0" NORTH

P 248 644 3410
F 248 644 0819



GENERAL NOTES

GENERAL CONDITIONS:

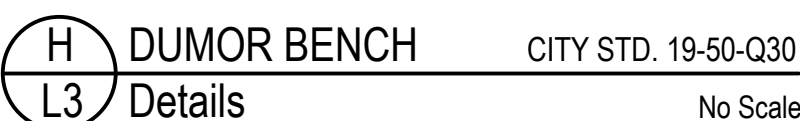
1. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT AND GENERAL CONTRACTOR PRIOR TO SUBMITTING BID PROPOSAL, OR BEGINNING ANY WORK.
2. EXCEPT AS OTHERWISE SHOWN OR STIPULATED, THIS CONTRACT SHALL INCLUDE THE DETAIL OF EVERY DESCRIPTION NECESSARY TO SPECIFY AND COMPLETE THE WORK UNDER THIS CONTRACT TO THE LINES AND GRADES SHOWN ON THESE PLANS WITHIN THE LIMIT OF WORK.
3. THE CONTRACTOR SHALL LEGALLY DISPOSE OF ALL ITEMS TO BE REMOVED THAT ARE NOT TURNED OVER TO THE OWNER OR STOCKPILED FOR REUSE.
4. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE INSIDE AND OUTSIDE LIMIT OF WORK DUE TO CONTRACT OPERATIONS.
5. DO NOT DISTURB EXISTING UTILITIES THAT SERVE AREAS SURROUNDING LIMIT OF WORK. IF SUCH UTILITIES ARE DISCOVERED, NOTIFY THE PROPER UTILITY COMPANY BEFORE PROCEEDING.
6. THE CONTRACTOR SHALL NOTIFY THE PROPER LOCAL AUTHORITIES TO CONFIRM THE LOCATION OF EXISTING UTILITIES BEFORE COMMENCING WORK. ANY DAMAGE DUE TO FAILURE TO CONTACT THE PROPER AUTHORITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. THE CONTRACTOR SHALL REVIEW ALL THE DRAWINGS AND SPECIFICATIONS FOR SPECIFIC COORDINATION REQUIREMENTS PRIOR TO COMMENCING CONSTRUCTION.
8. CONTRACTOR SHALL PROVIDE UNIT PRICING FOR ALL AREAS OF WORK.
9. PLANS ARE NOT VALID WITH APPROVAL AND PERMIT BY THE CITY OF BIRMINGHAM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL REQUIRED PERMITS. THE CONTRACTOR SHALL SCHEDULE ALL REQUIRED INSPECTIONS.

MASSORY CONSTRUCTION:

1. ALL PROPOSED AND FINISHED MASONRY ELEMENTS SHALL BE THOROUGHLY WASHED WITH AN ACID BASED CLEANER (SURE-KLEAN 600) PER MANUFACTURER'S SPECIFICATIONS. NO ACID BASED CHEMICALS SHALL CONTACT INDIANA LIMESTONE.
2. THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED EARTHWORK AND EXCAVATIONS TO PERFORM SCHEDULED WORK. ALL EXCAVATED MATERIALS SHALL BE LEGALLY DISPOSED (OFF-SITE) INCLUDED IN THE SUBMITTED PROPOSAL. 4 UNIT PRICES.
3. THE CONTRACTOR SHALL INSTALL ALL PROPOSED WORK ON COMPACTED OR UNDISTURBED SUBGRADE.
4. THE CONTRACTOR SHALL FIELD TEMPLATE AND SUBMIT SCALED SHOP DRAWINGS FOR APPROVAL PRIOR TO THE FABRICATION OF CAST STONE AND GRANITE COPINGS, CAPS, 1 COUNTERTOPS.

CONCRETE CONSTRUCTION:

1. THE CONTRACTOR SHALL LAYOUT PROPOSED EXPANSION JOINTS FOR THE LANDSCAPE ARCHITECT'S OR CONSTRUCTION MANAGER'S APPROVAL PRIOR TO INSTALLATION.
2. THE LANDSCAPE ARCHITECT OR CONSTRUCTION MANAGER SHALL APPROVE FINAL CONTRACTOR FORT WORK IN THE FIELD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
3. ALL EXPANSION JOINTS SHALL BE PREMOULDED 1" WIDE AND INCLUDE EXPANSION JOINT MATERIAL. INCLUDE PREFABRICATED SNAP CAP PROVIDE EXPANSION JOINTS EVERY 400' OR 50' MAX.
4. EXPANSION JOINT MATERIAL: RESILIENT, NON-EXTRUDING TYPE PREMOULDED BITUMINOUS IMPREGATED FIBERBOARD.
5. ALL EXPANSION JOINTS SHALL BE CALKED WITH DOW CORNING 790 SILICONE SEALANT (COLOR LIGHT GRAY). CONTRACTOR SHALL REMOVE AND DISPOSE SNAP CAP PRIOR TO CALKING AND PROTECT/BARRICADE ALL CAULK JOINTS FROM TRAFFIC DURING CURE TIME.
6. MEDIAL BROOK FINISH ALL BROOK-FINISH CONCRETE-FULL BROOK ACROSS/BETWEEN PRECAST/FLOATED CONCRETE TO PRODUCE MEDIUM TEXTURE IN STRAIGHT LINES PERPENDICULAR TO MAIN LINE OF TRAFFIC. DO NOT DASHEN BROOKS. BRUSHING DIRECTION SHOULD BE MAINTAINED IN THE SAME DIRECTION FOR EACH CONCRETE POUR.
7. ALL EXPANSION JOINTS SHALL BE LAYOUT AND LAYOUT DEEPER EVERY 100' OR 50' (NO HAND SUE PERMITTED). CONTROL JOINT LAYOUT SHALL BE EQUAL FLGAS. DIVIDE LENGTH EQUALLY BETWEEN EXPANSION JOINTS-SEE DRAWINGS FOR LAYOUT.
8. JOINT STRENGTH FOR ALL PROPOSED CONCRETE FLOWING. SHALL BE MIN. 4000 PSI. MIN. 3500 PSI. CONCRETE FOR ALL BROOK FINISH CONCRETE AT 28 DAYS, WITH A +/- 8% AIR ENTRAPMENT MIX DESIGN SHALL NOT HAVE LESS THAN 6.25 BAGS OF CEMENT PER YARD.
9. ALL PROPOSED BLEEVES SHALL BE SCHEDULE 40 PVC. EXTEND A MIN. 12" BEYOND PROPOSED PAVING EDGES, BURY A MIN. 12" BELOW PROPOSED FINISH GRADE, CAP ENDS AND STAKE LOCATIONS (BOTH ENDS). CONTRACTOR SHALL SUPPLY LANDSCAPE ARCHITECT WITH AN AS-BUILT DRAWING ILLUSTRATING LOCATION OF ALL BLEEVES.
10. ALL CONCRETE FLOWING SHALL BE REINFORCED AS SPECIFIED, MIN. 2" EMBEDMENT.
11. THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED EARTHWORK AND EXCAVATIONS TO PERFORM SCHEDULED WORK. ALL EXCAVATED MATERIALS SHALL BE LEGALLY DISPOSED (ON-SITE) IN PARS AS DIRECTED BY LANDSCAPE ARCHITECT, INCLUDED IN THE SUBMITTED BID PROPOSAL.
12. THE CONTRACTOR SHALL INSTALL ALL PROPOSED WORK ON COMPACTED OR UNDISTURBED SUBGRADE.
13. THE CONTRACTOR SHALL FORM ALL PROPOSED CONCRETE BASE WORK AND FOOTINGS TO MINIMIZE OVERPOURS. ALL FORMS SHALL BE PROPERLY YACED AND LEGALLY DISPOSED OF SITE.
14. THE CONTRACTOR SHALL PROTECT AND COVER ALL 90"CM CATCH BASINS WITH 8 OZ NON-WOVEN GEOTEXTILE FILTER FABRIC PRIOR TO WASHING EXPOSED AGGREGATE CONCRETE TO INSURE CEMENT CREAM AND SAND DO NOT ENTER BASIN.
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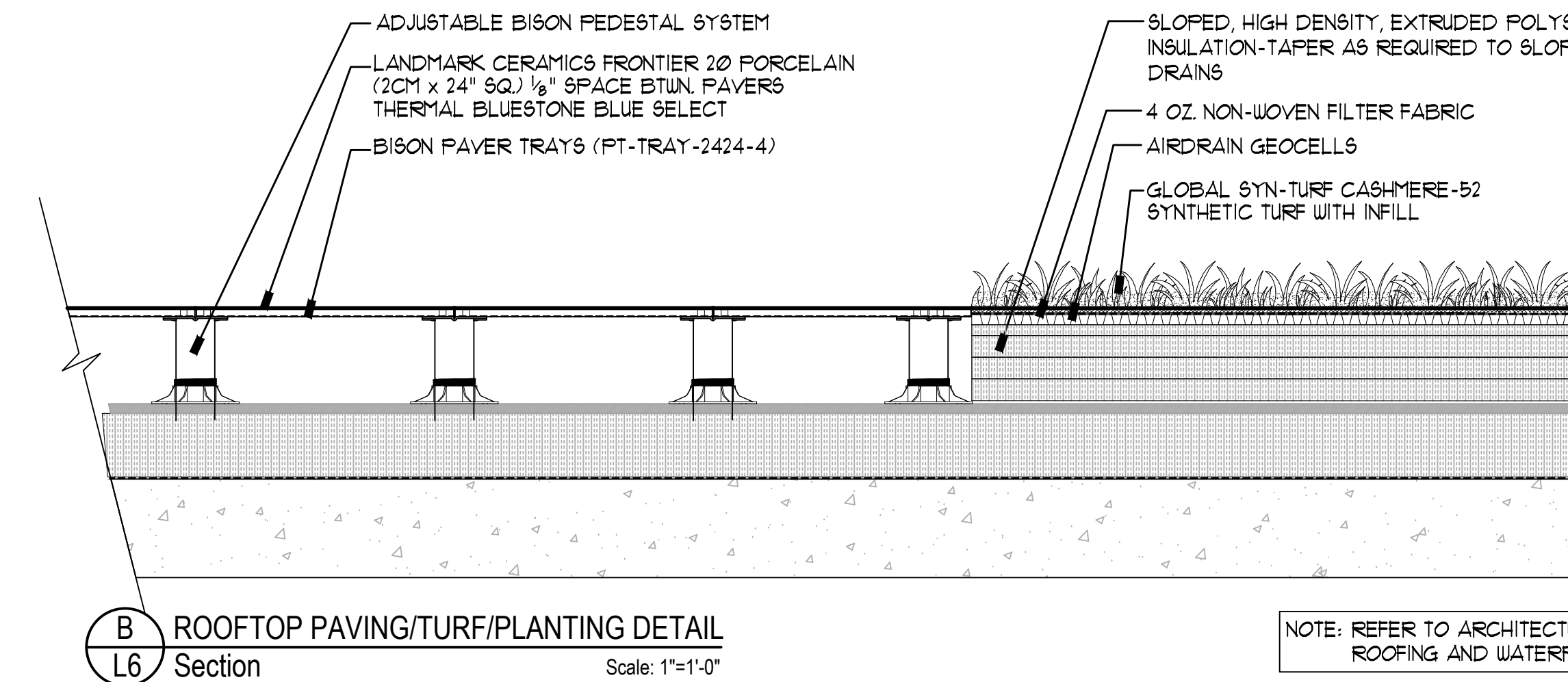
PLANT & MATERIAL SCHEDULE

Sym.	Qty.	Botanical Name	Common Name	Size	Root	Comments
GROUND LEVEL						
Deciduous Trees						
L66	1	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweetgum	2-2½" cal.	B4B	MATCHED SPECIMENS-Full heads
GBG	3	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	3-3½" cal.	B4B	MATCHED SPECIMENS-Full heads
SR1	4	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	2½-3" cal.	B4B	MATCHED SPECIMENS-Full heads
UF	3	Ulmus carpinifolia x parvifolia 'Frontier'	Frontier Hybrid Elm	3½-4" cal.	B4B	MATCHED SPECIMENS-Full heads
Shrubs						
BGV	56	Buxus x microphylla 'Green Velvet'	Green Velvet Boxwood	15-18"	B4B	Space 15" o.c., clip into hedge
BGV	228	Buxus x microphylla 'Green Velvet'	Green Velvet Boxwood	18-24"	B4B	Space 15" o.c., maintain as clipped mass
HBB	42	Hydrangea paniculata 'BoBo'	BoBo Hydrangea	18-24"	Can	Min. 3 gal., space 36" o.c., acidify soil
Perennials/Groundcovers						
EF	37	Euonymus fortunei	Wintercreeper Euonymus	3 gal.	Can	Space 48" o.c.
HMA	24	Hakonechloa macra 'All Gold'	All Gold Japanese Forest Grass	1 gal.	Can	Space 15" o.c.
HH	54	Hosta 'Halcyon'	Halcyon Hosta	1 gal.	Can	Space 24" o.c.
Synthetic Plants						
S-BP	8	Betula papyrifera	White Paper Birch	12" ht. x 1" wd.	Can	Commercial Silk PBCHX2, 17" weighted grower's pot (12" ht. from btm. pot.)
S-LM	256	Liriope muscari	Liriope Grass	3-18"	Can	Commercial Silk LRO318+, 8" grower's pot
S-T	1611 sf	Global Syn-Turf Cashmere-52 Synthetic Turf on AIRDRAIN 4 4oz. non-woven filter fabric. Include sand infill 4 power broom secure perimeter with SGW Superseam Pro 444 Adhesive-min. 8" wide (or approved equivalent) to high density insulation Materials				
BMR	220 sf	2-3" DIA. Unpolished Black Mexican River Rock (polished), hand-laid 4" deep on 4 oz. non-woven filter fabric				
CE	23 cy	½-¾" DIA. Washed Natural Crushed Stone Mulch, 6" deep on 4 oz. non-woven filter fabric				
RE	224 lf	3/16" x 4" J.D. Russell Steel Edging (BLACK)-install per manufacturer's specifications				
ES	14 lf	425" LIVE ROOF EDGE STANDARD (ANODIZED BLACK)-install per manufacturer's specifications				
SB	23 cy	Shredded hardwood bark mulch (seasoned, dark brown), 3" deep in perennial and groundcover beds, 4" depth in shrub/tree beds, 12" deep in synthetic planting planters-pack around grower's pots (8 cy. in these 2 planters)				
PM	15 cy	Planting mix - 3 parts well drained screened imported topsoil, to 1 part clean sand, to 1 part Canadian sphagnum peat moss, to 1 part natural compost (weed-free), and 10% poultry manure, install 12" deep in all planting beds outside roof structure				
PP	38 cy	Planter mix - PRO-MIX 'BRK' Planter Soil Mix-install full depth in planters (10½" deep in curb planters). 9.61 c.f. bags (28 c.f. bags per cy. (368 bags required)				
P-1	4 ea.	44" DIA. x 39" HIGH EPLANTERS JAY SCOTT'S WANNSEE (COLOR: MATTE-GUNMETAL)				
ROOFTOP						
TOE	27	Evergreen Trees Thuja occidentalis 'Emerald'	Emerald Green Arborvitae	6-7' ht.	B4B	Space 20" o.c.
Deciduous Trees						
MS	4	Malus sargentii	Sargent Crabapple	2-2½" cal.	B4B	MATCHED SPECIMENS-Single stem
SR1	14	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	2½-3" cal.	B4B	MATCHED SPECIMENS-Full heads
Perennials/Groundcovers						
HMA	12	Hakonechloa macra 'All Gold'	All Gold Japanese Forest Grass	1 gal.	Can	Space 15" o.c.
SHT	2324 sf	Sporobolus heterolepis 'Tara'	Tara Dwarf Prairie Dropseed	1'x2'x6"		Module 2 grasses per module-complete with Live Roof Deep Sedum kamtschaticum cuttings cover crop
SG	256 sf	Live Roof Sedum Giants Mix		1'x2'x3¼"		Module
Synthetic Plants						
S-T	110 sf	Global Syn-Turf Cashmere-52 Synthetic Turf on AIRDRAIN 4 4oz. non-woven filter fabric. Include sand infill 4 power broom secure perimeter with SGW Superseam Pro 444 Adhesive-min. 8" wide (or approved equivalent) to high density insulation Materials				
S-P	792 sf	Global Syn-Turf Futt-44 Synthetic Turf on AIRDRAIN 4 4oz. non-woven filter fabric. Include sand infill 4 power broom secure perimeter with SGW Superseam Pro 444 Adhesive-min. 8" wide (or approved equivalent) to high density insulation Materials				
CS	73 cy	½-¾" DIA. Washed Natural Crushed Stone Mulch, 6" deep on 4 oz. non-woven filter fabric				
ED	520 lf	6.5" LIVE ROOF EDGE DEEP (ANODIZED BLACK)-install per manufacturer's specifications				
SB	17 cy	Shredded hardwood bark mulch (seasoned, dark brown), 2" deep in perennial and groundcover modules				
PP	45 cy	Planter mix - PRO-MIX 'BRK' Planter Soil Mix-install full depth in planters 9.61 c.f. bags (28 c.f. bags per cy. (435 bags required) 1932 bags per 48" sq. planter/1428 bags per 84" sq. x 30" wd. planter				
P-2	16 ea.	48" sq. x 48" high Planters Unlimited Charcoal fiberglass planters SKU# FI-MOD-64848				
P-1	2 ea.	44" DIA. x 39" HIGH EPLANTERS JAY SCOTT'S WANNSEE (COLOR: MATTE-GUNMETAL)				
P-3	1 ea.	60" long x 30" wide x 30" high Planters Unlimited Charcoal fiberglass planters SKU# FI-MOD-REC603030-M-DRG				
P-4	6 ea.	84" long x 30" wide x 30" high Planters Unlimited Charcoal fiberglass planters SKU# FI-MOD-REC843030-M-DRG				
4th LEVEL						
Synthetic Plants						
S-A	24	Commercial Silk Artificial Cedar Privacy Screen Outdoor-7' ht. (no foliage btm. 24")-complete with 14" weighted grower's pot				
Materials						
SB	1 cy	Shredded hardwood bark mulch (seasoned, dark brown), 24" deep in synthetic planting planters-pack around grower's pots				
P-5	12 ea.	48" long x 24" wide x 24" high Planters Unlimited Charcoal fiberglass planters SKU# FI-MOD-REC48242424				

