

**CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE**

SPECIAL MEETING
VIRTUAL MEETING VIA ZOOM
FRIDAY, MAY 15, 2020, 9:00 A.M.

Zoom Meeting
<https://zoom.us/j/92840754460>

Meeting ID: 928 4075 4460

Dial by phone
(877)853-5247 US Toll-free
Meeting ID: 928 4075 4460

1. ROLL CALL
2. RECOGNITION OF GUESTS
3. APPROVAL OF FEBRUARY 5, 2020 AND MAY 6, 2020 MINUTES
4. HIGH PRIORITY -PARKING DECK REPAIR AND REHABILITATION PROJECTS
5. HUNTER HOUSE UPDATE
6. CITY MASTER PLAN COMMENTS
7. NEXT MEETING: JUNE 3, 2020 @ 7:30 AM

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).



Public Meetings on Zoom

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- Members of the public may also view the meeting live on the City of Birmingham’s Vimeo live stream www.bhamgov.org/watch.
- Members of the public wishing to participate in the meeting may do so using the Zoom platform.

Instruction for joining a meeting virtually:

PC



or

1. Open a browser such as google chrome
2. Type in zoom.com in the address bar
 - It may redirect you to zoom.us if you are in the United States
3. In the upper right window click [JOIN A MEETING](#)
4. Enter the meeting ID as indicated on the City’s website or notice.
5. A window will pop up, click “Open Zoom”
6. Select your audio and video preferences – keep your microphone muted unless you are being called on for public comment.

Mobile Device

Smartphone,
iPad, or Tablet



1. Visit the app store on your mobile device
2. Search for the app called, “ZOOM Cloud Meetings”



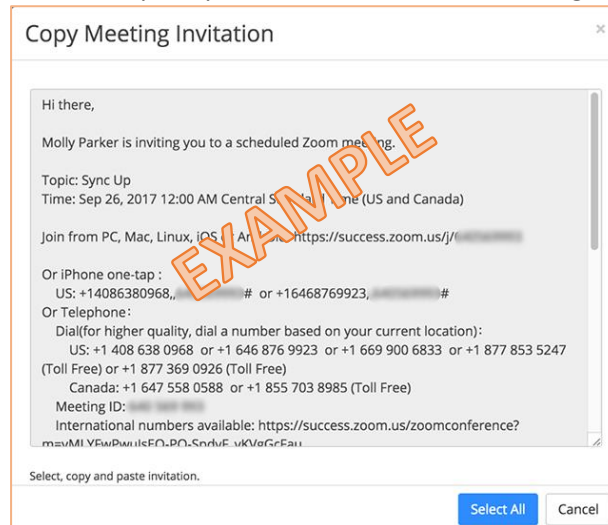
3. Open the app
4. Click Join a meeting
5. Enter the meeting ID as indicated on the City’s website or notice.
6. Select your audio and video preferences - keep your microphone muted unless you are being called on for public comment

or

Dial-in



1. Have your phone ready
2. Dial the desired number as provided from the City's website or notice
3. Follow the prompts and use the correct meeting ID



- To digitally raise your hand to be put into queue for public comment dial *9
- To toggle the mute/unmute function dial *6

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- Individuals who call will be paired with a Communications Assistant
- Make sure to give the Communications Assistant the proper teleconference phone number and meeting ID

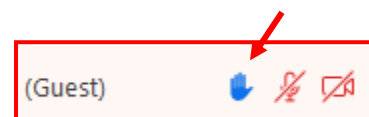
For more information, visit: <https://tinyurl.com/swq3zyz>

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Instruction for Public Comment:

Raise your hand digitally to be put in queue during a public comment time. When recognized by the commission or board, please wait to be un-muted, state your name for the record, and direct all comments or questions to the presiding officer.

****When you raise your hand digitally it will appear on the Meeting Host's Participants list.**



PC



or

Smart Phone iPad or Tablet

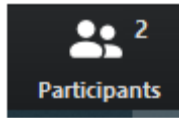


or

Dial-in

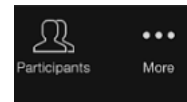


1. Mouse down to the bottom menu of your Zoom screen and click on participants.

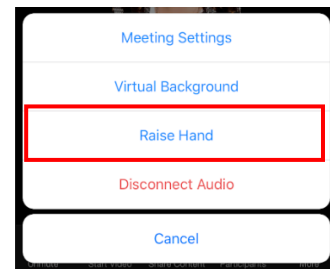


2. Click on the **Raise Hand** button
3. The Zoom Operator will see your hand raised and will call on you at the appropriate time.

1. Tap the on the lower right corner of the screen on your device, click on more...



2. Click on "Raise Hand" when the menu pops up.
3. The Zoom Operator will see your hand raised and will call on you at the appropriate time.



1. Once dialed into the meeting dial ***9 to raise your hand.**
 - Dialing *6 will toggle the mute/un-mute function on your device
2. The Zoom Operator will see your hand raised and will call on you by the last 4 digits of your phone # at the appropriate time.

Troubleshooting Tips

For tips on how to troubleshoot via Zoom, follow this link: <https://support.zoom.us/hc/en-us>

Friendly Reminders

1. Be sure to test your internet connection, video, and microphone in advance
2. Keep your device plugged in and fully charged – Zoom uses a lot of battery power
3. Dial-in from a quiet space or use headphones if around others
4. Mute your computer microphone or cellphone when you are not speaking
5. Video camera tips:
 - a. Don't use a window as a backdrop; this impacts visual quality to the viewers on the video conference
 - b. Make sure the room you are in has proper lighting
 - c. Dress appropriately
 - d. Be mindful of your background items when video conferencing

Remember the Human Element

- The “Zoom Meetings” conference tool is being used to hold meetings as traditionally and regularly as possible in light of the COVID-19 pandemic and Governor Whitmer’s Executive Order 2020-15
- Speak professionally and respectfully to one another as you would in any other communication setting
- Announce who you are prior to speaking
- Overall, be aware of your behavior; people can see and hear what you are doing at all times

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, February 5, 2020

MINUTES

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on Wednesday, February 5, 2020. The meeting was called to order at 7:30 a.m. by Chairman Al Vaitas.