LANDSCAPE DEVELOPMENT NOTES

- 1) ALL EXISTING AND/OR PROPOSED SITE UTILITIES SHALL BE FIELD LOCATED, FLAGGED, AND VERIFIED PRIOR TO ANY LANDSCAPE OR IRRIGATION CONSTRUCTION.
- 2) ALL SPECIFIED AND INSTALLED PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH AMERICAN NURSERYMAN STANDARDS (LATEST EDITION) AND BE:
 - A) NURSERY GROWN.
 - B) STATE DEPARTMENT OF AGRICULTURE INSPECTED AND APPROVED.
 - C) NO 1 GRADE WITH STRAIGHT, UNSCARRED TRUNKS 4 WELL-DEVELOPED UNIFORM CROUN ON TREES.
 - D) WARRANTED FOR A MIN. 1 YEAR FROM DATE OF ACCEPTANCE.
- 3) SPECIFIED PLANTING BEDS FOR ALL SPECIFIED BEDS OUTSIDE ROOF STRUCTURE 4 PLANTS SHALL BE THREE (3) PARTS IMPORTED WELL-DRAINED, SCREENED ORGANIC TOPSOIL, TO ONE (1) PART IMPORTED CLEAN SAND, TO ONE (1) PART CANADIAN SPHAGNUM PEAT MOSS, TO ONE (1) PART NATURAL COMPOST (WEED-FREE)-COMPLETE WITH 10% NATURAL POULTRY MANURE. INSTALL 12" MINIMUM DEPTH IN ALL PERENNIAL GROUNDCOVER, ANNUAL, AND SHRUB BEDS. ALL BEDS MUST BE EXCAVATED, REMOVE AND DISPOSE (OFF-SITE) EXISTING EARTH/SOIL TO ACCEPT PROPOSED PLANT MIXTURE.
- 4) SPECIFIED PLANTING SOIL MIXTURE FOR ALL SPECIFIED BEDS INSIDE/ON ROOF STRUCTURE 4 PLANTERS SHALL BE PRO-MIX 'BRK'.
- 5) PROPOSED SHREDDED HARDWOOD BARK MULCH SHALL BE SEASONED FOR A MINIMUM 6 MONTHS, DARK BROWN IN COLOR, AND INSTALLED 4" DEEP UNDER ALL PROPOSED TREES (INCLUDED IN UNIT COST), 4" DEEP IN ALL SHRUB AND TREE BEDS, AND 3" DEEP IN ALL PERENNIAL AND GROUNDCOVER BEDS.
- 6) ALL PROPOSED SYNTHETIC LAWN AND LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATICALLY OPERATED SPRINKLER IRRIGATION SYSTEM, SEE IRRIGATION PLAN(S). SEPARATE LAWN 4 SHRUB ZONES, ALL VALVE BOXES SHALL BE BLACK.
- 7) ALL PROPOSED "SPECIMEN" PLANT MATERIAL MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION AND/OR DELIVERY TO THE SITE.
- 8) THE LANDSCAPE CONTRACTOR SHALL KEEP THE STREET AND DRIVE CLEAN AND FREE OF DIRT AND DEBRIS AT ALL TIMES, AND SHALL THOROUGHLY SWEEP AND/OR WASH THE DRIVE AT THE END OF EACH WORK DAY.
- 9) THE LANDSCAPE CONTRACTOR SHALL STAKE THE LOCATION OF ALL PROPOSED TREES FOR THE LANDSCAPE ARCHITECT TO APPROVE PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ALSO SET ON-SITE ALL SHRUBS, PERENNIALS, ORNAMENTAL GRASSES, VINES, AND GROUNDCOVERS AS PER PLAN FOR THE LANDSCAPE ARCHITECT TO APPROVE PRIOR TO PLANTING.
- 10) ALL DEAD AND UNACCEPTABLE PLANT MATERIALS SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR DURING THE WARRANTY PERIOD. THE WARRANTY PERIOD SHALL BE ONE (1) YEAR FROM THE ACCEPTANCE OF INSTALLATION ISSUED BY THE LANDSCAPE ARCHITECT.
- 11) ALL PROPOSED ROOFTOP PERENNIALS/ORNAMENTAL GRASSES/GROUNDCOVERS 4 EDGING SHALL BE SUPPLIED BY LIVE ROOF (616) 935-1980. AMERICAN HYDROTECH, INC. INTENSIVE SYSTEM WILL BE CONSIDERED AS AN EQUIVALENT WITH IDENTICAL SPECIES/VARIETIES AND QUANTITIES.

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A Section
Scale: 1"=1'-0"

NOTE: REFER TO ARCHITECTURAL DRAWINGS FOR ROOFING AND WATERPROOFING INFORMATION

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MEEC JOB # :

SAROKI
ARCHITECTUR

P. 248.258.570
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Project:
370 Brown
370 E. Brown Street
Birmingham, MI 48009

Date: **Issued For:**

2024-01-15 FINAL SITE PLAN SUBMITTA

Sheet No.:

FCI D10

LSI 10

ELECTRICAL SITE LIGHT

PHOTOMETRIC PLAN

XXXXXXXXXXXXXXXXXXXXXXXXXXXX



Sheet No.:
ESLP101
ELECTRICAL SITE LIGHTING
PHOTOMETRIC PLAN

A
B
C
D
E
F
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GENERAL NOTES:
1. THE AVERAGE FOOTCANDLE, AT 0 FEET, FOR THE EXTERIOR TERRACE, IS 2.4FC WITH A MAXIMUM FOOTCANDLE OF 22.8FC.



THIS DRAWING IS DIAGNAMTIC AND SHOULD BE USED TO DETERMINE THE DESIGN INTENT. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DOCUMENTS BEFORE PROCEEDING. FAILURE TO DO SO WILL RESULT IN THE CONTRACTOR TAKING FULL RESPONSIBILITY AND LIABILITY FOR ANY DISCREPANCIES. NOTICE: THIS DRAWING AND THE DESIGN ARE THE PROPERTY OF MECHANICAL ELECTRICAL ENGINEERING CONSULTANTS, PC AND NO ALTERATIONS AND/OR TRANSFERS OF WORK ARE PERMITTED. UNLESS WRITTEN APPROVAL IS GRANTED BY MECHANICAL ELECTRICAL ENGINEERING CONSULTANTS, PC.

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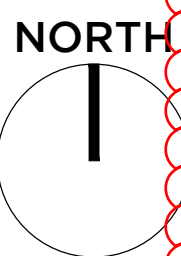
Project:
370 Brown
370 E. Brown Street
Birmingham, MI 48009

Date: Issued For:

2022-11-15 100% DESIGN DEVELOPMENT
2023-10-16 50% CONSTRUCTION DOCS.
2023-12-14 100% CONSTRUCTION DOCS.
2024-01-11 ADDENDUM #01

Sheet No.:
ESLP105
ELECTRICAL EXTERIOR
ROOF LEVEL
PHOTOMETRIC PLAN

1 Roof - Electrical Plan
E105 SCALE: 1/8" = 1'-0"



294 E Brown St.
Design Review Application - Planning Department

Itemized List of all Changes:

Lower Level Floor Plan A100

1. Reconfigured layout resulting in 56 parking spaces

First Level Floor Plan A110

1. Reconfigured layout courtyard layout
2. Added unisex restroom and building admin office adjacent to trash room and package room
3. Reconfigured Stair B and Exit Corridor B

Third Level Floor Plan A130

1. Reconfigured residential unit layout. Reduced number of units.
2. Added terrace to Unit 13

Fourth Level Floor Plan A140

1. Reconfigured residential unit layout. Reduced number of units.
2. Added terrace to Unit 13
3. Removed Pool Equipment Storage

Roof Level Floor Plan A150

1. Added Mechanical Room (501)
2. Replaced Infinity Edge Pool with Water Feature
3. Revised Grill location
4. Added Synthetic Turf Lawn
5. Revised Rooftop Equipment layout

North Elevation (Brown Street) A200

1. New Brick Color
2. Updated adjacent RH Detroit to reflect the current design
3. Overall Building Height increased by two feet
4. Added French Doors and Juliette balconies at the Third Level
5. Removed one window at the Fourth Level
6. Added stone around the Main Building Entrance
7. Added Mechanical Room (501)

294 E Brown St.
Design Review Application - Planning Department

Itemized List of all Changes (Continued):

South Elevation (Daines Street) A201

1. New Brick Color
2. Updated adjacent RH Detroit to reflect the current design
3. Overall Building Height increased by two feet
4. Added French Doors and Juliette balconies at the Third Level
5. Removed two windows at the Fourth Level
6. Reduced rows of glass at overhead receiving door

East Elevation A202

1. New Brick Color
2. Overall Building Height increased by two feet
3. Added Sliding Doors at Juliette balconies at the Third and Fourth Levels

West Elevation A203

1. New Brick Color
2. Overall Building Height increased by two feet
3. Added Terraces at the Third and Fourth Levels
4. Added Sliding Doors at Juliette balconies at the Third and Fourth Levels
5. Removed two windows at the Fourth Level

Glazing Calculation (Daines Street) A220

1. Updated per glazing revisions

Glazing Calculation (Brown Street) A221

1. Updated per glazing revisions

Exterior Materials A900

1. New Brick Selection
2. New typical railing/Juliet balcony detail

294 E Brown St.
Design Review Application - Planning Department

Itemized List of all Changes (Continued):

Landscape Plan – Ground Level L4

1. Reconfigured layout in the courtyard
2. Revised number of synthetic trees
3. Revised landscaping adjacent to 300 S Old Woodward and 260 E. Brown

Landscape Plan – Rooftop L5

1. Reconfigured layout



MEMORANDUM

Planning Division

DATE: January 24, 2024

TO: Planning Board Members

FROM: Nicholas Dupuis, Planning Director

SUBJECT: The Birmingham Plan 2040 – Prioritization of Key Actions

On May 22, 2023 ([Agenda](#) – [Minutes](#)), the City Commission moved to 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.

Once a master plan is adopted, the City is tasked with prioritizing and considering the recommendations of the plan through in-depth reviews. Within the Birmingham Plan 2040 (“2040 Plan”), the consultants consolidated and categorized nearly 130 recommendations located throughout the plan into 33 key actions. The consultants then prioritized the key actions based on their assessment of need and time horizon.

As the City moves forward with the implementation of the plan, it is key to remember that a master plan is not a static document. An annual review of a master plan is necessary to complete the following tasks. Every year, the Planning Board should:

1. Review goals and major recommendations.
2. Review action table and progress toward completing annual priorities.
3. Review prior year’s rezoning 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.

On December 13, 2023 ([Agenda](#)), the Planning Board discussed at a high level the Summary of Key Actions and how to begin the implementation of the Birmingham Plan 2040. Much discussion was had regarding an implementation framework and it was acknowledged that although the Planning Board does not have the direct authority to assign duties to other boards, commissions or staff members, it does have duties as listed in [Sec. 82-33](#) of the Birmingham Code of Ordinances to “carry out the goals, objectives and intent of the city's adopted master plan”, among other duties. It was also re-emphasized that each of these action items will be vetted in the public sphere at open meetings, and that the public engagement we invite would be focused on the merits of each recommendation and the work that stems from such rather than the merits of the 2040 Plan itself.

On January 10, 2024 ([Agenda](#)), the Planning Division presented a reformatted version of the Summary of Key Actions table, which placed actions into separate tables based on which group would be the “primary” agent for that recommendation or action. The Planning Board and Planning Division discussed each of the tables and how interconnected a lot of the actions will be. Ultimately, the Planning Board requested that a few actions be moved to other sections.

At this time, the Planning Division has made the requested changes, and has provided a draft letter that may be circulated to the various boards at which the actions will be ultimately assigned by the City Commission.

Planning Board

Type	Title	Description	Where	In Progress	Notes
Policy	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.	2	☐	
		Consolidate zones and uses as much as is practical and ensure the updated document is legible, clear, and predictable	2	☐	
		Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton.	4	☐	
		Modify the MX District to enable the urban development envisioned for the Rail District.	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.	4	☐	
		Create a zoning district to enable neighborhood destinations.	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.	2	☐	
		Reduce the amount of open space required per unit for townhomes and multi-family.	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.	3	☐	
		Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction.	3	☐	
		Address neighborhood lighting standards, including exterior residential lighting intensity and color temperature. See the International Dark Sky Association recommended standards.	3	☐	
		Develop storefront design, signage, and other standards to retain the small-scale business character of Market North.	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.	2	☐	
		Create subdivision and zoning standards to encourage redevelopment of the Adam’s Square shopping center.	1	☐	
		Establish zoning standards to encourage redevelopment of South Woodward Gateway properties.	4	☐	
		Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway	4	☐	
		Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway.	4	☐	
		Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements.	4	☐	

New Plans	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	4	☐	
New Plans	Mixed-use Streetscape Plan	Create a streetscape improvement plan for the Triangle District and Rail District.	1	☐	
New Plans	Tree Canopy Improvement Plan	Create a Tree Canopy Improvement Plan. The following goals are provided greater detail within Chapter 3.		☐	
		Establish comprehensive policies for trees in streets and open spaces.	3	☐	
New Plans	Woodward Gateways Plan	Create a Woodward Gateways Plan to comprehensively address the three gateway areas along Woodward.		☐	
		Revisit and adopt plan components for the South Woodward Gateway Plan.	1, 4	☐	
		Create plan components for a North Woodward Gateway, including the future use of public land.	1, 4	☐	
		Create plan components a Downtown Gateway Plan for the Big Woodward and Maple intersection.	1	☐	
New Plans	Haynes Square Plan	Create a Haynes Square Plan which provides the details, timing, and funding for implementing Haynes Square recommendations.	1	☐	

Sustainability Board

Type	Title	Description	Where	In Progress	
Policy	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.		☐	
		Advance building sustainability in new construction, especially within the City’s mixed-use districts and for municipal buildings.	5	☐	
Programs & Boards	Sustainability Board	Establish a Sustainability Board to oversee the recommendations of this plan section and other future sustainability initiatives.	5	☐	
New Plans	Green Infrastructure	Create a Green Infrastructure Plan to address stormwater run-off and areas experiencing regular flooding.	5	☐	
New Plans	Sustainability Action Plan	Create a Sustainability Action Plan. The following goals are provided greater detail within chapter 5.		☒	
		Reduce environmental impacts of municipal operations	5	☐	
		Incentivize green building, renewable energy, and green landscaping.	5	☐	
		Expand recycling and composting	5	☐	
		Implement green stormwater practices in streets and parks.	5	☐	
		Support Rouge River Natural Area improvements.	5	☐	
		Implement other sustainability focused recommendations of this plan.	5	☐	
		Create a Hazard Mitigation Plan addressing the City’s future climate	5	☐	
		Increase inter-governmental cooperation around sustainability initiatives.	5	☐	
		Study the best path towards encouraging or requiring businesses reduce plastic and Styrofoam use.	5	☐	
New Plans	Rouge River Restoration Plan	Develop a plan to improve and maintain the Rouge River natural area. The following goals are provided greater detail within chapter 5.		☐	
		Inventory and analyze the Rouge corridor’s wildlife, ecology, natural systems, and pollution sources.	5	☐	
		Stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species.	5	☐	
		Mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area.	5	☐	
		Work with area organizations and agencies to oversee, build support, and raise funding for the park’s enhancements.	5	☐	
		Work with other area and regional organizations and communities to improve the quality of the Rouge River watershed.	5	☐	
New Plans	Tree Canopy Improvement Plan	Create a Tree Canopy Improvement Plan. The following goals are provided greater detail within Chapter 3.		☐	
		Create 5-, 10-, and 15- year goals to expand tree canopy cover.	3	☐	

		Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements.	3	☐	
		Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees.	3	☐	
		Prevent existing, healthy trees from being removed due to new construction.	3	☐	
		Survey areas with constrained root area and establish a plan to add additional soil volume.	3	☐	

Multi-Modal Transportation Board

Type	Title	Description	Where	In Progress	Notes
Policy	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.		☐	
		Adopt a policy requiring a minimum 6 foot clear path along the sidewalk throughout mixed-use districts.	4	☐	
New Plans	Woodward Safety & Beautification Plan	Create a Woodward Safety and Beautification Plan. The following goals are provided greater detail within the chapters listed.		☐	
		Improve Woodward crossings following best practices for pedestrians and cyclists.	1	☐	
		Study lane reduction and re-striping options for Woodward.	1	☐	
		Pursue a speed reduction on Woodward through legislative means.	1	☐	
		Plant a full and consistent tree canopy along the Woodward median throughout Birmingham, beginning with the northern and southern entries.	4	☐	
		Adjust Elm to meet Woodward perpendicularly.	1	☐	
		Adjust Worth to meet Woodward perpendicularly.	1	☐	
New Plans	Mixed-use Districts Parking Plan	Create a Mixed-use Districts Parking Plan. The following goals are provided greater detail within the chapters listed.		☐	
		Study bike parking and electric vehicle charging stations in garages.	4	☐	
Policy	Residential Street Standards	Update the Residential Street Standards, aligning the streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly.	3	☐	
		Lower the posted speed on streets throughout town as much as possible.	3	☐	
Policy	Mixed-use District Streets	Adopt a policy requiring a minimum 6-foot clear path along the sidewalk be retained throughout mixed-use districts.	4	☐	
Existing Plan Updates	Multi-modal Plan Update	Update the Multi-modal Plan. The following goals are provided greater detail within the chapters listed. See additional goals under headings “Multimodal Plan Updates” and “Best Practice Recommendations for the Multimodal Plan” in Chapters 1 and 4.		☐	
		Address increased pedestrian activity anticipated in mixed-use districts that will grow in residential population.	1	☐	
		Support increased pedestrian activity on both sides of North Old Woodward and provide streetscape amenities.	4	☐	
		Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.	3	☐	
		Address recent experiences with increased outdoor dining.	1, 4	☐	
		Ensure bicycle facilities are protected on all streets posted at or above 35mph.	1	☐	

		Study bicycle accommodation alternatives along Lincoln.	3	☐	
		Include mobility routes based upon bicycle boulevard practices.	1	☐	
		Implement additional transportation mode best practices for new mobility technology and modes such as micro EVs, golf carts, and micro-mobility.	1	☐	
		Improve the conditions at bus stops along more major roads.	1	☐	
		Add Electric Vehicle charging stations throughout the city at garages, public parking lots, and on-street in Mixed-use Districts.	5	☐	
		Adopt a policy regulating street lighting, including intensity, color temperature, luminaire, and pole height and frequency.	3	☐	
		Include a public education component.	1	☐	
Existing Plan Updates	Eton Road Corridor Plan	Update the Eton Road Corridor Plan. The following goals are provided greater detail within Chapter 4.		☐	
		Increase connectivity for pedestrians, bikes, and cars for the area south of Hazel Street including future rail crossings.	4	☐	
		Provide access to the Troy Transit Center and consider the development of surrounding properties.	4	☐	
Studies	Circulator	Study a public circulator to provide viable means of accessing mixed-use districts and other significant destinations without a car.	1	☐	

City Commission

Type	Title	Description	Where	In Progress	Notes
Policy	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.		☐	
		Encourage renovations to expand existing houses rather than the construction of new houses.	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.	3	☐	
		Allow cafes, food trucks, carts, and kiosks in parks (currently the Public Property district).	1	☐	
Policy	Unbundled Parking*	Pilot unbundled residential parking within Downtown parking garages.	2	☐	
Policy	Unimproved Streets	Adopt policy recommendations specified by the Ad-hoc Unimproved Streets Committee (AHUSC), including the following:		☐	
		Establish a yearly budget to remedy unimproved streets, considering the general fund plus bond strategy and repayment timelines.	3	☐	
		Survey the current condition of unimproved streets, categorized by the current quality such that streets in the most extreme states of disrepair can be prioritized for improvement.	3	☐	
		Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.	3	☐	
New Plans	Mixed-use Districts Parking Plan*	Create a Mixed-use Districts Parking Plan. The following goals are provided greater detail within the chapters listed.		☐	
		Establish unbundled residential parking policies within Downtown garages.	2	☐	
		Establish unbundled residential parking policies in all mixed-use districts in existing and future parking garages.	2	☐	
		Provide public parking as recommended in the 2007 Triangle District Plan	1, 2, 4	☐	
		Provide public parking in the Rail District. Consider redevelopment of the DPS building to occupy a portion of a public parking garage in its place, which services the lower Rail District.	2, 4	☐	
		Provide public parking for the western Haynes Square district.	2	☐	
		Study opportunities to accommodate more monthly garage permits.	4	☐	
		Study monthly parking pass fees to better align with prevailing rates.	4	☐	
		Study tiered parking pricing to encourage use of under-utilized garages.	2, 4	☐	
		Study tiered parking meter pricing to encourage use of under-utilized on-street parking.	4	☐	
		Study the potential for Public Private Partnerships to construct garages.	1	☐	
		Study additional parking assessment districts or incremental tax districts for land purchases and financing the development of parking garages.	1	☐	
		Study parking garages at the Bates Street Extension and Lot 6.	4	☐	

		Study technological improvements to ease usage of parking garages.	4	☐	
Studies	Civic Facilities Study	Study key civic facilities to continue to support Birmingham residents. The following goals are provided greater detail within chapters specified.		☐	
		Study the location, programming, and funding for new facilities for Next.	1	☐	
		Study a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.	4	☐	
		Establish policy to continue the tradition of constructing Birmingham’s civic buildings and parks as iconic structures and landscapes to the highest standards and at a civic scale	1	☐	
		Study how a Community Foundation / Fund may further Master Plan goals.	1	☐	
Existing Plan Updates	Parks and Recreation Master Plan Update	Expand the 2018 Parks and Recreation Master Plan or create a new plan beyond the 2022 horizon. The following goals are provided greater detail within the chapters listed. See additional goals under headings “Parks Best Practices” in Chapter 4.		☐	
		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.	3	☐	
Studies	Residential Districts Parking	Study citywide street on-parking restrictions and permits	3	☐	
Studies	Shared-use Streets*	Study shared-use streets. The following goals are provided greater detail within the chapters listed.		☐	
		Study a shared-use streetscape retrofit along with a social district in the Maple & Woodward district.	1, 4	☐	
		Study a shared-use street section along Cole and Commerce Streets.	4	☐	
		Study additional opportunities in other mixed-use districts.	1, 4	☐	
Boards & Programs	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.	1, 4	☐	
		Consider regular events in community parks.	3	☐	
		Consider activities and special events to attract office workers and residents to shop and dine downtown, including weekly events at Shain Park.	4	☐	
Studies	Parking Technology	Review master plan parking recommendations in 2030-35 to evaluate new technologies and trends.	4	☐	

**Likely to be directed to the Planning Board when City Commission is ready*

Parks & Recreation Board

Type	Title	Description	Where	In Progress	Notes
Existing Plan Updates	Parks and Recreation Master Plan Update	Expand the 2018 Parks and Recreation Master Plan or create a new plan beyond the 2022 horizon. The following goals are provided greater detail within the chapters listed. See additional goals under headings “Parks Best Practices” in Chapter 4.		☐	
		Differentiate parks by type to better determine appropriate amenities, services, and best practices.	3	☐	
		Utilize Planning Districts to determine sufficiency of park access across the city, availability of amenities, and consideration of activities and recreation in each season.	3	☐	
		Formalize the public use of school and institutional open spaces for neighborhood recreation, prioritizing under-served Planning Districts.	1, 3	☐	
		Develop Worth Park to provide needed open space for Torry.	3	☐	
		Develop the contemplated linear park and trail along the Rail District.	4	☐	
		Build a cafe or provide accommodations in Booth Park as recommended in the 2016 Downtown Plan.	1, 4	☐	
		Increase amenities and connections in Downtown’s parks and mini-parks.	4	☐	
New Plans	Rouge River Trails and Access Master Plan	Develop and implement a trails and access master plan to improve the Rouge River trails and trail heads.		☐	
		Install pedestrian linkages to the park’s surrounding neighborhoods and commercial districts, including to Quarton Road.	5	☐	
		Secure easements to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.	5	☐	
		Coordinate with Bloomfield and Beverly Hills to expand trail connections.	5	☐	
		Install an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River.	5	☐	
		Expand the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off.	5	☐	
		Install bridges, ramps, and other enhancements to enable access by all ages and abilities.	5	☐	
		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.	5	☐	

Historic District Commission

Type	Title	Description	Where	In Progress	Notes
Policy	Historic Districts Policy	Adopt a policy to proactively establish new historic districts as well as landmarks.	3	☒	

Public Arts Board

Type	Title	Description	Where	In Progress	Notes
Policy	Public Art Policy	Permit murals and wraps like the popcorn utility wrap to be city-initiated or by the Public Arts Board.	1	☐	
Policy	Art Murals Policy	Implement an art-mural program for large blank wall surfaces in key locations. Coordinate with the Mixed-use Districts Branding Plan.	4	☐	

Wayfinding & Branding Committee

Type	Title	Description	Where	In Progress	Notes
New Plans	Woodward Safety & Beautification Plan	Create a Woodward Safety and Beautification Plan. The following goals are provided greater detail within the chapters listed.		☐	
		Provide way-finding and informational signage for public parking	1, 4	☐	
New Plans	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	☐	



MEMORANDUM

Planning Division

DATE: February X, 2024

TO: Multi-Modal Transportation Board

FROM: Planning Board

SUBJECT: The Birmingham Plan 2040 – Summary of Key Actions

On May 22, 2023 ([Agenda](#) – [Minutes](#)), the City Commission moved to 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.

At this time, the Planning Board is reviewing the Summary of Key Actions found on pages 18-23 of the [Birmingham Plan 2040](#) (the “Plan”). Pursuant to [Chapter 82, Sec. 82-33](#) of the Birmingham Code of Ordinances, the Planning Board has developed a table of actions that are relevant to the Multi-Modal Transportation Board (MMTB), which is attached for your review. The Planning Board expects to review this table of actions with the City Commission, and expects formal direction to be given at that time.

Throughout the implementation of the Plan, the Planning Board endeavors to be a partner to the MMTB and will remain open to questions, feedback, joint meetings, or any other needs as they arise.



The Birmingham Plan

06/05/23

**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

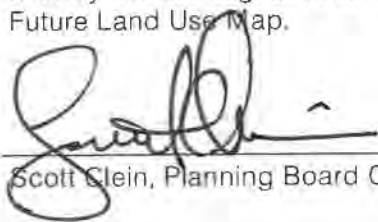
WHEREAS, The Planning Board and City Commission have provided plentiful opportunities for public participation throughout the drafting process; and

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

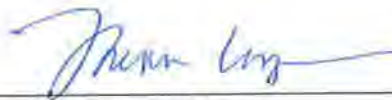
WHEREAS, The Planning Board on March 8, 2023 held a formal public hearing after the public received proper legal notice at least 15 days before the date of the public hearing, reviewed additional public comment, and moved to recommend that the City Commission adopt and approve in its entirety the Birmingham 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.



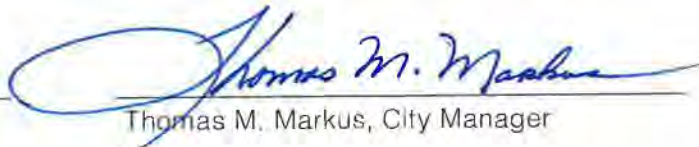
Scott Klein, Planning Board Chairperson



Therese Longe, Mayor



Nicholas Dupuis, Planning Director



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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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 region 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 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

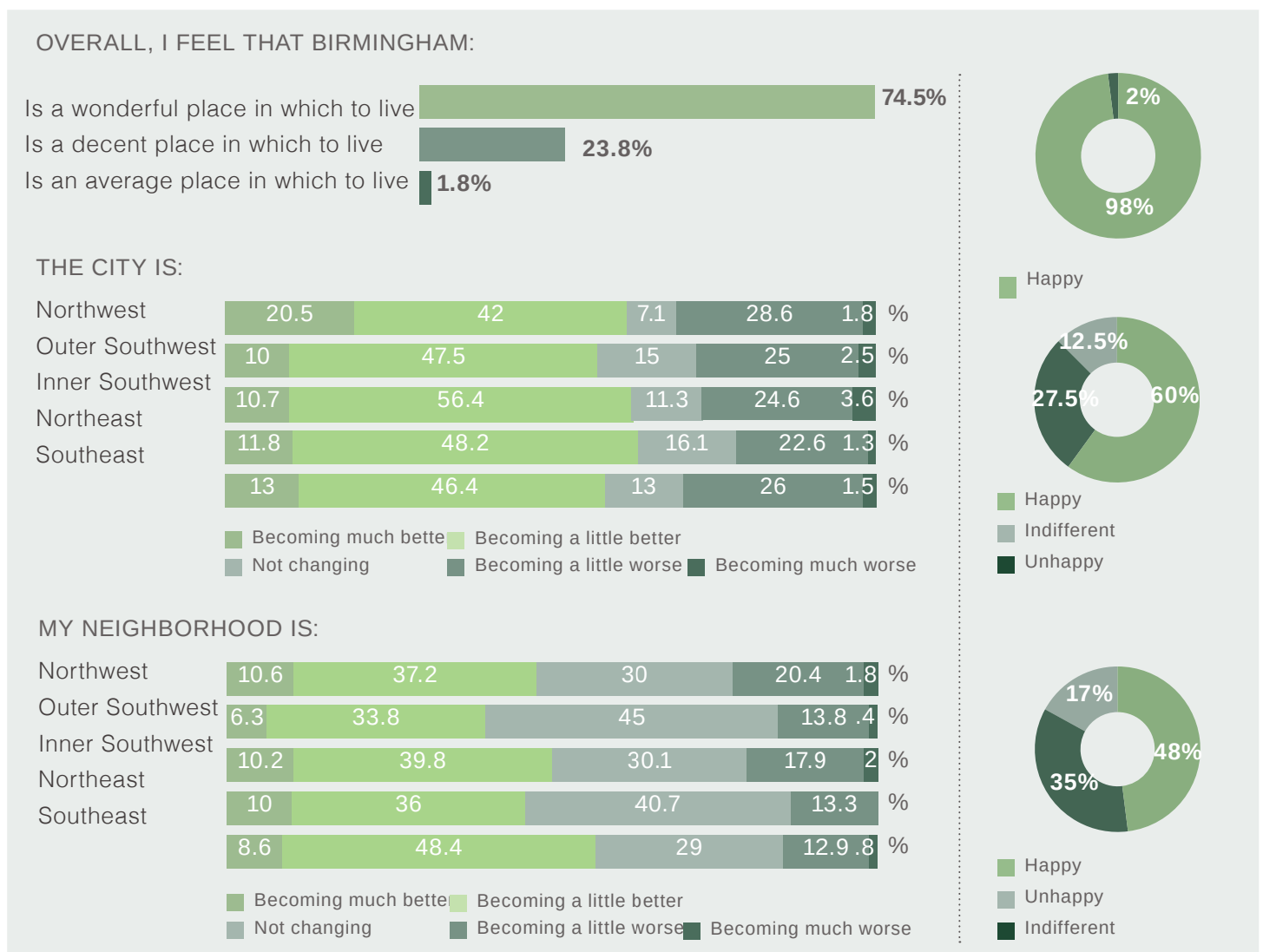


Figure 2. The Birmingham Plan initial survey results (May 2019).

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

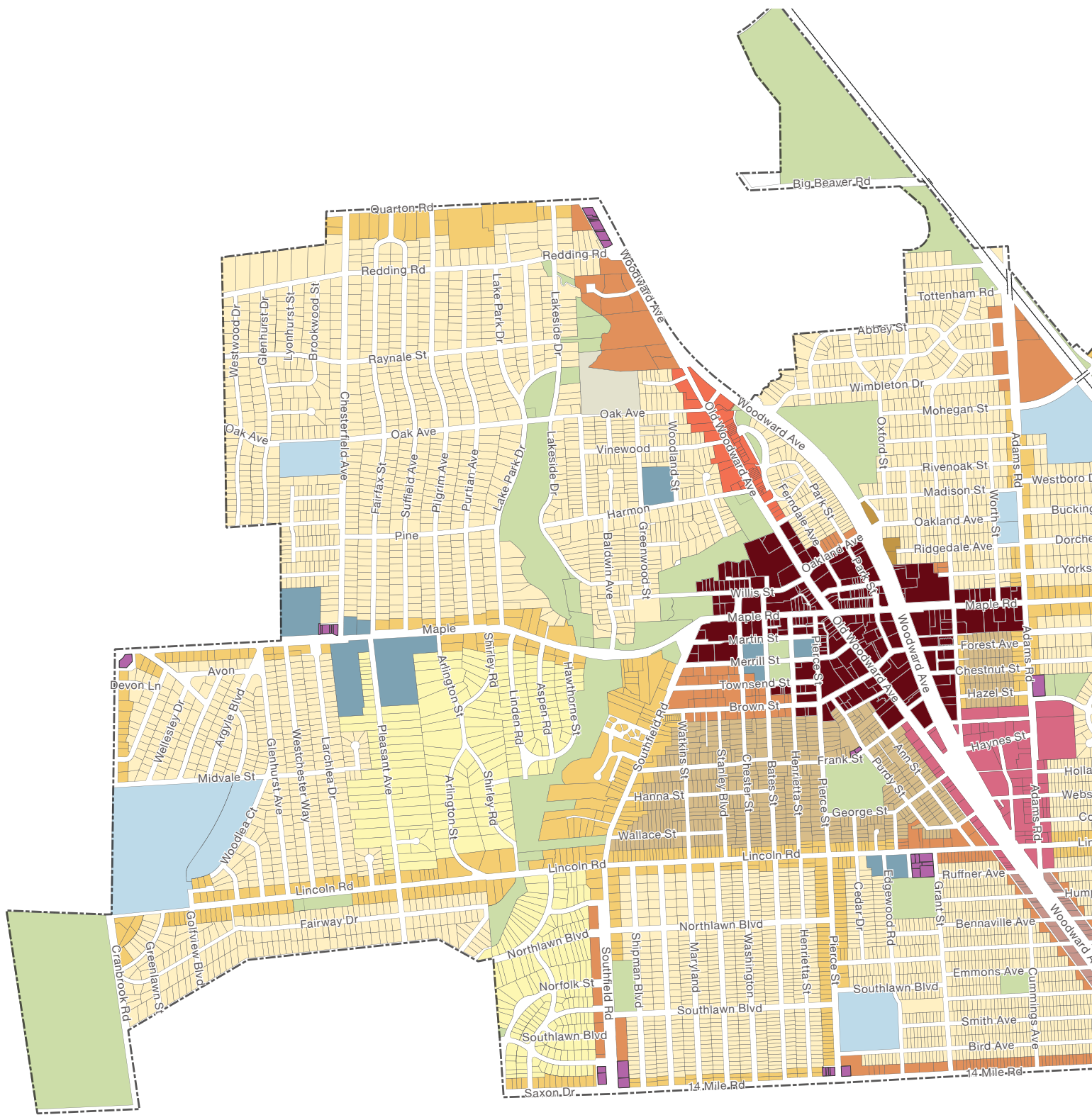


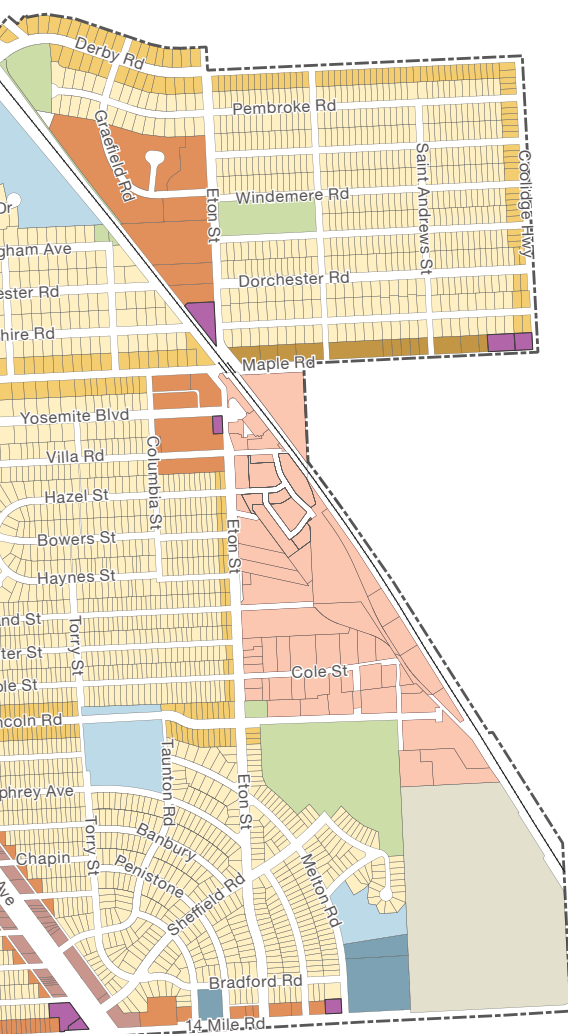
Figure 5. Future Land Use Map.

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

Figure 6. Zoning Plan.