1. Rollcall

Present: Chairman Al Vaitas
Vice-Chairwoman Gayle Champagne
Richard Astrein (left at 8:30 a.m.)
Steven Kalczynski (left at 8:57 a.m.)
Lisa Krueger
Judith Paskiewicz
Jennifer Yert

Absent: Anne Honhart
Michael Horowitz
Lisa Silverman

SP+ Parking: Catherine Burch
Jay O'Dell

Administration: Tiffany Gunter, Asst. City Manager
Michael Albrecht, Police Commander
Laura Eichenhorn, Transcriptionist

2. Recognition Of Guests (None)

3. Minutes Of Regular APC Meeting Of January 8, 2020

Motion by Mr. Astrein

Seconded by Ms. Champagne to approve the minutes of the regular APC meeting of January 8, 2020 as submitted.

Motion carried, 6-0.

VOICE VOTE

Yeas: Astrein, Champagne, Yert, Krueger, Kalczynski, Vaitas, Paskiewicz

Nays: None

4. Project Updates

A. Structural Assessment Program

ACM Gunter presented the item.

B. Parking Application

Mr. O'Dell presented the item. He explained:

- The beta version of the mobile parking application has been linked to the on-street parking, and will be linked to the garages soon. After that, all members of the APC will be given access to the beta version in order to provide feedback to SP+.
- It will be available on Android and Apple devices.
- An email would likely be sent out to the APC by February 12, 2020 with an update on where the app stands.

C. Evening Meters Limits – 4 Hours

Police Commander Albrecht presented the item. He explained there were issues with the programming which allowed for credit card payment but eliminated change payment. He said the City is working on remedying the issue and pushing the correct programming out to the test meters.

D. Monthly Permit Sales

ACM Gunter presented the item.

5. N. Old Woodward Deck – Façade Removal Project Update

ACM Gunter presented the item.

In reply to Vice-Chairwoman Champagne, ACM Gunter said the City would look at different alternatives should permit holders be anxious about parking in the N. Old Woodward deck while construction is going on.

6. Downtown Parking Survey - Draft

ACM Gunter presented the item. She also noted that Ms. Silverman provided comments regarding the survey via an email sent to ACM Gunter.

Dr. Paskiewicz expressed concerns that the survey questions may be too broad, and about getting a representative sample of responses to the survey.

ACM Gunter explained the various methods the City would be using to get the survey out to as broad a population as possible.

Ms. Krueger said the survey answers could be used to determine the highest priorities for people, and that subsequent surveys could be targeted at specific populations to gain information on more specific questions.

Ms. Yert said it was a good time to release the survey since parking has been on people's minds since the N. Old Woodward/Bates Street plan discussion of Summer 2019. She said she suspected the City would receive a lot of responses, and that it would help the City decide where to focus its attention and resources in terms of parking needs.

Ms. Champagne stated that the first page of the survey should explain that it is part of an ongoing process of meeting parking needs in the City.

Dr. Paskiewicz expressed further concern that survey design is more complex than is being allowed for in this conversation.

Mr. Kalczynski agreed with Dr. Paskiewicz and said he thought it would be worthwhile for the City to hire a consultant to design the survey.

Ms. Krueger reiterated that using this survey as the first of a series will help the APC and the City determine where to focus their efforts, and that the subsequent surveys can be used to get more specificity in those considerations.

ACM Gunter suggested that trying to determine specific survey questions at this juncture would not be the best use of APC time. She said the City could consider re-engaging Nelson Nygaard, the City's previous parking consultants, on the survey process should the APC want to go in that direction.

Ms. Krueger said the proposed questions could use a bit more specificity which could be provided in parentheses, and that the survey would be a good jumping off point for discussion after those minor refinements.

Chairman Vaitas said that he understood Dr. Paskiewicz's concerns but that he also thought keeping the survey short would yield more broad and useful engagement.

ACM Gunter said the intent would be to release this survey and then release subsequent more specific surveys based off the initial survey's findings, as per Ms. Krueger's recommendation. She said that the City could then possibly engage Nelson Nygaard when it comes time to develop the subsequent surveys.

7. Future Parking Demand Strategy – Discussion

ACM Gunter presented the item. She explained she is working with SP+ to determine the feasibility of having a trial of small-scale in-town transportation from slightly further away parking locations to see how it is received. She also told the Board that the City Commission had started new discussions of the Bates Street project in order to consider site redevelopment alternatives.

Ms. Champagne said that if the City let people know how many average steps exist between different locations, people might be more apt to walk since there is a current exercise trend of trying to walk a certain number of steps in a day in order to maintain or increase fitness.

ACM Gunter said she would look into that possibility, saying it was a fun idea.

8. Parking Utilization Report And Financials

Included in agenda.

9. Meeting Open For Matters Not On The Agenda

In reply to Dr. Paskiewicz, ACM Gunter and Mr. O'Dell said they would review signage and publicity options for rooftop valet in order to ensure that pertinent information is available to prospective users of the valet.

ACM Gunter told the APC the MMTB would be meeting to discuss bicycle parking options in the City garages, and that the City is working with the parking meter company to ensure that if there is a hardware update that the technology will have some longevity.

10. Next Meeting: March 4, 2020

11. Adjournment

No further business being evident, the meeting adjourned at 9:14 a.m.

Assistant City Manager Tiffany Gunter

City of Birmingham
ADVISORY PARKING COMMITTEE
SPECIAL MEETING

Held Remotely Via Zoom And Telephone Access
Wednesday, May 6, 2020

MINUTES

These are the minutes of the Advisory Parking Committee ("APC") special meeting held on Wednesday, May 6, 2020. The meeting was called to order at 10:05 a.m. by Chairman Al Vaitas.

1. Rollcall

Present: Chairman Al Vaitas (left at 10:43 a.m.)
Vice-Chairwoman Gayle Champagne
Richard Astrein
Michael Horowitz
Lisa Silverman
Jennifer Yert

Absent: Anne Honhart
Steven Kalczynski
Lisa Krueger
Judith Paskiewicz

SP+ Parking: Catherine Burch
Sara Burton
Jay O'Dell

Administration: Tiffany Gunter, Asst. City Manager
Laura Eichenhorn, Transcriptionist

ACM Gunter explained that the purpose of this special meeting was to provide the public with Birmingham parking system updates.

2. Recognition Of Guests

None.