B. Future Land Use

Birmingham Planning Districts

Birmingham Planning Districts

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

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

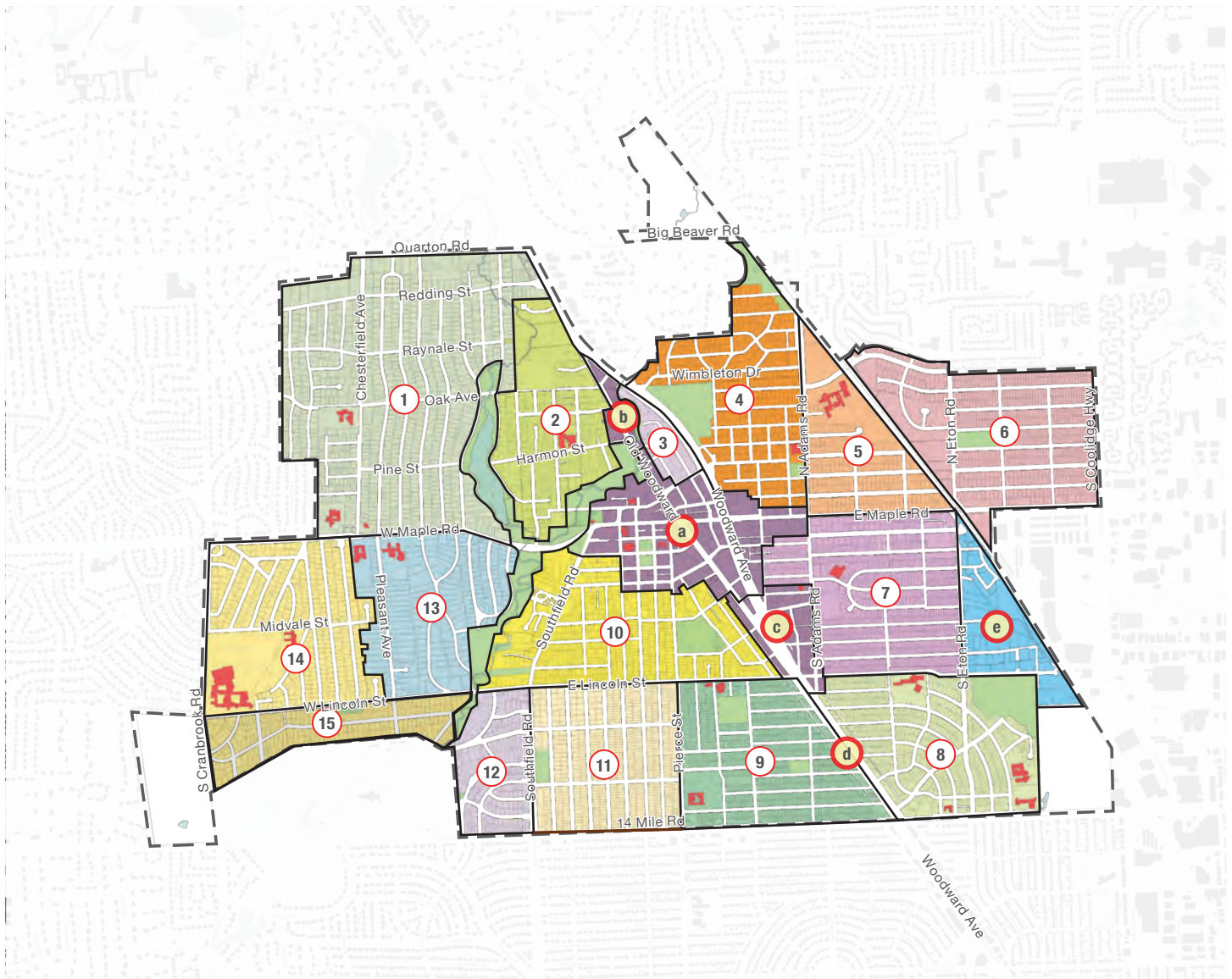


Figure 8.

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 Road Corridor Plan, each area has a clear set of rules and applicable zones. To achieve greater zoning consistency city-wide, 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 Road 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 Road 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.

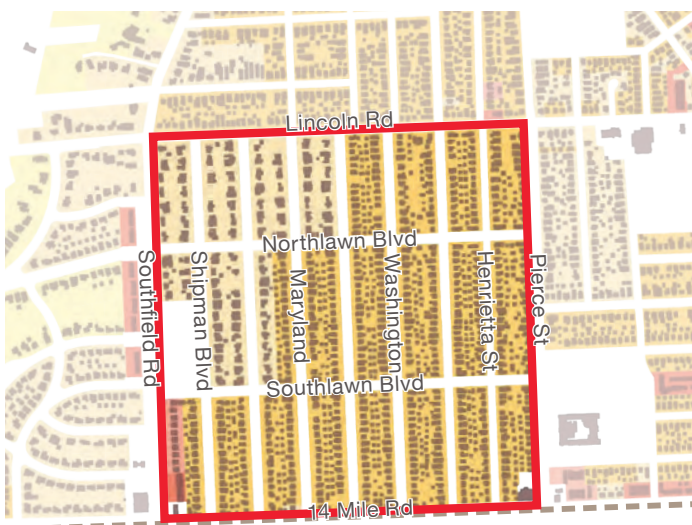


Figure 9 - Crestview neighborhood fabric.

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 uses. Schools and cemeteries are further identified within the civic category due to their importance within the city. Recreational destinations public open spaces and City parks. 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: Generally includes any zoning district within which the institutional use is allowed, and is restricted only to allowed institutional uses.
- Civic Destination: School should match the predominant zoning district of surrounding properties.
- Civic Destination: Cemetery includes the Public Property District.
- Recreation Destinations include the Public Property District.
- Commercial Destinations are intended for new zoning categories which limit development and operational parameters necessary to promote compatibility with surroundings.



Figure 11. Example of a Commercial Destination land use.

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C. Summary of Key Actions

C. Summary of Key Actions

Key Actions

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

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

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
	1. Zoning Code Update (continued)	- Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center. - Establish zoning standards to encourage redevelopment of South Woodward Gateway properties. - Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway. - Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway. - Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements. - Adopt a policy requiring a minimum 6 foot clear path along the sidewalk throughout mixed-use districts. - Advance building sustainability in new construction, especially within the City's mixed-use districts and for municipal buildings.	Ch. 1 Ch. 4 Ch. 4 Ch. 4 Ch. 4 Ch. 4 Ch. 5
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	Create a Woodward Safety and Beautification Plan. The following goals are provided greater detail within the chapters listed. - Improve Woodward crossings following best practices for pedestrians and cyclists. - Study lane reduction and re-striping options for Woodward. - Pursue a speed reduction on Woodward through legislative means. - Plant a full and consistent tree canopy along the Woodward median throughout Birmingham, beginning with the northern and southern entries. - Adjust Elm to meet Woodward perpendicularly. - Adjust Worth to meet Woodward perpendicularly.	Ch. 1 Ch. 1 Ch. 1 Ch. 4 Ch. 1 Ch. 1
Policy	6. Unbundled Parking	Pilot unbundled residential parking within Downtown parking garages.	Ch. 2
Policy	7. Unimproved Streets	Adopt policy recommendations specified by the Ad-hoc Unimproved Streets Committee (AHUSC), including the following: - Establish a yearly budget to remedy unimproved streets, considering the general fund plus bond strategy and repayment timelines. - Survey the current condition of unimproved streets, categorized by the current quality such that streets in the most extreme states of disrepair can be prioritized for improvement. - Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.	Ch. 3 Ch. 3 Ch. 3
New Plans	8. Mixed-use Districts Parking Plan	Create a Mixed-use Districts Parking Plan. The following goals are provided greater detail within the chapters listed. - Establish unbundled residential parking policies within Downtown garages.	Ch. 2

C. Summary of Key Actions

Key Actions

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

C. Summary of Key Actions

Key Actions

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

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
New Plans	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	Create a Sustainability Action Plan. The following goals are provided greater detail within chapter 5. - Reduce environmental impacts of municipal operations. - Incentivize green building, renewable energy, and green landscaping. - Expand recycling and composting. - Implement green stormwater practices in streets and parks. - Support Rouge River Natural Area improvements. - Implement other sustainability focused recommendations of this plan. - Create a Hazard Mitigation Plan addressing the City's future climate. - Increase inter-governmental cooperation around sustainability initiatives. - Study the best path towards encouraging or requiring businesses reduce plastic and Styrofoam use.	Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5
New Plans	21. Rouge River Restoration Plan	Develop a plan to improve and maintain the Rouge River natural area. The following goals are provided greater detail within chapter 5. - Inventory and analyze the Rouge corridor's wildlife, ecology, natural systems, and pollution sources. - Stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species. - Mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area. - Work with area organizations and agencies to oversee, build support, and raise funding for the park's enhancements. - Work with other area and regional organizations and communities to improve the quality of the Rouge River watershed.	Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5
New Plans	22. Rouge River Trails and Access Master Plan	Develop and implement a trails and access master plan to improve the Rouge River trails and trail heads. - Install pedestrian linkages to the park's surrounding neighborhoods and commercial districts, including to Quarton Road. - Secure easements to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility. - Coordinate with Bloomfield and Beverly Hills to expand trail connections. - Install an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River. - Expand the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off. - Install bridges, ramps, and other enhancements to enable access by all ages and abilities.	Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
	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. - Establish comprehensive policies for trees in streets and open spaces. - Create 5-, 10-, and 15- year goals to expand tree canopy cover. - Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements. - Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees. - Prevent existing, healthy trees from being removed due to new construction. - Survey areas with constrained root area and establish a plan to add additional soil volume.	Ch. 3 Ch. 3 Ch. 3 Ch. 3 Ch. 3 Ch. 3
New Plans	24. Woodward Gateways Plan	Create a Woodward Gateways Plan to comprehensively address the three gateway areas along Woodward. - Revisit and adopt plan components for the South Woodward Gateway Plan. - Create plan components for a North Woodward Gateway, including the future use of public land. - Create plan components a Downtown Gateway Plan for the Big Woodward and Maple intersection.	1 & 4 1 & 4 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. - Study a shared-use streetscape retrofit along with a social district in the Maple & Woodward district. - Study a shared-use street section along Cole and Commerce Streets. - Study additional opportunities in other mixed-use districts.	1 & 4 Ch. 4 1 & 4
Boards & Programs	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. - Consider regular events in community parks. - Consider activities and special events to attract office workers and residents to shop and dine downtown, including weekly events at Shain Park.	1 & 4 Ch. 3 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.

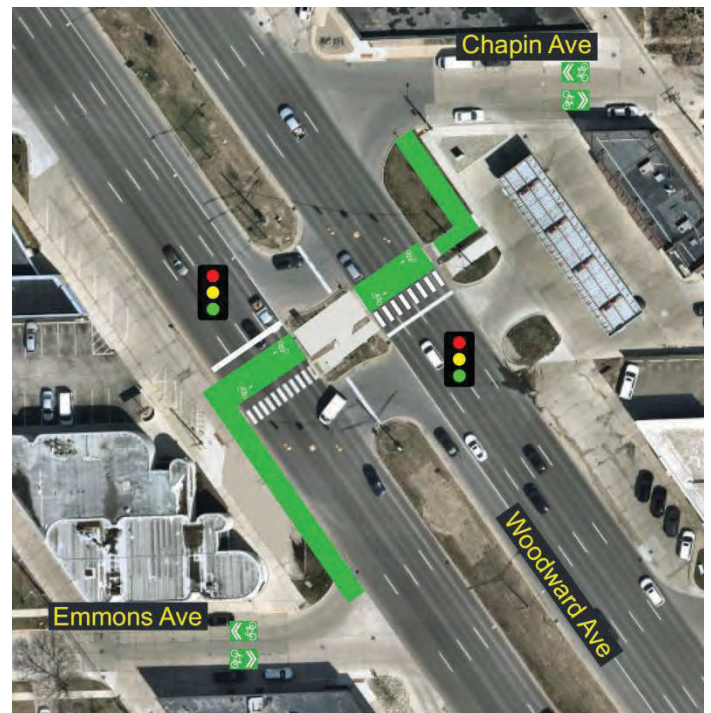


Figure 13. Prioritized Crossing at Emmons.

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

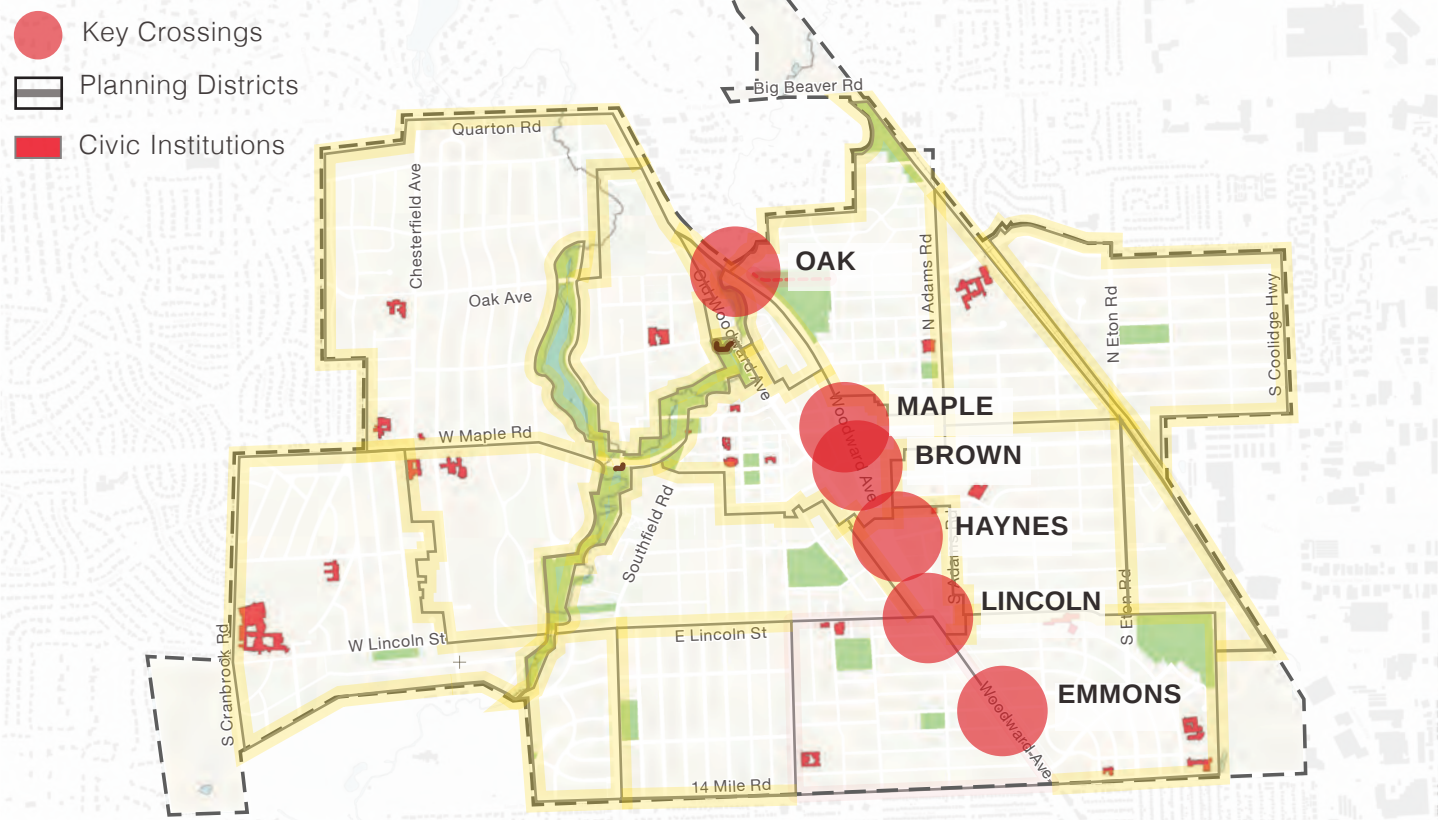


Figure 14. Key Woodward Crossing Improvements.

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

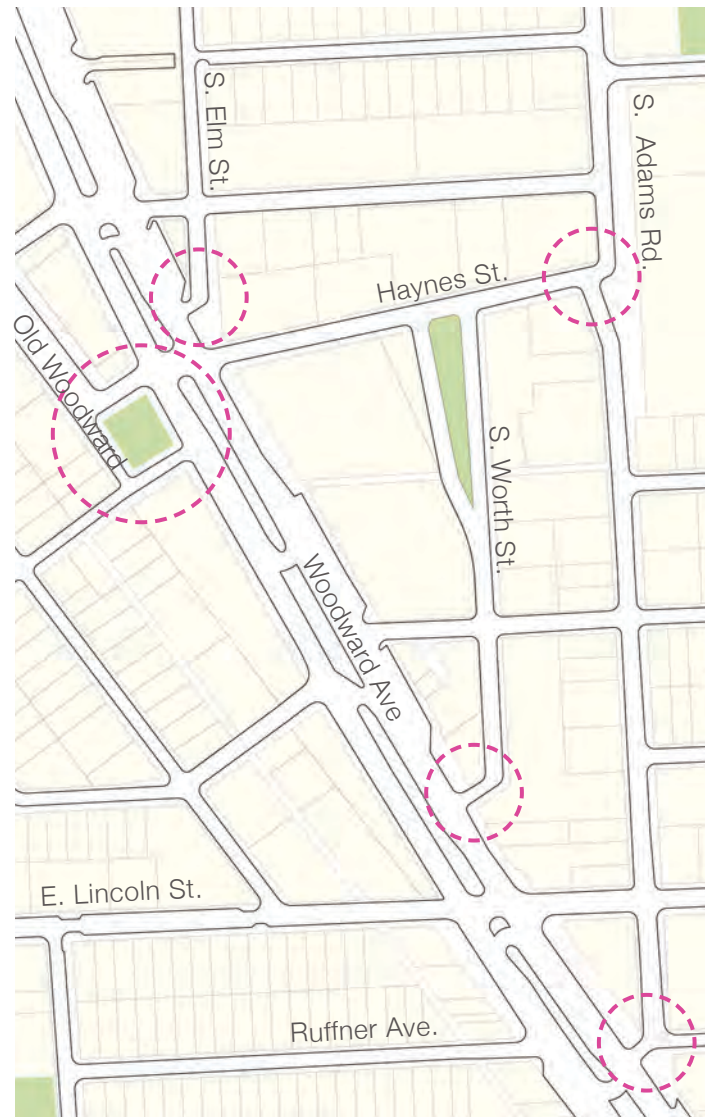


Figure 15. Key Woodward intersection adjustments.

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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.

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Redefine Downtown Districts

Redefine Downtown Districts

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

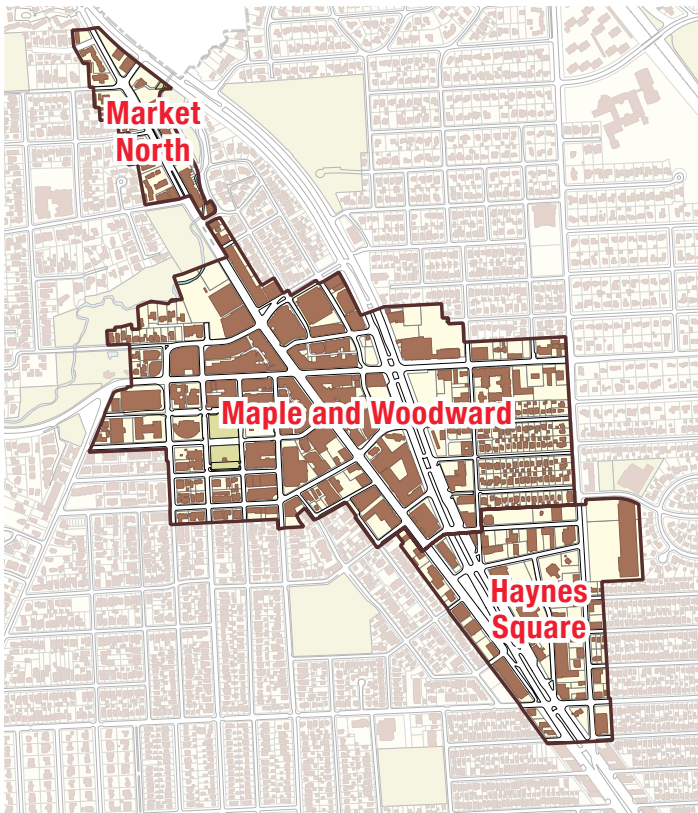


Figure 16. Three districts of downtown.