3. N. Old Woodward Parking Garage Construction Project

ACM Gunter reviewed the item. She stated that:

- The North Old Woodward façade removal and vehicle barrier installation project began in March 2020. It is considered a critical infrastructure project.

- Access to the entire garage has been shut down, while the surface lot remains open.
- There are approximately 30-40 vehicles in the surface lot daily.
- The precast panels on the North side elevation have been completely removed, and other panels will continue to be removed. The vehicle barrier system is being installed simultaneously.
- The slab edge on the N. Old Woodward parking deck that abuts the alley was found to be in very poor condition. As a result, the decision was made to remove the slab edge from around the entire deck so the City will not have to do further work on the slab edge in a couple of years. The decision was approved by the Commission and resulted in a \$150,000 change order.
- In an effort to ensure safety for the workers, each individual works with his/her own tools and has been instructed to maintain social distancing guidelines (i.e. eat lunch separately, remain six feet apart).
- The project should be completed, with the vehicle barrier installed, by the end of May 2020.
- The hope is that by moving this project forward there will be less of an impact when businesses begin to resume operations in the future.

4. Impacts Of Covid 19 – Automobile Parking Fund

ACM Gunter reviewed the item. She explained that:

- The City suspended all parking revenue operations, effective April 1, 2020, until the Stay Home, Stay Safe Executive Order is lifted.
- There have been no more than 35-40 vehicles in any garage on a given day.
- Birmingham entered into this situation in a very strong fiscal position and so will not immediately feel the impact of the loss of parking revenue.
- She recently participated in a parking webinar through Smarking where many communities discussed their reliance on their parking revenue to support their general funds, whereas Birmingham's Enterprise fund may only be used to support parking operations.
- Birmingham, along with a number of other municipalities across the country, is now part of Smarking's Urban Mobility Coalition. The Coalition will be requesting from the Federal Government some reimbursement of the loss of parking income.
- Monthly permit holders maintain their monthly permits during the duration of the Stay Home, Stay Safe Executive Order.

In reply to Dr. Silverman, Ms. Burton explained that the hang-tag permit holders would be scheduled to make their next quarterly payment June 1, 2020. She said that the City and SP+ are still working to determine what sort of credit might be issued for the previous quarter, since most of the hang-tag permit holders will not have used their permits for the month of April and will continue not to use their permits for at least part of May.

5. Other Deck Repair and Rehabilitation Project Discussions

ACM Gunter reviewed the item. She said:

- In addition to the N. Old Woodward façade removal project, the City entered into conversations with the WJE engineering team, DRV contractors, and the Building Official to identify other critical safety projects that might be addressed during this period of low parking structure occupancy.
- In every parking structure there is loose concrete that should be removed and safety issues in the stairwells that should be addressed. The City is waiting on pricing estimates for those projects.
- In addition to those more general projects, each parking structure has one or two more specific issues that should be addressed.
- The preliminary cost estimates for these repairs range between \$70,000 to \$180,000 for each parking structure. These repairs would commence after final estimates are submitted and approval is gained from the City Commission.
- May 18, 2020 would be the City Commission meeting where they would likely hear pricing and recommendations for these projects.
- On Monday, April 6, 2020, the City Commission approved proposed work at the Chester and Park Street garages where elevator outages had been more prevalent recently. The elevator facing the Baldwin House in the Chester structure is receiving a number of updates, while the elevator door contacts in the Park Street structure are being replaced.

The APC decided to meet again via Zoom before the May 18, 2020 Commission meeting to discuss the pricing and recommendations for the critical infrastructure projects.

6. Opportunities To Support Local Business – Downtown Parking Initiative Brainstorming

ACM Gunter reviewed the item. She stated that:

- Birmingham is committed to giving its businesses the best chance at success when they are able to resume normal operations.
- To this end, she was seeking ideas from the APC regarding when the City's parking revenue generating activities should resume. Preliminarily the City is considering an August 1, 2020 resumption date for the garages. This would give City businesses a reprieve during June and July 2020 from having to pay any parking fees.
- Initially making on-street parking free during June and July 2020 was also considered, but concerns were raised that this would result in more employees occupying the on-street parking, leaving less room for patrons who want to shop and dine in Birmingham.
- Given this, it will likely be recommended to the Commission that on-street parking remain paid, that the ParkMobile App be heavily promoted as a way of doing contact-free parking, and that cleaning of the meter heads should be increased around the City.

Chairman Vaitas asked if there would be a way to set up a buy-one, get-one in ParkMobile that would give parkers in Birmingham an hour credit for every hour they purchase through the ParkMobile application.

ACM Gunter said she was open to any and all ideas, and said she would explore the feasibility of Chairman Vaitas' recommendation.

Mr. Horowitz said he would preliminarily advocate free parking options both on-street and in the structures. He noted that the offices will likely bring employees back into Birmingham more slowly than the retail businesses, and said for that reason there will likely be fewer office employees wanted to park on the street during this free parking period. He said that while it would cost the City more, it would be of tremendous promotional benefit to the retailers to be able to say that there is free on-street parking in Birmingham during the summer. He also said he wanted to hear from Mr. Astrein as the downtown business community representative to the APC.

ACM Gunter explained that BSD Director Ingrid Tighe was in support of on-street parking being paid because employees would be more likely to take advantage of the free parking in the structures as a result. This could have a longer-term benefit in the City as well, she said, because as employees get more used to parking in the structures they may compete less with patrons for on-street parking. In addition, the City cannot offer a certain number of on-street parking hours free and then transition to paid because there is currently no legal way to enforce parking time limits in Michigan as a result of a recent Michigan Supreme Court ruling. She said that while she understood the promotional benefit of free on-street parking, both BSD Director Tighe and Police Chief Mark Clemence discouraged free on-street parking strongly for these reasons, and that she greatly respects their insight into these issues.

Mr. Astrein said that on-street parking would be vital for reintroducing patrons to the Birmingham retail environment, especially since many may not want to park in the structures at first. He said that free on-street parking would inevitably result in employees parking on the street. Mr. Astrein said he wanted to see high turnover at the on-street parking spots to allow more people to visit the businesses. He also expressed concern regarding an idea he had heard where some on-street parking spots may be allotted to restaurants for a period of time to expedite their take-out businesses. He asked ACM Gunter if that was something being considered.