Downtown Sub-districts

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

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

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

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

Identity, Signage, and Way-finding

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



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Redefine Downtown Districts

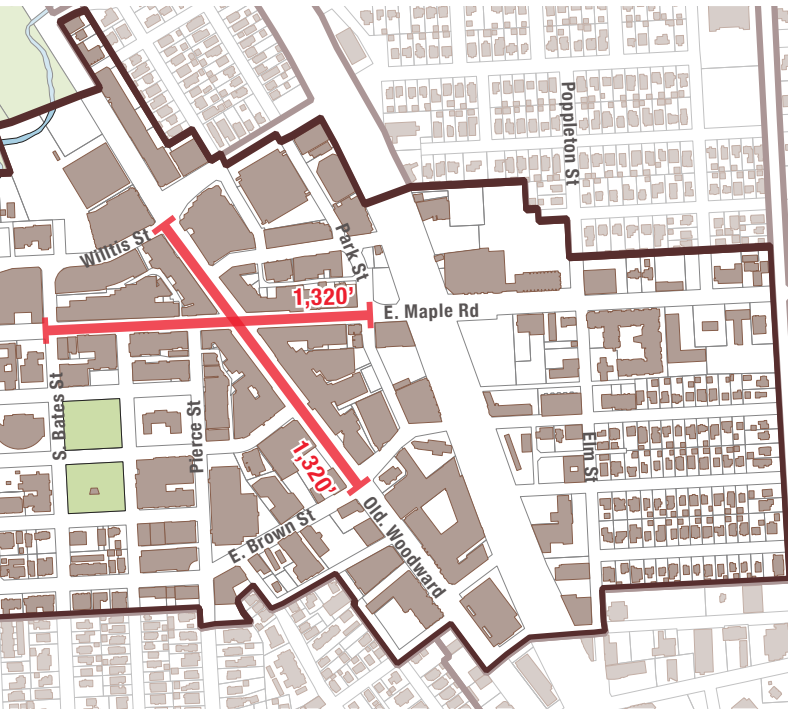


Figure 17. Typical length of main streets.

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

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



Figure 18. Way-finding signage examples.

MASTER PLAN ACTIONS

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

Ch 1. Connect the City

Implement Haynes Square

Implement Haynes Square

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

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

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

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

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

Street and Property Reconfiguration

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

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

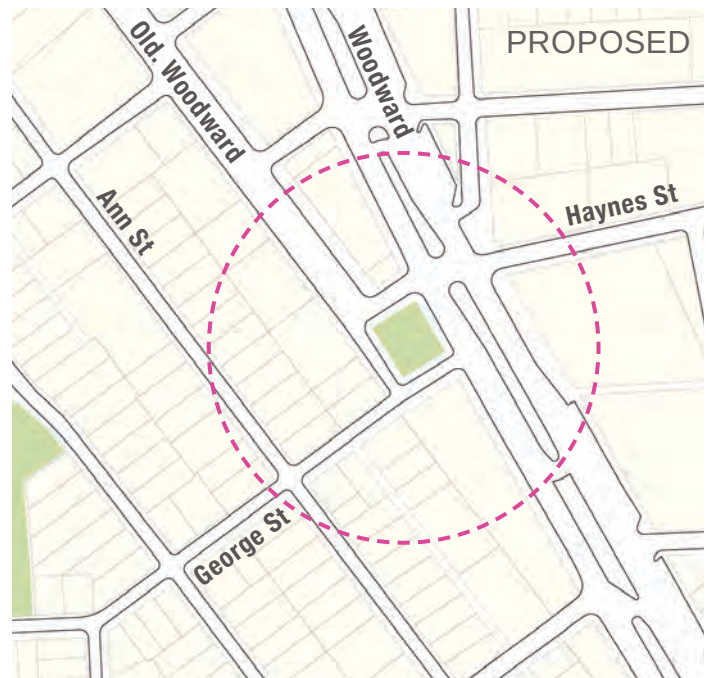
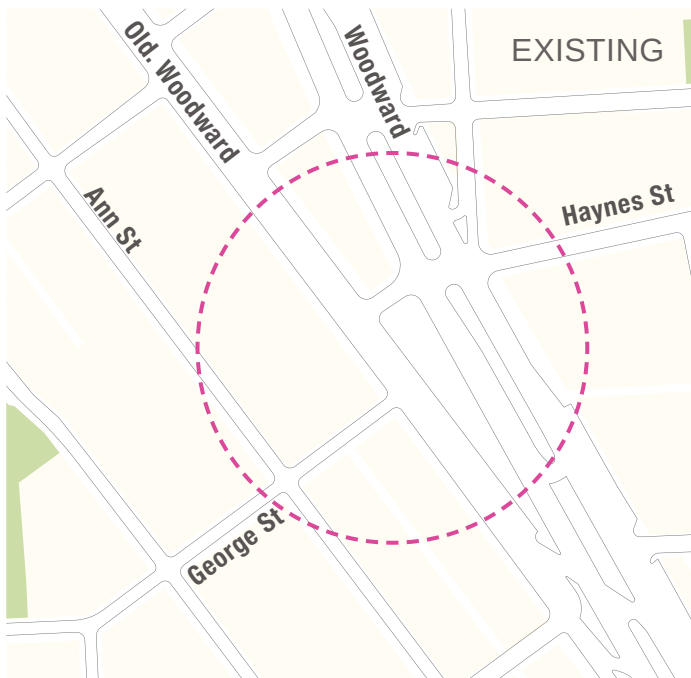


Figure 19. Haynes Square reconfiguration.

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Implement Haynes Square



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

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

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

Public Parking

Due to the odd lot shapes in the district, significant zoned capacity, and lack of access to the former parking assessment 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.

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Encourage Gathering Places

Encourage Gathering Places

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

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

Commercial Destinations

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

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

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

Park Cafes

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

MASTER PLAN ACTIONS

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

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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

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

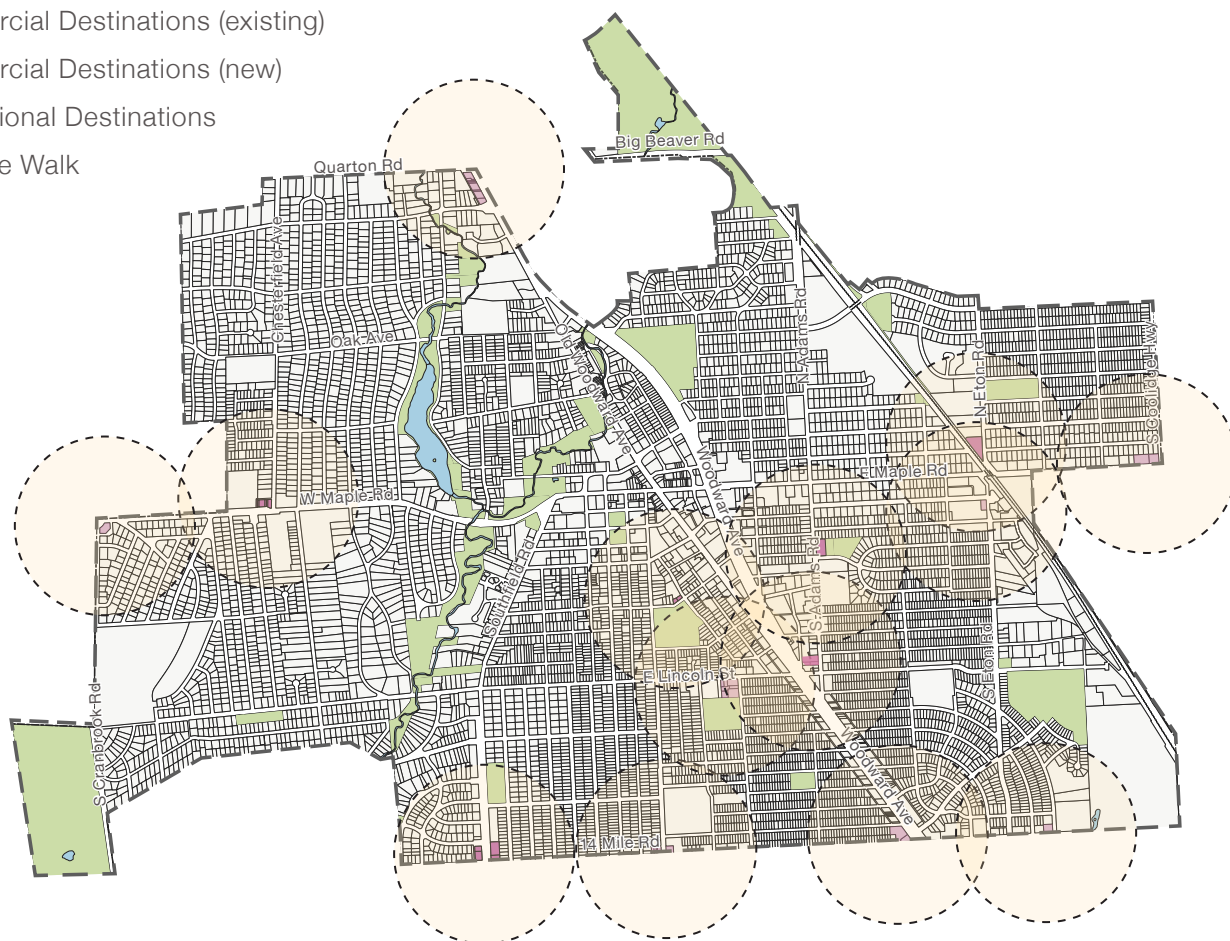


Figure 22. Proposed Neighborhood Destinations.

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Encourage Gathering Places

neighborhood 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.

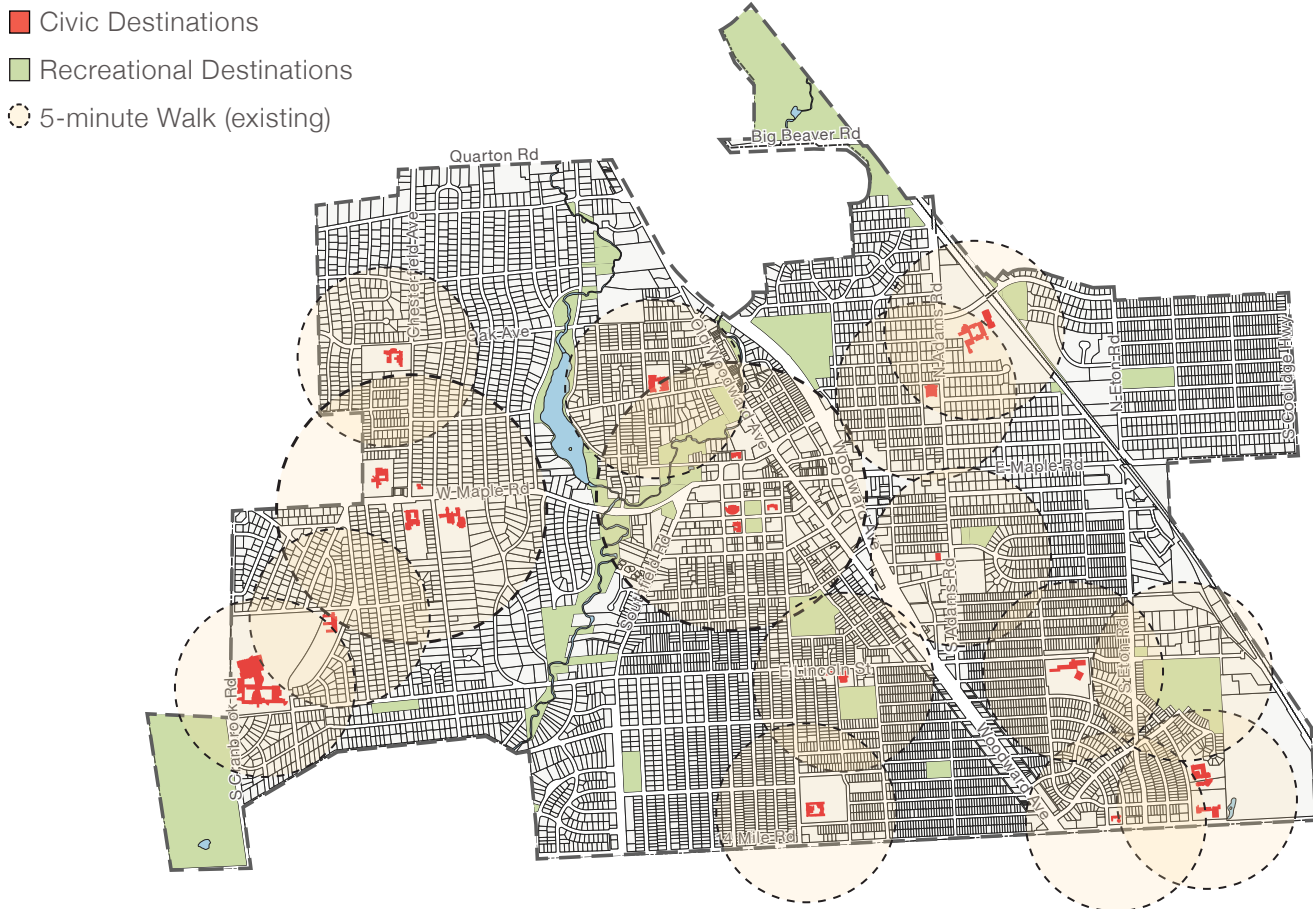


Figure 23. Civic Destinations.

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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.

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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

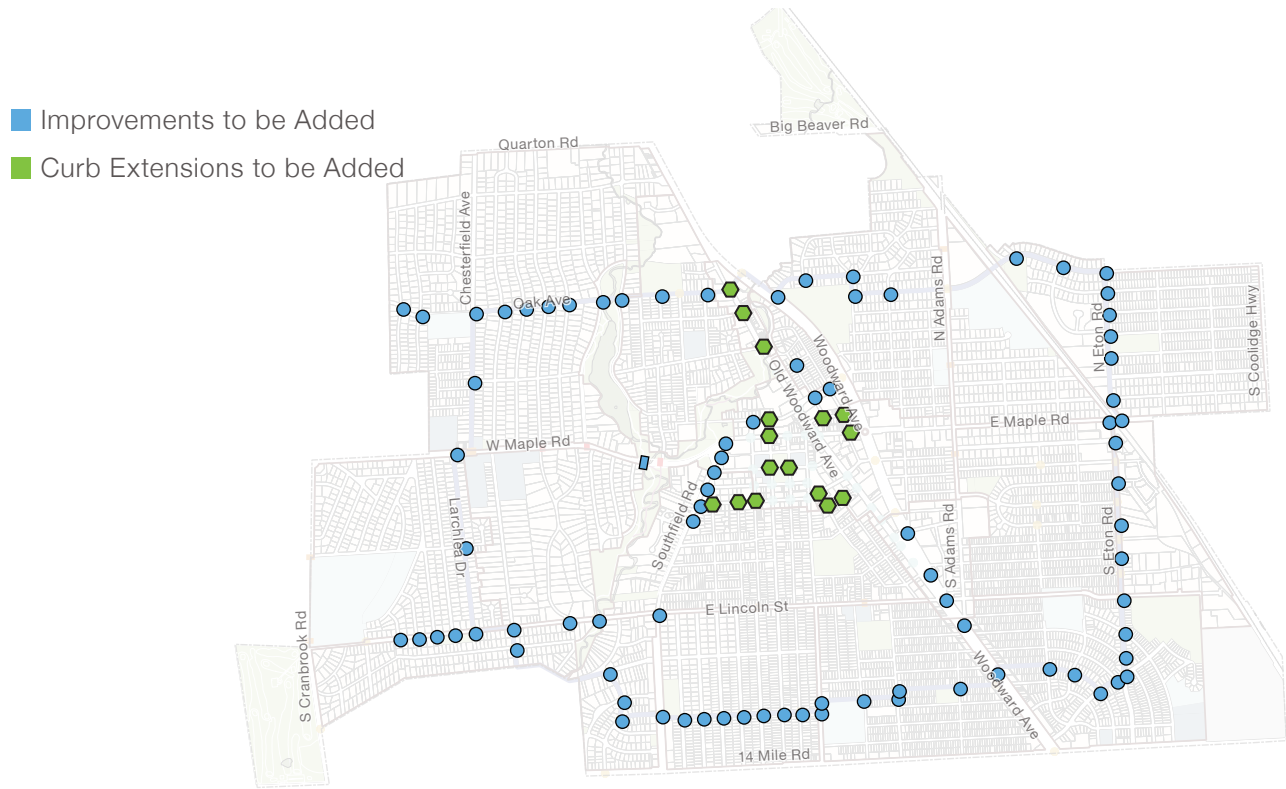


Figure 25. Pedestrian updates to the Multi-modal Plan.

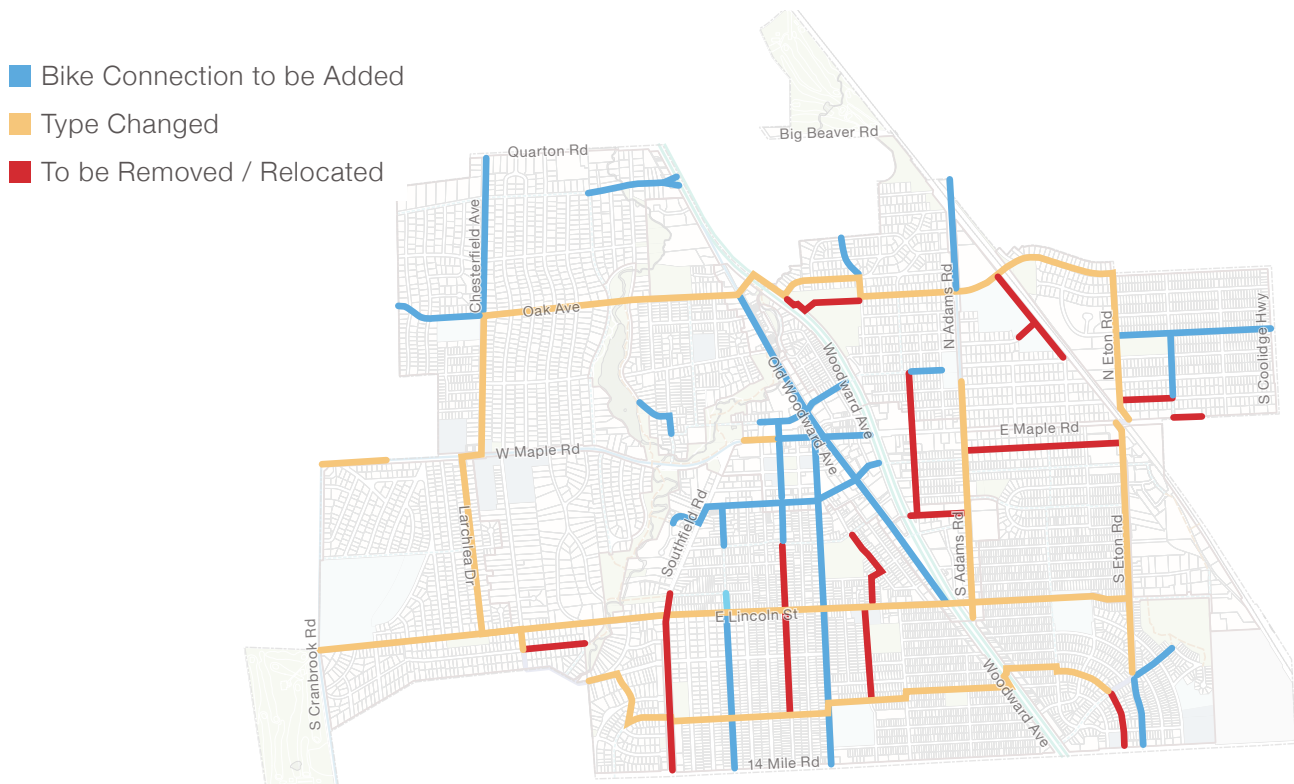


Figure 26. Bicycle facility updates to the Multi-modal Plan.