ACM Gunter explained that while BSD Director Tighe may propose setting aside one or two on-street parking spaces in high-traffic areas for takeout, those spaces could also be used by any other retailers in the area to run goods out to customers who have already made a purchase either by phone or online. She said offering this service would likely attract patrons who are otherwise hesitant to visit downtown Birmingham due to a perceived lack of parking.

ACM Gunter said would also look into a potential rate adjustment for on-street parking to encourage more patrons to visit businesses. Regarding valet parking, she said there is no way to currently determine what demand for the service might look like in the near future. She said the City is set to have a conversation with In-House Valet, the City's valet service provider, regarding how to proceed. She said that in light of Covid-19 she expects demand will be less than usual given the close contact that results from using a valet service. She said the City would move forward with the summer valet service it planned in order to

Advisory Parking Committee Proceedings
May 6, 2020

mitigate construction-related parking issues, but that those plans could be adjusted if there is negligible demand for the service.

7. Next Meeting: May 15, 2020 @ 9:00 a.m.

8. Adjournment

No further business being evident, the meeting adjourned at 10:45 a.m.

Assistant City Manager Tiffany Gunter



MEMORANDUM

Office of the City Manager

DATE: May 15, 2020

TO: Advisory Parking Committee

FROM: Tiffany J. Gunter, Assistant City Manager

SUBJECT: Repair and Rehabilitation Projects – All Parking Garages

At the May 6, 2020 APC meeting, it was agreed that the committee would reconvene to discuss the proposal for additional repair and rehabilitation work in all of the five parking decks. As the City is experiencing very low occupancy levels due to the Governor's Stay At Home Order, staff has more aggressively pursued the structural assessment evaluation being performed by WJE. Staff requested that WJE and DRV work together to advance the more critical projects in each of the decks during this period of low occupancy in order to reduce potential impacts to users of the system as the downtown begins to reopen.

The proposed work has been reviewed by WJE and is consistent with the developing draft Structural Assessment that will be completed in June 2020 and presented to the committee. The projects identified here are the "low-hanging fruit."

The following table provides as summary of the cost proposal submitted by DRV Contractors for repair and to be performed, by garage. The detail to support these estimates is attached.

	Cost Estimate	Summary of work
Pierce Street Garage	\$101,265	Removal of loose concrete, curb, floor, stair tower, and remaining drain/plumbing repairs.
Park Street Garage	\$115,515	Removal of loose concrete, floor and parking block repairs, and addressing interior structural steel elements showing corrosion and signs of deterioration.
Chester Street Garage	\$52,110	Removal of loose concrete and stair tower lighting/repairs.
N. Old Woodward Garage	\$138,140	Removal of loose concrete, floor, drain, concrete and stair tower repairs, stair tower lighting, and internal precast panel removal and replacement*
Peabody Street Garage	\$99,950	Removal of loose concrete, barrier cable, stairwell, and wall coating repairs along with upgrades to stair tower lighting.
Total	\$506,980	

*The internal precast panels were not included in the original estimate for the façade project because they are internally braced. Once the external precast panels were removed, the outer facing portion of the internal precast panels were exposed, severe deterioration and corrosion

were found. These internal panels pose no risk of falling concrete, but are an eyesore to the downtown. Staff recommends that they be replaced with galvanized posts that have the same look and feel as the vehicle barrier system.

These are critical projects for each of the garages that the City would like to complete before occupancy levels become such that it is difficult to take parking spaces and stairwells offline. Timelines for projects, by garage, are currently being developed by the Contractor and will be made available by the contractor to support the committee discussion.

Staff worked with WJE to discuss oversight arrangements for each of these projects. They are typically accustomed to providing oversight on projects that they have either designed themselves, or where repair construction documents have been issued by others. The repair documents (drawings, specifications, etc.) provide the standard for evaluation of the repairs and are the basis for their observations and recommendations during oversight.

However, the team at WJE has worked on multiple projects under circumstances similar, where they provide limited oversight where no construction documents exist; however, they were performed with stipulations, which would need to be implemented here as well. Those stipulations are as follows:

- "WJE has not designed repairs for the subject areas to be repaired. Rather, all construction and design related activities are the responsibility of (*CONTRACTOR*). You have requested that WJE perform construction observations and consulting during the repairs by the contractor to provide limited quality assurance in attempt to verify that the repairs are appropriate and performed in a professional workmanlike manner."
- "Although the goal of WJE's services will be to improve the overall performance of the concrete repairs, the successful installation and subsequent performance of the repairs at this property shall remain the sole responsibility of the contractor. Similarly, the professional services performed by WJE under this proposal are intended to supplement, rather than replace, the design work performed by the contractor for this project. (*OWNER*) and the contractor will be solely responsible for any and all decisions related to the incorporation of WJE's recommendations, in whole or in part, into the repair scope for this project."

It is difficult for WJE to provide cost estimates associated with the oversight effort without more detail from the Contractor with respect to timing of each project. Staff requested that WJE provide a cost not to exceed estimate to move the project forward. This amount may need to be refined once additional detail becomes available.

WJE has agreed to conduct 42 site visits for a cost not to exceed \$56,467. Each site visit is \$1,345 and will include a summary report to the City. Each visit will include a brief site visit report summarizing their observations and providing recommendations, where needed. The cost breakdown by location is as follows:

1. Pierce Street – \$12,100 for up to 9 site visits and reports
2. Park Street - \$10,800 for up to 8 site visits and reports
3. Peabody - \$10,800 for up to 8 site visits and reports
4. Chester - \$8,100 for up to 6 site visits and reports

5. North Old Woodward - \$14,800 for up to 11 site visits and reports

Suggested Recommendation

To recommend that the City Commission amend the existing agreement with DRV Contractors to complete repair and rehabilitation projects in the five City parking decks as detailed in the May 2020 cost proposal for an amount not to exceed \$506,980.

AND

To recommend that the City Commission amend the existing agreement with WJE Engineers and Architects, P.C. to provide project oversight for the projects outlined in the DRV proposal dated May 2020 for an amount not to exceed \$54,467.