Improve Regional Transit Connections

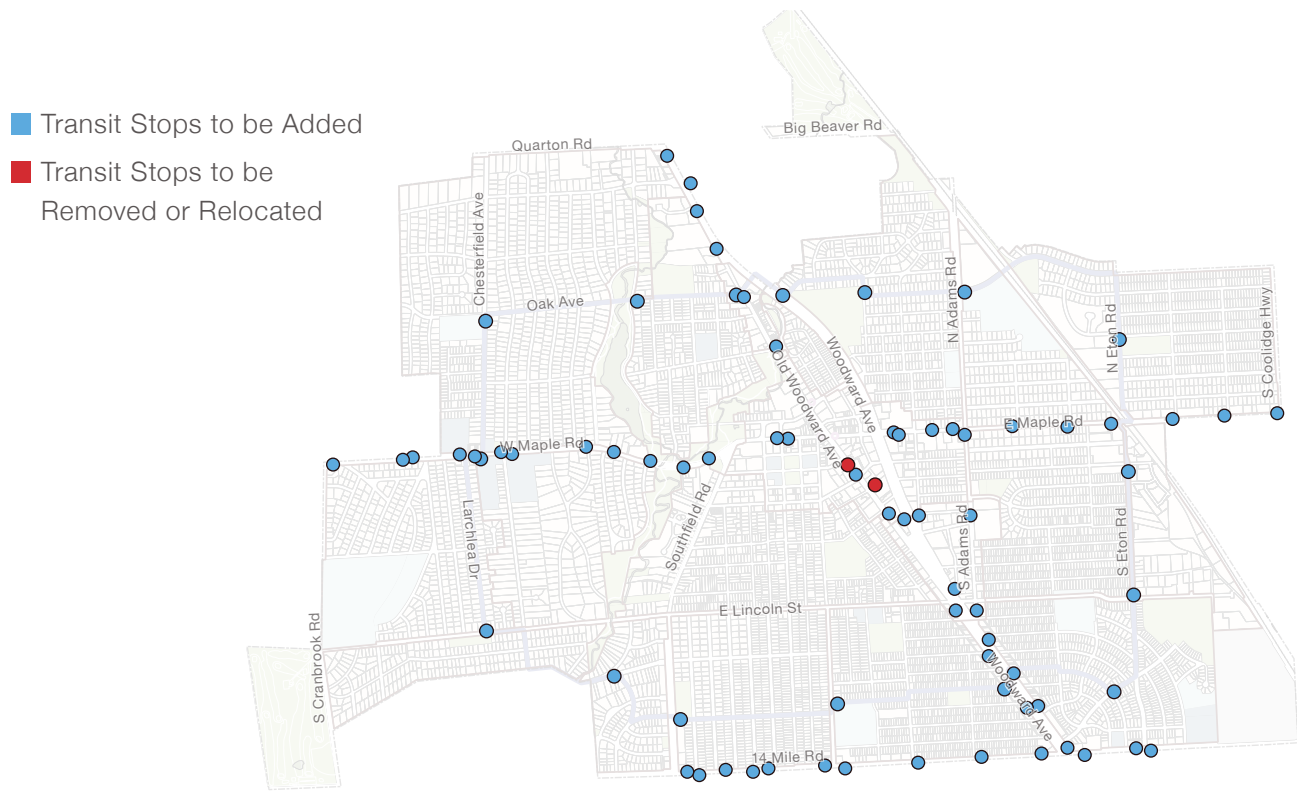


Figure 27. Transit updates to the Multi-modal Plan.

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.

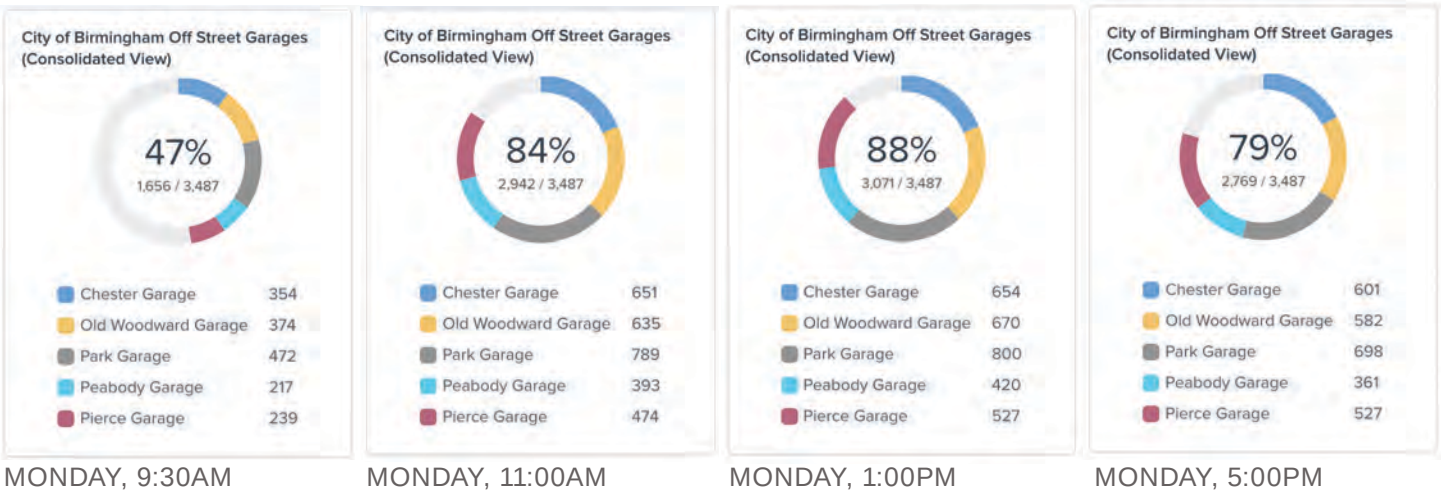


Figure 28. Downtown garage capacity at different times on a Monday.

Ch 2. Embrace Managed Growth

Encourage Housing in Mixed-use Districts

New residential parking permit prices 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 former parking assessment 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: adding a new parking assessment 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 should be added. Like the other mixed-use districts, this garage should allow for unbundled residential parking by selling residential parking passes. The garage would also help alleviate parking conflicts with the Torry neighborhood.

MASTER PLAN ACTIONS

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

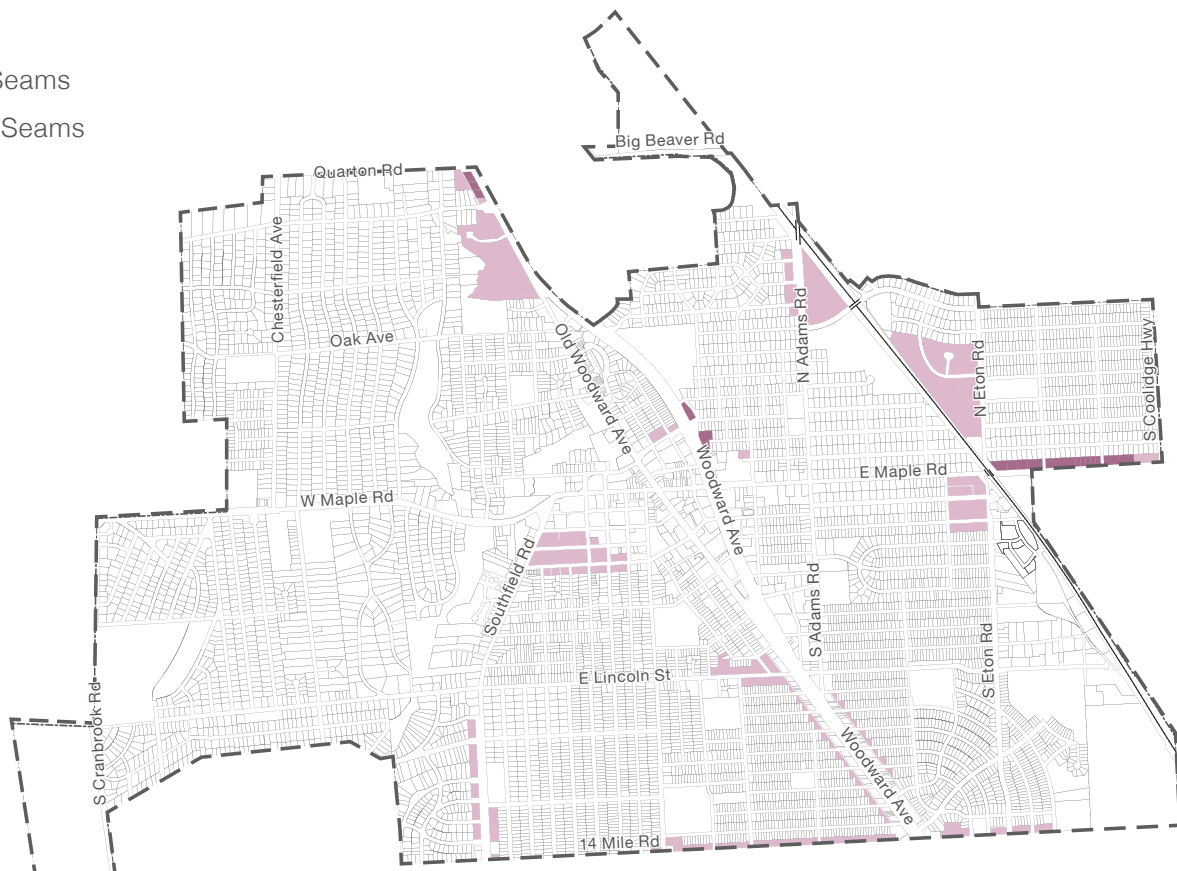


Figure 29. Activity and Buffer Seams.

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 are 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.

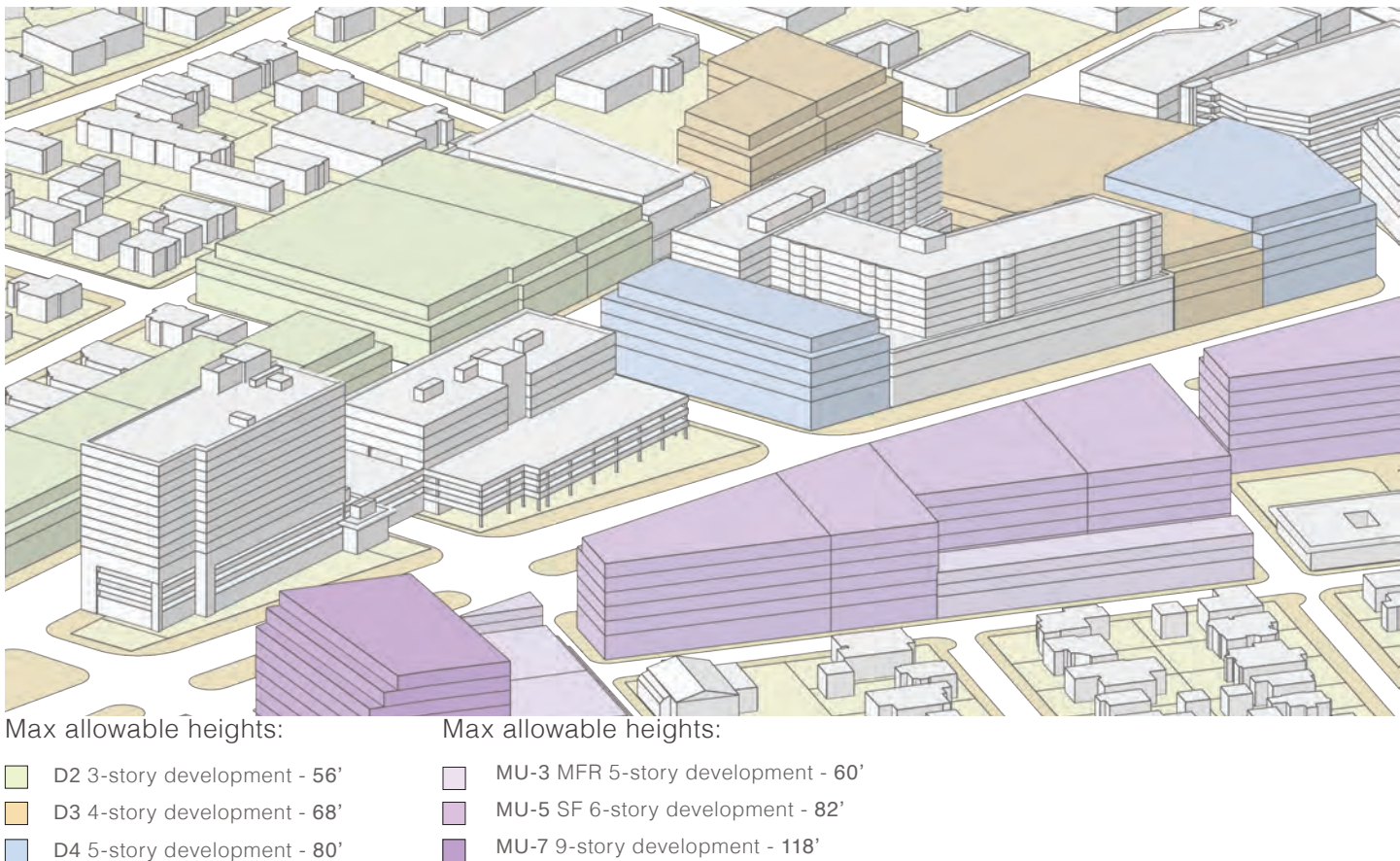


Figure 31. Existing Development Potential in Neighboring Overlays.

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. 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 (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

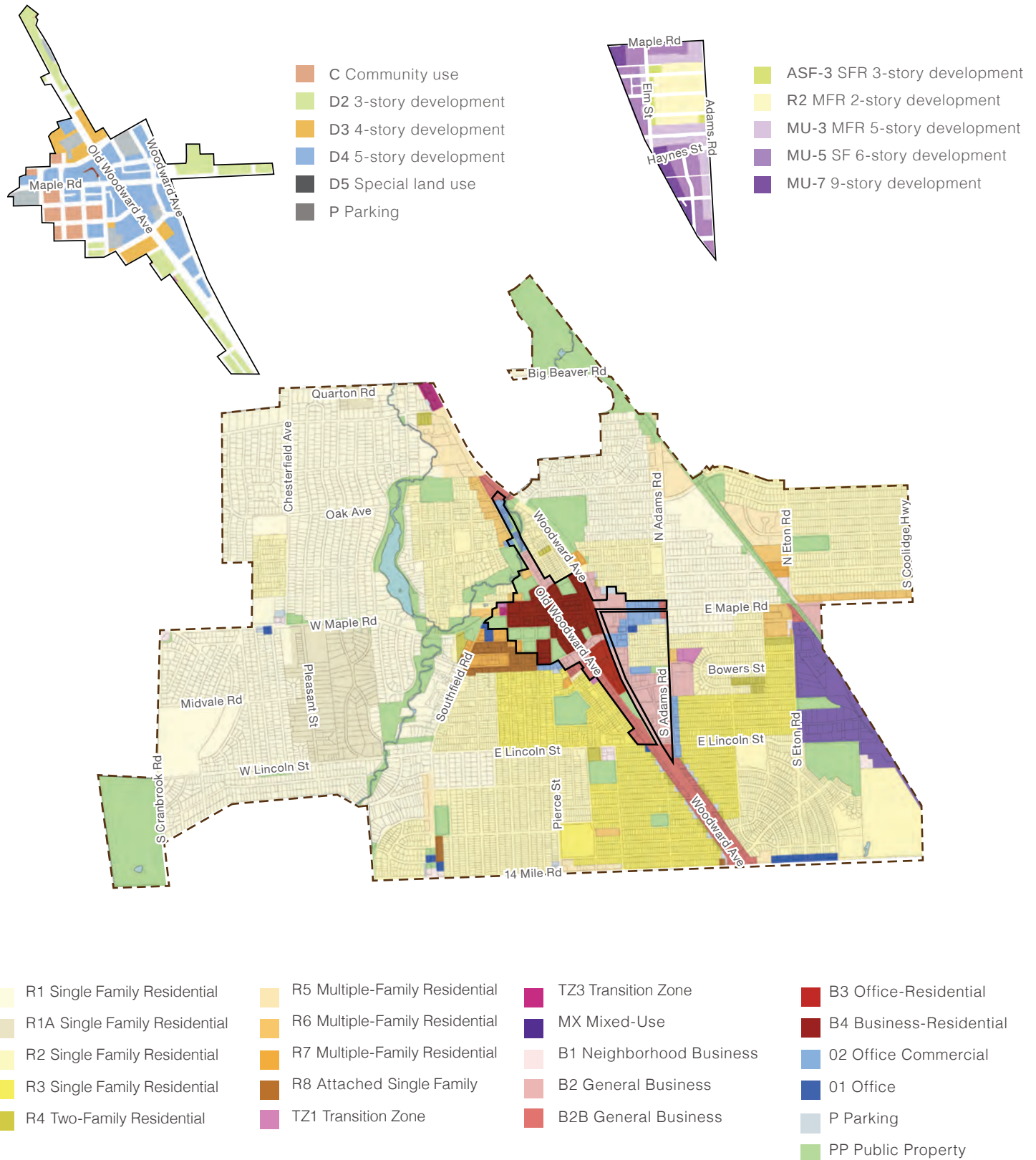


Figure 32. Existing Zoning Districts.