May 9, 2020

The City of Birmingham
Office of the City Manager
151 Martin St.
Birmingham MI 48102

Attn: Tiffany Gunter, Assistant City Manager

**RE: City of Birmingham – Parking Structure Repairs
Pierce St – Park St – Peabody – Chester – North Old Woodward**

Ms. Gunter

DRV Contractors is thankful for the opportunity to provide the pricing for the aforementioned Parking Structures – DRV walked each structure and compiled a list of items of concerns – these concerns include delaminated concrete that could result in falling concrete from the ceilings, walls, and beams – delaminated concrete to the floors that could result in a trip hazard, punctured tires - these repairs are throughout all the structure as well as the stair towers – These are the major concerns in each structure – other concerns which are specific to that structure are itemized below.

With the itemized list of repairs below – there are many other items that are in need of repair – WJE engineering firm has been hired by the City to assess each structure for future repairs – items such as Traffic topping, Caulking, Traffic Markings, Lighting, etc. etc. will need to take place in the near future. DRV's list are for immediate concerns as it relates to pedestrians as well as repairs that can result in additional repairs to the structure if not taken care of at this time.

Pierce St Parking Structure:

- **Knock down loose delaminated concrete: \$4,725.00**
 - Ceilings – Walls - Columns – remove loose concrete and dispose. Paint surface to match existing color
- **Roof Level Curb Repairs: \$18,720.00**
 - Trip Hazard/Continued Delamination – 350 LF – remove delaminated curbs – prepare surfaces for new concrete – coat existing rebar – (inspect rebar/replace if section lose of steel determines) – form repair location – install 5,000 psi concrete – strip forms and remove all debris – traffic coating to be installed at a later date depending on WJE assessment – includes curb repair to the island at the entry/exit lane on Pierce St
- **Floor Repairs: \$6,420.00**
 - Trip Hazard – approx. 40 locations – sound location of repair – mark out at saw cut patch perimeter square – remove concrete – prepare surfaces to receive new concrete –

install 5,000PSI concrete/fast setting bag materials – clean and remove all debris from site – install removed traffic markings as needed

- **Stair Tower Repairs – 3 Stair Towers: \$35,850.00**
 - Trip Hazard/Falling Concrete – sound/mark out concrete for repairs – repairs to treads and risers, ceilings, and landings – saw cut repair areas – remove delaminated concrete – prepare surfaces – form treads/risers, and slab edge of overhead repairs - patch repairs – ceiling repairs to be high strength overhead repair mortar – flat work to be 5,000psi concrete/patch material- paint ceilings to match existing – clean entire stair tower of dust and debris – included are cleaning of windows doors and frames
- **Drain Repairs – 3 floor Drains: \$6,150.00**
 - Remove concrete around existing drains – remove broken drain – install new drain (match existing smith 2140 Y U M B) install rebar as needed – pour new 5,000 psi concrete – plumbing disconnecting and reconnecting included in pricing – remove debris from job site
- **Plumbing: 600 If: \$29,400.00**
 - Remove broken/heavy rusted drainage piping – replace with schedule 80 pvc piping – repairs to elbows – wye's – straight pipes – clean outs as needed within the 600If

Park St. Parking Structure

- **Knock down loose delaminated concrete: \$3,500.00**
 - Ceilings – Walls - Columns – remove loose concrete and dispose. Paint surface to match existing color
- **Floor Repairs: \$13,950.00**
 - Trip Hazard/Continued Delamination – approx. 40 locations small in size – approx..75 sf of larger repairs – sound location of repair – mark out at saw cut patch perimeter square – remove concrete – prepare surfaces to receive new concrete – install 5,000PSI concrete/fast setting bag materials – clean and remove all debris from site – install removed traffic markings as needed
- **Parking Blocks – Roof Level and lower levels \$28,125.00**
 - The parking blocks is last line of defense for the cars running into the current aluminum rail system or driving off the structure
 - Due to structural design of Park St (post tensioned structural system) parking blocks can't be removed and reset with simple anchoring system – parking blocks need to be adhered rather than pinned in place – pinning into a post tensioning deck can damage the strands in the post tension system
 - Roof level has a total of 75 parking block many cracked, loose, deteriorated and missing
 - Of the 75 blocks 50 are severe the remaining 25 are in poor condition and is our recommendation to replace at this time for in the near future they will need to be – majority of the deterioration is due to location being roof level and being exposed to the elements – exposed to salts and snow plow damage being the biggest concerns
 - Lower level being more protected from the elements and snow plowing has 50 areas that are deteriorated and loose and need to be corrected
 - Remove and dispose of parking blocks – prepare existing concrete by mechanically abrading surfaces to clean profile – remove dust and laitance from area of new block – install fast setting 2 part epoxy to new block and concrete surface – install new block in

correct spacing from others – caulk perimeter of parking block – this will minimize water infiltration to the epoxy compromising its bond

- **Interior Structural Steel Elements: \$69,940.00**
 - In 2017 all the structural steel elements were blasted and painted – minor rusting is beginning to appear at locations throughout the structure – it is our recommendation to repair these locations to minimize future deterioration
 - Mechanically abrade surfaces removing rusted steel – solvent wipe all locations – install primer to areas of bare concrete – install intermediate coat – install top coat with matching colors

Peabody Parking Structure:

- **Knock down loose delaminated concrete: \$2,800.00**
 - Ceilings – Walls - Columns – remove loose concrete and dispose. Paint surface to match existing color
- **Barrier Cable Repair: 1,600.00**
 - roof level barrier cable repair – 1 cable is currently broke on the roof level – remove concrete at column where cable is broke – remove broken cable – install portion of new cable with double splice chuck – re-anchor cable at column – stress barrier cable – install concrete repair material to column
- **Stair Tower Repairs – 3 Stair Towers: \$18,620.00**
 - Trip Hazard/Falling Concrete – sound/mark out concrete for repairs – repairs to treads and risers, ceilings, and landings – saw cut repair areas – remove delaminated concrete – prepare surfaces – form treads/risers, and slab edge of overhead repairs - patch repairs – ceiling repairs to be high strength overhead repair mortar – flat work to be 5,000psi concrete/patch material- paint ceilings to match existing – replace, repair, reset existing nosing plates as necessary - clean entire stair tower of dust and debris – included are cleaning of windows doors and frames
- **Interior Block Wall Coating: \$38,700.00**
 - Repairs were completed in 2015 to exterior and interior parapet walls (exterior masonry brick and interior CMU block) as well as a new aluminum coping installed – all is holding up very well however we recommend installing an acrylic waterproof coating to the interior side of the parapet CMU minimizing water infiltration and deteriorating the block
 - Prepare interior CMU surfaces by power washing – minor holes – tuck point missing mortar – install 2 coats of acrylic waterproofing membrane
- **Interior Stair Tower Lighting: 38,230.00**
 - Remove existing fluorescent light fixtures – 42 total lights with in the stair towers and replace with LED fixtures – this will provide better lighting in the towers as well as monthly cost saving measures (would assume WJE's assessment will include full lighting packages for the structures that do not have LED light)

Chester St. Parking Structure:

- **Knock down loose delaminated concrete: \$3,500.00**
 - Ceilings – Walls - Columns – remove loose concrete and dispose. Paint surface to match existing color
- **Stair Tower Repairs – 3 Stair Towers: \$15,850.00**
 - Trip Hazard/Falling Concrete – sound/mark out concrete for repairs – repairs to treads and risers, ceilings, and landings – saw cut repair areas – remove delaminated concrete – prepare surfaces – form treads/risers, and slab edge of overhead repairs - patch repairs – ceiling repairs to be high strength overhead repair mortar – flat work to be 5,000psi concrete/patch material- paint ceilings to match existing – replace, repair, reset existing nosing plates as necessary - clean entire stair tower of dust and debris – included are cleaning of windows doors and frames
- **Interior Stair Tower Lighting: 32,760.00**
 - Remove existing fluorescent light fixtures – 42 total lights with in the stair towers and replace with LED fixtures – this will provide better lighting in the towers as well as monthly cost saving measures (would assume WJE's assessment will include full lighting packages for the structures that do not have LED light)

North Old Woodward Structure

- **Knock down loose delaminated concrete: \$3,500.00**
 - Ceilings – Walls - Columns – remove loose concrete and dispose. Paint surface to match existing color
- **Floor Repairs: \$6,200.00**
 - Trip Hazard – approx. 40 locations – sound location of repair – mark out at saw cut patch perimeter square – remove concrete – prepare surfaces to receive new concrete – install 5,000PSI concrete/fast setting bag materials – clean and remove all debris from site – install removed traffic markings as needed
- **Stair Tower Repairs – 3 Stair Towers: \$18,500.00**
 - Trip Hazard/Falling Concrete – sound/mark out concrete for repairs – repairs to treads and risers, ceilings, and landings – saw cut repair areas – remove delaminated concrete – prepare surfaces – form treads/risers, and slab edge of overhead repairs - patch repairs – ceiling repairs to be high strength overhead repair mortar – flat work to be 5,000psi concrete/patch material- paint ceilings to match existing – replace, repair, reset existing nosing plates as necessary - clean entire stair tower of dust and debris – included are cleaning of windows doors and frames
- **Interior Stair Tower Lighting: 49,140.00**
 - Remove existing fluorescent light fixtures – 54 total lights with in the stair towers and replace with LED fixtures – this will provide better lighting in the towers as well as monthly cost saving measures (would assume WJE's assessment will include full lighting packages for the structures that do not have LED light)
- **Concrete/Drain Repair Southwest Entry/Exit Lane: 21,000.00**

- Severe deteriorated concrete and drainage issues at this location – remove concrete at entry/exit lanes – examine current drainage situation and determine repairs – submit proposal for the drainage repairs
- Included in pricing is a 10,000.00 allowance for the repairs to current drain
- Repair drain after approvals
- Replace concrete pitching toward drain
- **1st and 2nd Floor Precast Members at the West and East Elevations: \$39,800.00**
 - Install structural shoring prior to precast members removal – remove precast members and dispose –fabricate and galvanize full height posts- incorporate new posts into the new barrier cable system design – system was engineered and designed by WJE





Ceiling Repairs





Floor Delamination's





Park St- Parking Blocks



Chester Stair



Peabody Acrylic Wall Coating



Pierce Drain Replacement



Pierce Plumbing



Pierce Floor – Drain – Plumbing



Pierce – Stair Tower – Ceiling and Slab Edge Repairs



Pierce Stair Tread and Riser Repairs



Pierce Lansing Repairs

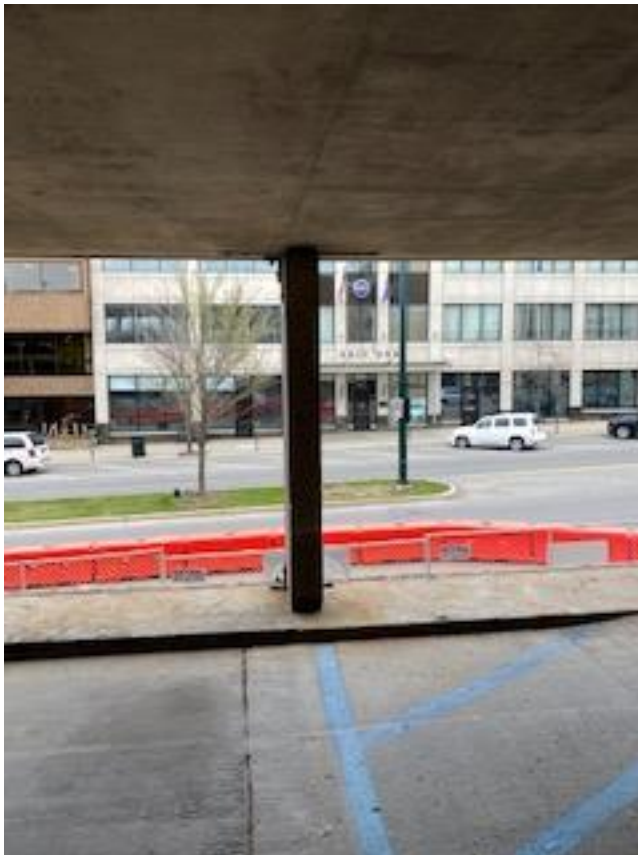


Park St Steel





NOW Precast Members





MEMORANDUM

Office of the City Manager

DATE: February 7, 2020

TO: City Boards, Commissions & Committees

FROM: Joseph A. Valentine, City Manager

SUBJECT: Request for Board Review of First Draft of The Birmingham Plan

Let us hear from you! Over the past year, the DPZ team hired by the City to update our comprehensive master plan has been conducting information gathering sessions with members of the public. The team conducted multiple surveys and stakeholder meetings during 2019 to solicit detailed input on the City's needs, specific concerns and recommendations for the future vision of the City.