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

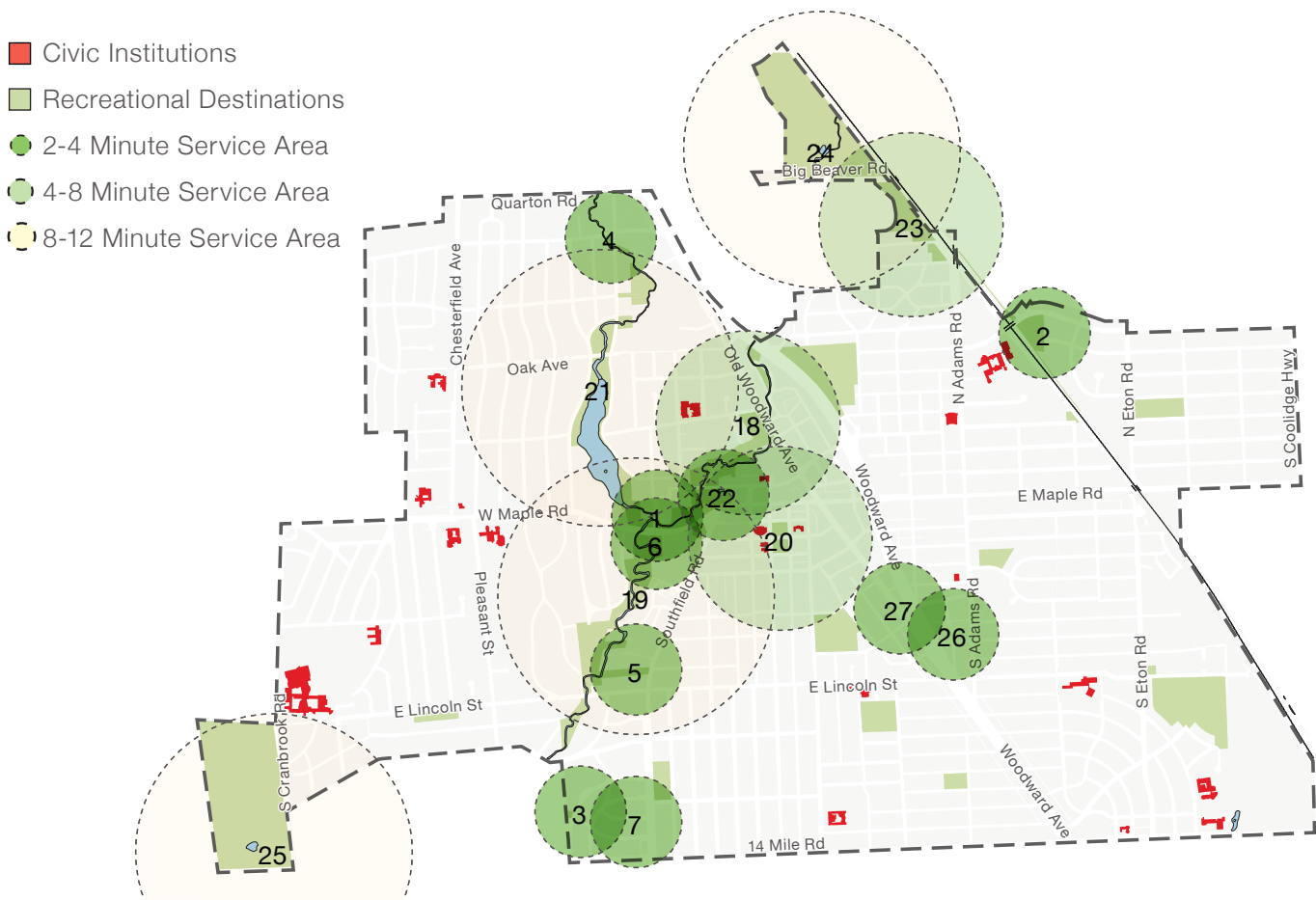


Figure 35. Birmingham Specialty Parks and Mini Parks.

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.

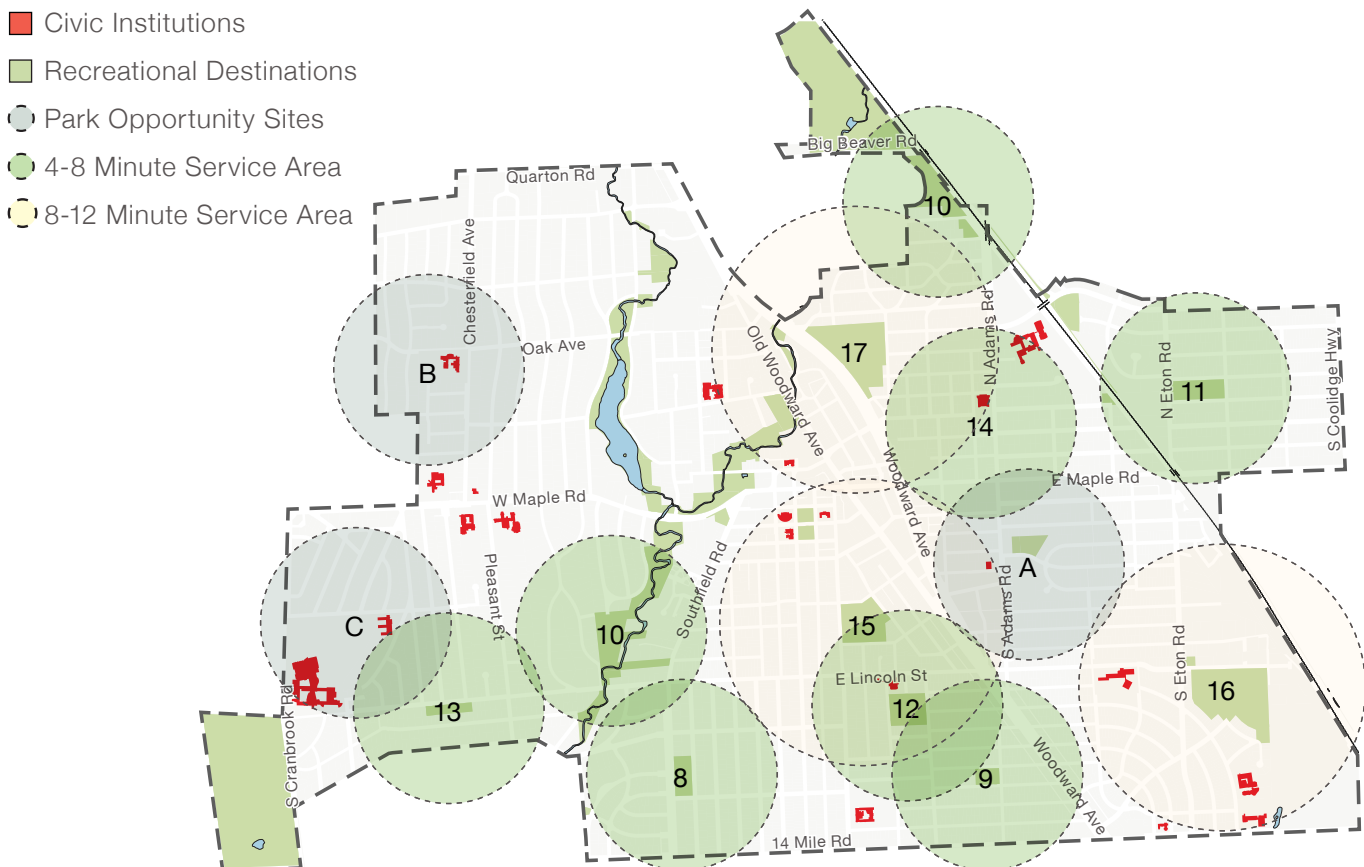


Figure 36. Neighborhood and Community Parks.

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 that 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 posted speed throughout town should be lowered as much as possible. Unfortunately current legislation does not permit posting speeds below 25 mph, while across the world, including in other US states, “20 is Plenty” campaigns have reduced speeds on residential streets to 20mph or below. Today, speeds should be lowered as much as possible, and future support provided to any legislative campaigns that would permit speeds to be lowered further by municipalities.

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.
 - 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.
3. Lower the posted speed on streets throughout town as much as possible.

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 includes: 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

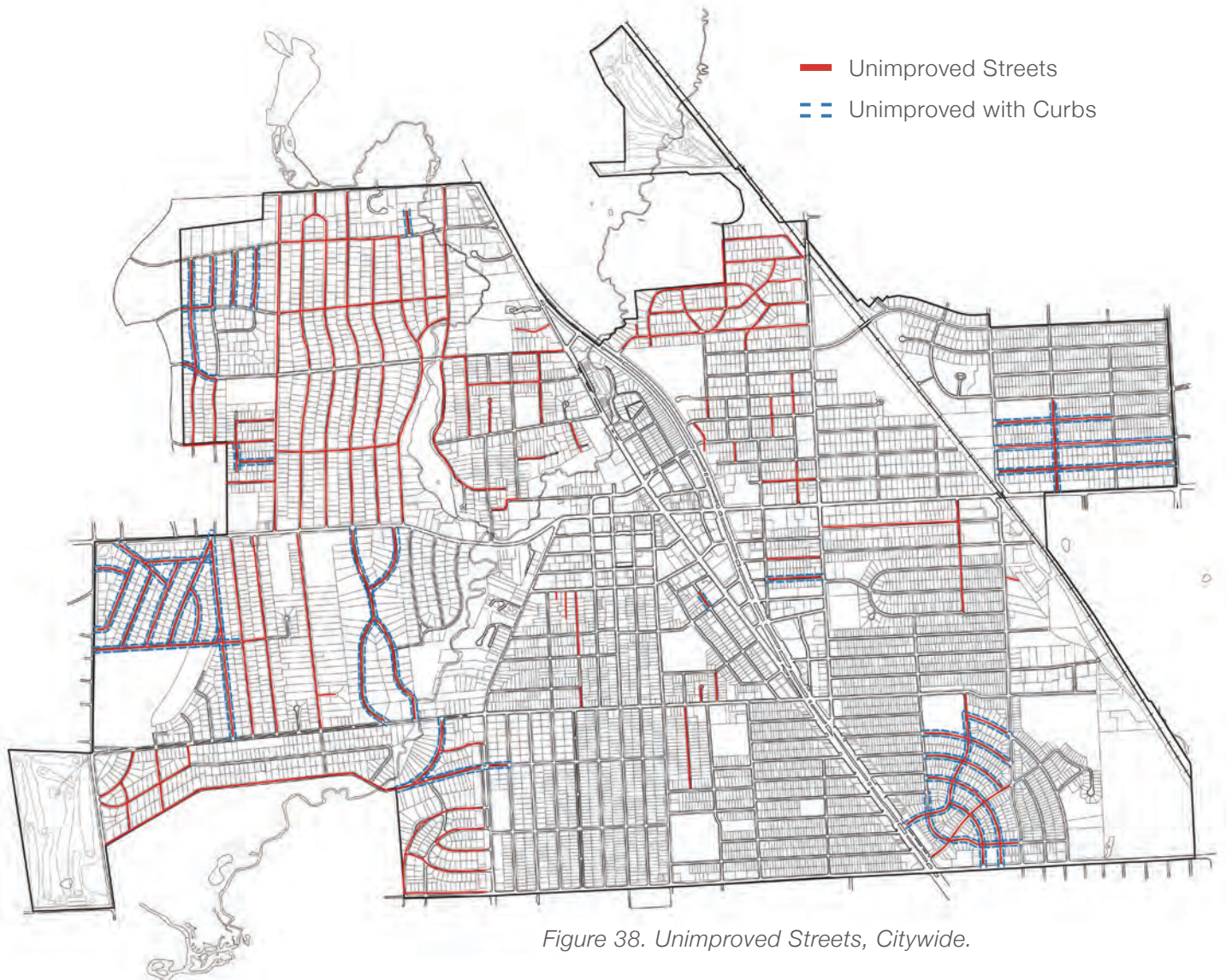


Figure 38. Unimproved Streets, Citywide.

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 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 roads 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 area 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.

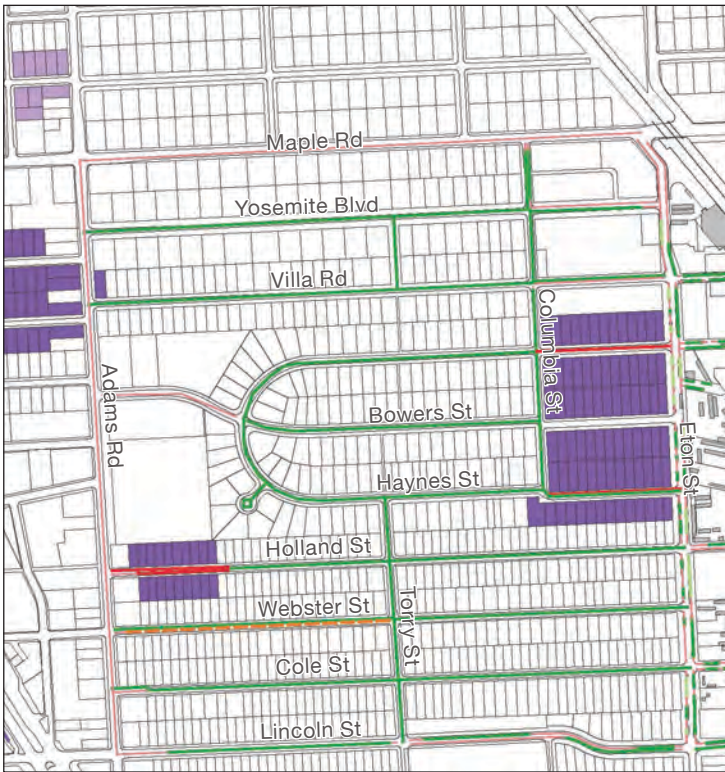
Ch 3. Retain Neighborhood Quality

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 had a significant waiting list and parking frequently spilled-over into adjacent neighborhoods prior to the Covid-19 pandemic. While parking occupancy decreased significantly at the height of the Covid-19 pandemic, the future growth and intensification of the district will likely 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 system is pursuing a number of technological solutions. 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.

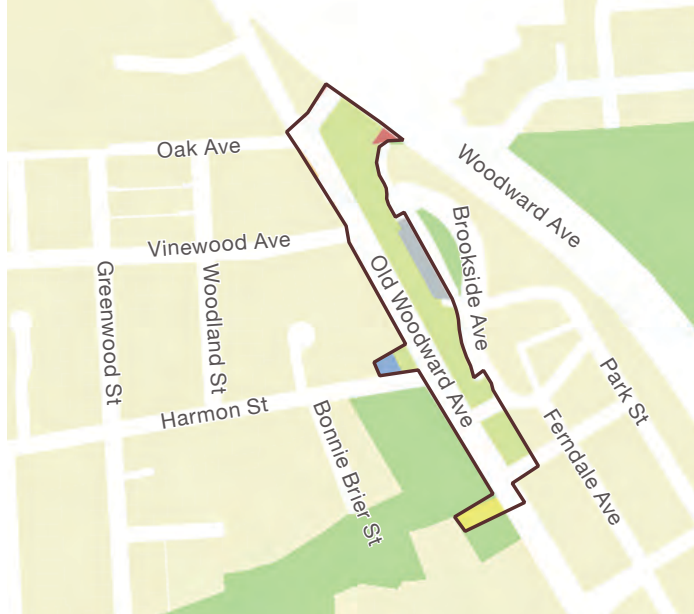
Parking

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

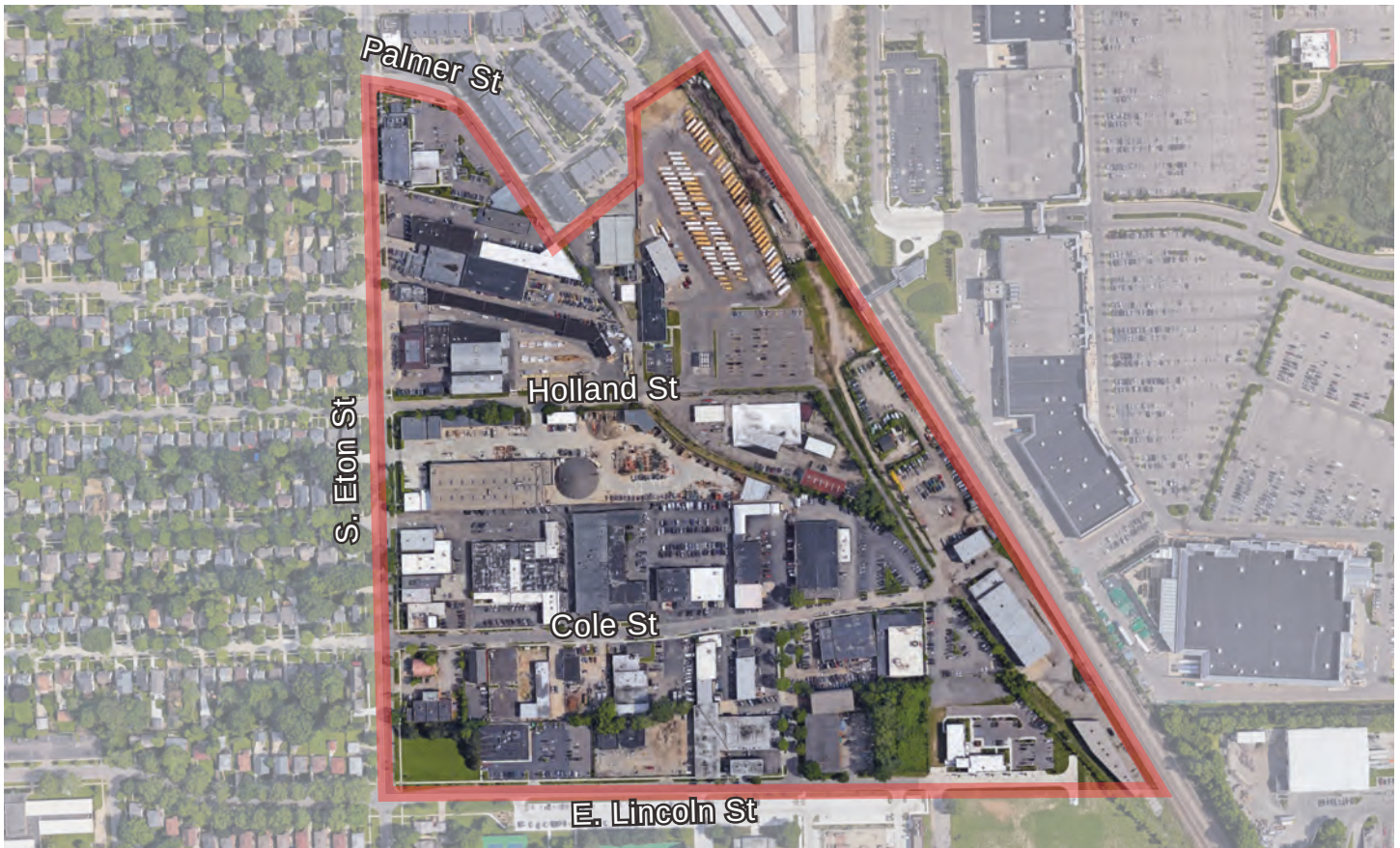


Figure 58. The Lower Rail District.

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.

include a public parking facility on site.

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 green building 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. 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. Work with area organizations and agencies 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: January 19, 2024

TO: Planning Board Members

FROM: Brooks Cowan, Senior Planner

APPROVED: Nicholas Dupuis, Planning Director

SUBJECT: 479 S. Old Woodward – Building Permit Pre-Application

479 S. Old Woodward received Final Site Plan approval from the Planning Board in March of 2023. The approved site plan provides 87 parking spaces on site while 98 parking spaces are required. The applicant then obtained a variance from the Board of Zoning Appeals for 11 parking spaces in May of 2023, thus satisfying the parking requirements of the Zoning Ordinance.

The applicant has submitted plans for their building permit with a different parking plan than what was approved by the Planning Board. The ground level parking spaces with lifts have been rearranged to accommodate for the barrier free parking space requirements. Doing so reduced the ground level parking spaces from 23 down to 21.

The applicant has attempted to accommodate for the loss of two ground level parking spaces by adding two tandem parking spaces to the Lower Level 2 Floor Plan parking labeled #35 and #36 in the northeast corner. The Planning Division has not historically approved tandem parking for required spaces in a commercial or mixed-use buildings. Tandem parking is typically approved in private garages for residential uses, or parking beyond the total required in commercial spaces.

If the Planning Board is amenable to the Planning Division approving the tandem parking spaces, the applicant will satisfy their parking total. If the Planning Division cannot approve the tandem parking spaces, the applicant may request to count the two on-street parking spaces towards their requirement from City Commission, obtain an additional variance, or request the parking spaces be waived through the provisions of a SLUP in order to satisfy their parking requirement.



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CONSULTANT + NAME

PROJECT + INFORMATION
BIRMINGHAM TOWERS
MIXED USE
469-479 SOUTH OLD WOODWARD AVE
BIRMINGHAM, MICHIGAN

PROJECT + NUMBER

22-222

ISSUE + DATE

10 MAY 2023	CON. REV.
19 JULY 2023	F. PERMIT
8 SEPT 2023	F. PER. REV.
22 SEPT 2023	BANK
02 NOV 2023	PERMIT

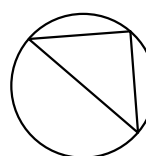
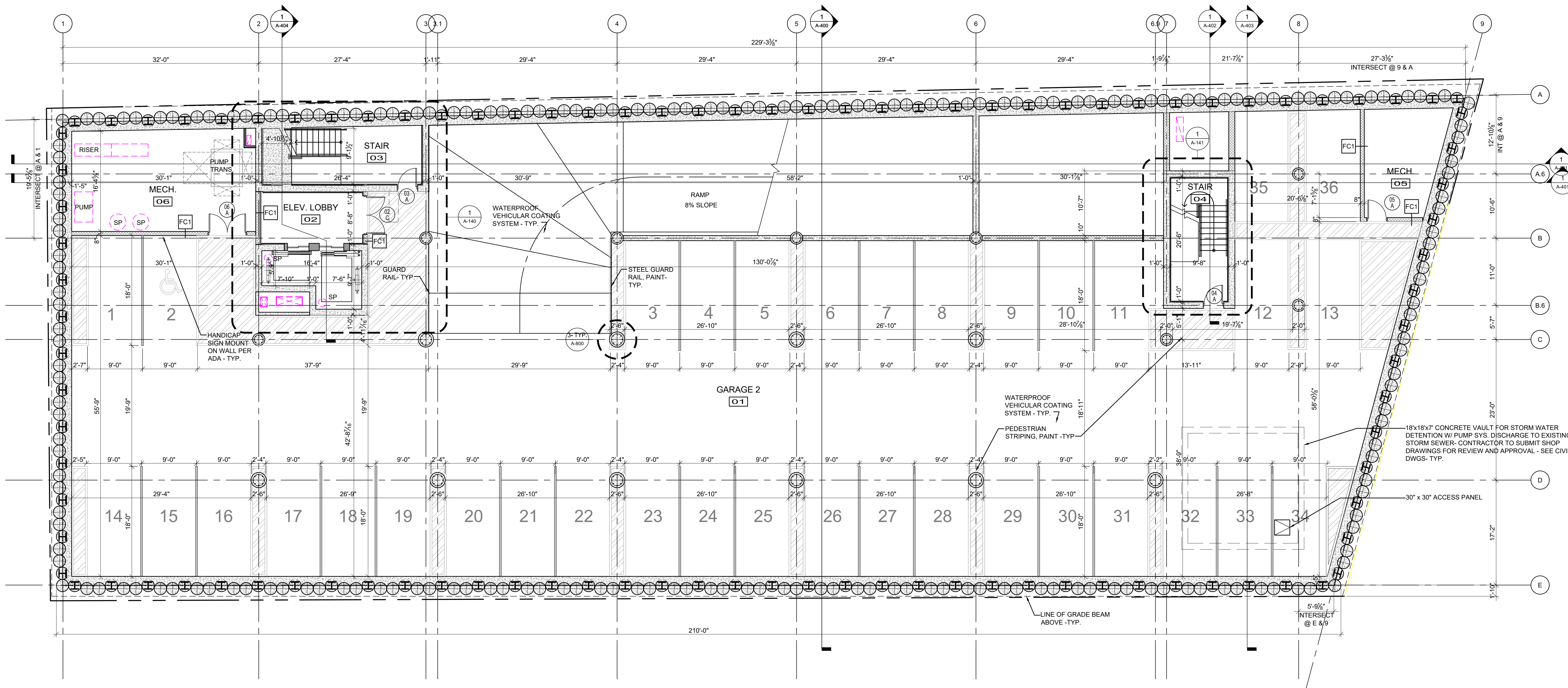
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LOWER LEVEL 2
FLOOR PLAN

22222A1xx.DWG

SHEET + NUMBER

A-100A

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LOWER LEVEL 2 FLOOR PLAN

SCALE: $\frac{1}{8}'' = 1'-0''$

NOTE:
SEE SHEET G-100 FOR FIRE RATINGS



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PROJECT + INFORMATION
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19 JULY 2023	F. PERMIT
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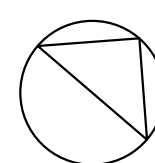
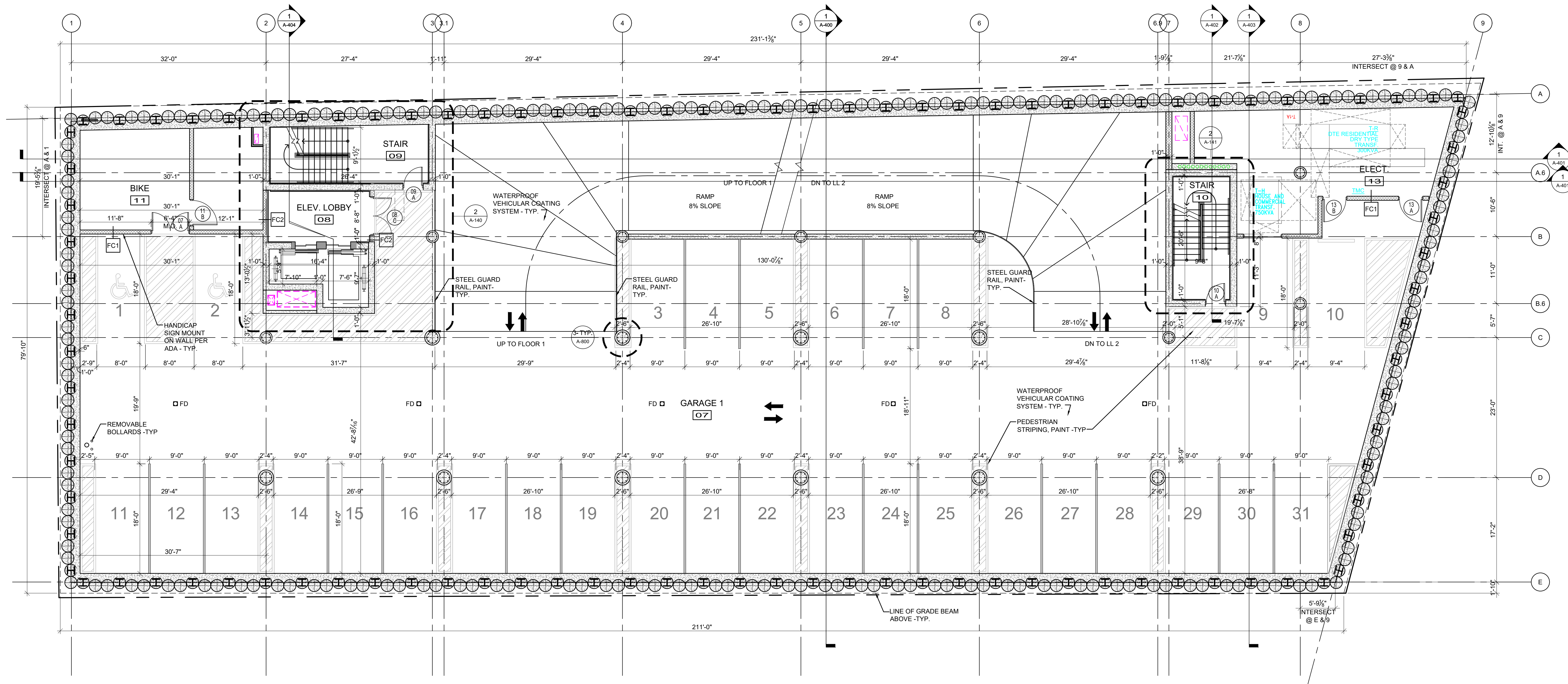
SHEET + TITLE
LOWER LEVEL 1
FLOOR PLAN

22222A1xx.DWG

SHEET + NUMBER

A-100B

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LOWER LEVEL 1 FLOOR PLAN

SCALE: $\frac{1}{8}'' = 1'-0''$

NOTE:
SEE SHEET G-100 FOR FIRE RATINGS



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CONSULTANT + NAME

PROJECT + INFORMATION
BIRMINGHAM TOWERS
MIXED USE
469-479 SOUTH OLD WOODWARD AVE
BIRMINGHAM, MICHIGAN

PROJECT + NUMBER

22-222

ISSUE + DATE

10 MAY 2023	CON. REV.
19 MAY 2023	RETAIL REV.
19 JULY 2023	F. PERMIT
8 SEPT 2023	F. PER. REV.
22 SEPT 2023	BANK
02 NOV 2023	PERMIT

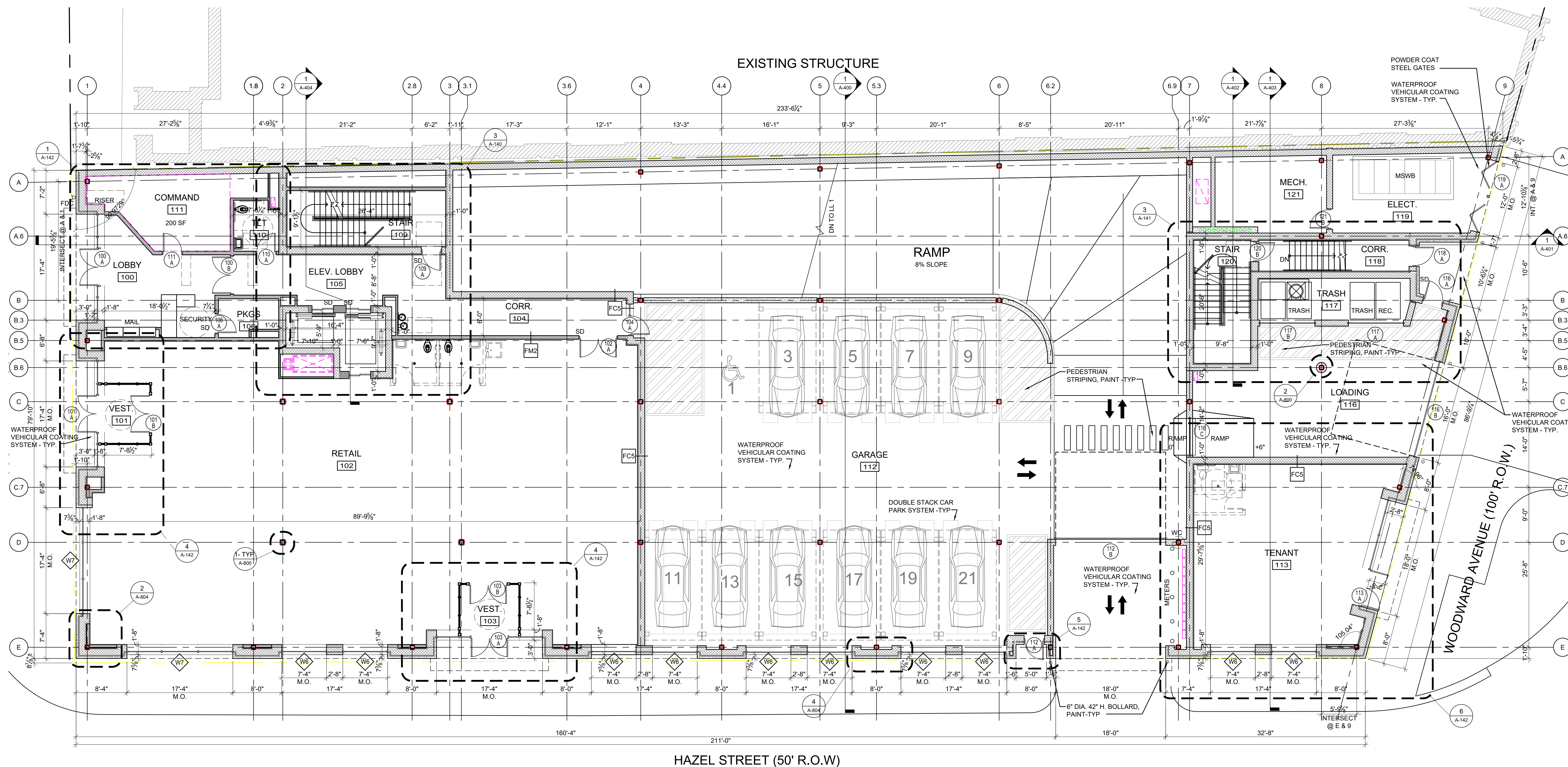
SHEET + TITLE
FIRST LEVEL
FLOOR PLAN

22222A1xx.DWG

SHEET + NUMBER

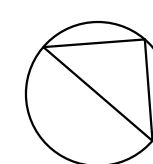
A-101

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HAZEL STREET (50' R.O.W.)

WOODWARD AVENUE (100' R.O.W.)



FIRST (GROUND) LEVEL FLOOR PLAN

SCALE: $\frac{1}{8}'' = 1'-0''$

NOTE:
SEE SHEET G-101 FOR FIRE RATED
CONSTRUCTION



MEMORANDUM

Planning Division

DATE: January 24, 2024

TO: Planning Board Members

FROM: Nicholas Dupuis, Planning Director

SUBJECT: Project Updates & Information

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

Site Plan & Design Reviews

- 2159 E. Lincoln – Lincoln Yard – Under construction, inspections
- 34965 Woodward – Peabody Redevelopment – Permitting, numerous extensions requested & granted
- 35001 Woodward – Land lease executed by City Commission/Design development, site plan extension granted on October 11, 2023.
- 707 S. Worth – Under construction
- 2225 E. 14 Mile – Our Shepherd – Under construction
- 36877 Woodward – Gasow Veterinary Hospital – Under construction
- 243 Merrill – La Strada – Permitting/Construction
- 320 Martin – Birmingham Post Office – Design Development
- 185 N. Old Woodward – Bell Bistro – Permitting
- 460 N. Old Woodward – Wilders – Under construction
- 295 Elm St. – Forest Townhomes – Design Development, demo permit submitted.
- 34350 Woodward – Fred Lavery Porsche – Public Hearing set for January 22, 2024
- 479 S. Old Woodward – Birmingham Tower – Permitting, foundation permit issued
- 245 S. Eton – Big Rock – Under construction
- 33866 Woodward – Polestar – Permitting/Design development

Ordinance Amendments / Master Planning

- -

Non-Planning Board Projects

- 185 Oakland – Belfor – Façade renovations
- 33680 Woodward – Petrucci Studio – Under construction
- 163 W. Maple – Seven Daughters – Permitting
- 138 W. Maple – Blakeslee Building – Façade renovations
- 172 N. Old Woodward – National Bank Building – Façade renovations
- 120 W. Maple – Ford Building – Façade renovations, under construction
- 151 N. Eton – Façade and screening improvements

- Historic Preservation Master Plan – In progress.

Sustainability & Climate Action Plan / Greenhouse Gas Emissions Inventory

- Next meeting – January 29, 2024
- Greenhouse Gas Emissions inventory – In progress
- Sustainability and Climate Action Plan – In progress



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY FEBRUARY 28, 2024 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI *

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

- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **January 24, 2024**
- C.** Chairpersons' Comments
- D.** Review of the Agenda
- E.** Meeting Open to the Public for Items Not on the Printed Agenda
- F.** Unfinished Business
- G.** Rezoning Applications
- H.** Special Land Use Permits
- I.** Community Impact Studies
- J.** Site Plan & Design Reviews
- K.** Study Session
 - 1. **Mixed-Use Requirements – Study Session**
 - 2. **The Birmingham Plan 2040 – Prioritization of Key Actions**
- L.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - i. **Project Updates**
 - 3. Administrative Approval Correspondence
 - i. **January 19, 2024 – February 23, 2024**
 - 4. Draft Agenda – **March 13, 2024**
 - 5. Action List – **2024**
 - 6. Other Business
- M.** Planning Division Action Items
 - 1. Staff Report on Previous Requests
 - 2. Additional Items from Tonight's Meeting
- N.** Adjournment

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

Link to Access Virtual Meeting: <https://zoom.us/j/111656967>

Telephone Meeting Access: 877-853-5247 US Toll-Free

Meeting ID Code: 111656967

NOTICE: Due to Building Security, public entrance during non-business hours is through the Police Department—Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via the intercom system at the parking lot entrance gate on Henrietta St.

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

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para las personas con incapacidad auditiva) por lo menos un 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 MARCH 13, 2024 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI *

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

- A. Roll Call
- B. Review and Approval of the Minutes of the Regular Meeting of **February 28, 2024**
- C. Chairpersons' Comments
- D. Review of the Agenda
- E. Meeting Open to the Public for Items Not on the Printed Agenda
- F. Unfinished Business
- G. Rezoning Applications
- H. Community Impact Studies
- I. Special Land Use Permits
- J. Site Plan & Design Reviews
- K. Study Session
 - 1. **The Birmingham Plan 2040 – Prioritization of Key Actions**
- L. Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - i. **Project Updates**
 - ii. **April Planning Board Meeting(s)**
 - 3. Administrative Approval Correspondence
 - i. **February 23, 2024 – March 8, 2024**
 - 4. Draft Agenda – **March 27, 2024**
 - 5. Action List – **2024**
 - 6. Other Business
- M. Planning Division Action Items
 - 1. Staff Report on Previous Requests
 - 2. Additional Items from Tonight's Meeting
- N. Adjournment

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

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Planning Board Action List – 2023

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

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.	☐	-	☐	☐