While many board/commission/committee members may have participated individually in one or more of the public engagement activities noted above, at this time the City is asking each group to participate together as a board/commission/committee in the review of the first draft of the master plan, entitled "The Birmingham Plan" and provide your collective comments.

Specifically, each group is requested to place a review of The Birmingham Plan on an upcoming agenda and to conduct a public discussion and review as a board/commission/committee at a meeting within the next two months. Each board/commission/committee is asked to review the draft plan with regard to all concepts, findings and recommendations within the scope of their review authority and to use their specific experience and expertise in this area to provide collective comments as a board/commission/committee on the first draft of The Birmingham Plan. For example, the Parks Board should review the findings and recommendations related to City parks, the Advisory Parking Committee should review the findings and recommendations related to parking standards and parking initiatives, and so on. **Each board/commission/committee is requested to provide collective comments to Jana Ecker, Planning Director, on or before April 10, 2020 through your respective staff liaison.**

To assist each board/commission/committee, enclosed you will find a summary of the review process; a detailed list of all recommendations in the draft plan; and key illustrations from the plan. Also enclosed you will find the schedule of meetings dates when the Planning Board will be reviewing specific sections of the plan.

Board/commission/committee members can also go to TheBirminghamPlan.com website and review the full version of the draft master plan for further details.

Thank you for your participation in shaping the future of Birmingham.

Meeting Dates	Areas of Review
February 12, 2020	Master Plan Premises The Future City (Vision)
March 11, 2020	Neighborhood Components
April 7, 2020	Neighborhood Plans
May 13, 2020	Mixed Use Districts Maple & Woodward Market North
June 10, 2020	Haynes Square South Woodward Gateway Rail District

INTRO

Residents of Birmingham have recognized the value of planning since 1929, when Birmingham was still a village. The very first master plan was primarily concerned with land use and zoning, but subsequent plans reflected the changing landscape of Birmingham as downtown development, growing neighborhoods, parks and mass transit drew increased focus from planners and residents. In 2020, as we engage in comprehensive planning for Birmingham, input from our residents is essential to success.

The Planning Board has scheduled a series of meetings on key aspects of the master plan draft. Beginning in February with an overview of the City's vision, five meetings will be held to solicit resident input. We invite you to join us for one or all of the meetings. If you are unable to attend in person, all Planning Board meetings are broadcast on the BCTV government access channel and posted to the City's website. You can get full information on the plan and the planning process at www.thebirminghamplan.com. The site includes relevant data, surveys and documents and an email communication option that allows residents to send comments directly to the planning team. Please make sure your voice is heard.

THE FUTURE CITY – February 12, 2020

The first meeting seeks input around the overall vision for Birmingham, its downtown and commercial centers and its neighborhoods. A key concept is the establishment of the **"Neighborhood Unit"** as a structural guide for the City. Neighborhoods are defined and areas within are designated low-, medium- and high-density based on the fabric of the neighborhood, which includes an assessment of housing, residential and "collector" streets, and major arteries. Planning will use the designations to maintain and strengthen the character and appeal of each neighborhood.

The proposal also calls for discussion around the establishment of three land-use categories: high-intensity mixed-use (Maple and Woodward), medium-intensity mixed-use (Haynes Square) and low-intensity mixed use (Market North and the Rail District).

Transit proposals include a Neighborhood Loop bicycle boulevard, a potential internal Birmingham bus circulator and a connector to the Troy Transit Center. Automobile traffic proposals under discussion include: adjustments to the Woodward and Old Woodward intersection at Haynes Square, adjustments to both Adams and Elm, and traffic interventions at Maple and Woodward.

There are several proposals around parks and public spaces concerning splash pads, public art and dog runs. The plan proposed that all parks improvements would promote environmentally sustainable best practices, while engaging residents and neighborhood stakeholders in the design and selection of park elements. The plan also recommends that Birmingham develop and implement a master plan for the Rouge River ecosystem in cooperation with Bloomfield and Beverly Hills.

Finally, the overall program outlines a selection of environmental programs including: composting, increased availability of recycling bins, and potential programs to encourage businesses to reduce use of plastics and Styrofoam.

FULL DETAILS ARE AVAILABLE ON OUR WEBSITE AT www.thebirminghamplan.com.

NEIGHBORHOOD COMPONENTS – MARCH 11, 2020

The Neighborhood Components discussion will focus on establishing standards and processes to maintain the unique character of each Birmingham neighborhood. Proposals include aligning zoning districts and regulations, incentives to encourage additions to existing homes rather than new builds, increased setbacks and other requirements to ensure new construction better matches existing homes and new requirements around accessory dwelling units (ADU), multi-family units and cottage courts.

Also included under neighborhood components are consistent parking permitting, evaluating open spaces, potential zoning for Neighborhood Commercial destinations to ensure alignment with the character of each neighborhood and establishing a City position of Neighborhood Coordinator to assist and support neighborhood associations.

FULL DETAILS ARE AVAILABLE ON OUR WEBSITE AT www.thebirminghamplan.com.

NEIGHBORHOOD PLANS – APRIL 7, 2020

The Master Plan envisions each Birmingham neighborhood as a community with park and civic spaces and transit options designed to encourage connectivity within the neighborhood and with adjacent neighborhoods. This meeting will discuss the neighborhood components outlined in the March meeting as they apply to individual neighborhoods. Neighborhood components include a variety of topics such as zoning, commercial centers, lighting, parking, green spaces and street improvements.

The Neighborhood Plans discussion will consider each Birmingham neighborhood in the following order: 1) Quarton 2) Holy Name 3) The Ravines 4) Poppleton 5) Derby 6)

Pembroke 7) Torry 8) Kenning 9) Pierce 10) Barnum 11) Crestview 12) Birmingham Farms 13) Lincoln Hills 14) Linden 15) Seaholm.

FULL DETAILS ARE AVAILABLE ON OUR WEBSITE AT www.thebirminghamplan.com.

DOWNTOWN MIXED-USE DISTRICTS, MAPLE & WOODWARD, MARKET NORTH – MAY 13, 2020

Birmingham is fortunate to have several, vibrant mixed-use districts in the City. These districts enhance our quality of life, but growth and utilization must be carefully managed to ensure the district functions for all users. In May, discussion will involve the two Downtown mixed-use districts Maple & Woodward and Market North.

Issues for discussion include: branding, signage and streetscape elements to clearly define the districts, new retail frontage and dining deck requirements, park improvements, expanded downtown housing with functional parking solutions and additional public parking solutions. Proposed plans also call for numerous new amenities such as café service in Shain and Booth Parks, a Farmers Market pavilion, additional public art and pedestrian safety and traffic-calming measures.

FULL DETAILS ARE AVAILABLE ON OUR WEBSITE AT www.thebirminghamplan.com.

HAYNES SQUARE, SOUTH WOODWARD GATEWAY, RAIL DISTRICT – JUNE 10, 2020

The three additional mixed-use districts in the City – Haynes Square, Woodward Gateway and the Rail District – are still emerging and will benefit from intelligent planning and development. Residents will be asked to review funding recommendations and siting for additional public parking, zoning standards to encourage development at Adams Square, shared-use alleys, potential access to the Troy Transit Center and the activation of the lower Rail District as an incubator for new and innovative businesses. A number of amenities are outlined in the plan including creating a public square at Haynes Square, enhanced streetscape and landscape improvements, and new pedestrian walkways to improve walkability and connectivity to other mixed-use districts.

FULL DETAILS ARE AVAILABLE ON OUR WEBSITE AT www.thebirminghamplan.com.

CLOSE

All Planning Board meetings are broadcast on the BCTV government access channel and are available on the City's website. Please visit www.thebirminghamplan.com for complete information on the plan and planning process, and an email option that allows residents to

provide comments directly to the planning team. The City will likely host additional round-table discussions and a multi-day drop-in clinic in the months ahead. We encourage residents to attend the meetings whenever possible and we welcome your comments at any and all points of the process. Please sign up for email alerts through the City's Enotify system at www.bhamgov.org/enotify/.

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
and Dates of Planning Board Review*

The Future City (Vision) – February 12, 2020

Adopt an official neighborhood map and names	A.2-03
Adopt official boundaries for each center	
Discuss and evaluate the appropriateness of policies and proposals based upon neighborhoods, centers, and their interactions	
See additional recommendations in Chapter B.1, Associations and Representation	
Adopt the Neighborhood Unit as a structural guide for neighborhoods.	A.2-07
Adopt the following Future Land Use categories: a. Neighborhood Fabric i. Identified as low, medium, and high intensity, neighborhood fabric consists of single-family housing within a narrow range of size and character, arranged in blocks bounded by low speed, pedestrian and bicyclist-centric roads, lined with mature street trees. Neighborhoods may be mapped with a single fabric intensity, protecting its overall character. ii. Low Intensity Fabric includes R1-A and R1 zoning districts. iii. Medium Intensity Fabric includes R1 and R2 zoning districts. iv. High Intensity Fabric includes R2, R3, and R4 zoning districts. b. Neighborhood Seam i. Identified as low, medium, and high intensity, neighborhood seams consist of a variety of single-family and multi-family housing types, limited according to intensity, home-based businesses, and some size-limited businesses in high intensity seams. Neighborhood seams are located along the edges of neighborhoods, typically at collector and arterial roads like Lincoln, Fourteen Mile, Southfield, Maple, Cranbrook, and similar roads, and along the edges of mixed-use districts where they meet neighborhoods. The intensity of Neighborhood Seams is directly related to the Neighborhood Fabric intensity and the size of the adjacent roadway. High Intensity Seams are very limited in application, only appropriate adjacent to mixed use centers and the intersections of major and Sectionline roads. ii. Low Intensity Seams include the TZ-1 zoning district, as amended in this plan. iii. Medium Intensity Seams include the TZ-2 zoning district, as amended and defined in this plan. iv. High Intensity Seams include the TZ-3 zoning district, as amended in this plan. c. Neighborhood Destination i. A low intensity commercial center providing services, dining, and places to gather for surrounding neighborhoods. Neighborhood Destinations are limited in total square footage, the size of individual businesses, allowable business types, and the location and size of off-street parking. ii. A new zoning district is proposed for Neighborhood Destinations, to be completed in later drafts of the master plan.	A.2-07
Define, sign, and market three distinct Downtown districts: Market North, Maple and Woodward, and Haynes Square.	A.2-13

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
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Adopt the following land use categories: a. High intensity mixed-use district (Maple and Woodward) b. Medium intensity mixed-use district (Haynes Square) c. Low intensity mixed-use district (Market North and the Rail District)	
Issue an RFP to overhaul the zoning code, focused on brevity, clarity, and graphics, aligning with the new Future Land Use categories.	
Collapse uses into the broadest categories possible, with detailed use specification only provided where absolutely necessary, and in limited areas.	
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.	A.2-15
Consider zoning district modifications for residential districts following the character descriptions and analysis for the City's neighborhoods, described in the next chapter of this plan.	
Ensure new zoning language is considered for simplicity and expediency, achieving regulatory goals in a manner clear to the general public	
Issue an RFP to design the Neighborhood Loop bicycle boulevard attributes, like signage and diverters, and pedestrian improvements, like complete sidewalks and crosswalks.	
Prioritize Neighborhood Loop improvements in the next Capital Improvement Plan cycle.	A.2-18
Add benches along the loop where the loop crosses major roads, like Maple, schools, and parks, like Linden Park.	
Add bicycle destination signage along the loop and routes with bike lanes.	
Add bicycle parking and maintenance kiosks like those found in Shain Park to all parks.	
Establish a committee and plan a monthly event along the loop in the summertime which closes the route to traffic and organizes family friendly activities in parks along the route. This will require City funding, but over time it will help solidify social interactions in the community. As with many events of this type, the first few may see fewer participants, but over time participation should grow, provided it	
Study the potential of operating an internal Birmingham Circulator. This should not be a full scale bus, but would require zero entry opportunities. Autonomous circulators currently operating in places like Downtown Las Vegas are appropriate models.	A.2-20
Improve bus stops with shelters along big Woodward.	
Improve bus stops with shelters along Old Woodward (completed in part with Phase 1 streetscape).	
Improve bus stops with shelters along Maple, including stops outside of Downtown.	
Improve bus stops with shelters along Coolidge Hwy. 6. Improve bus stops with shelters along Adams Rd.	
Improve bus stops with shelters along 14 Mile Rd.	

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
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Invest in public parking within the Triangle District / Haynes Square to encourage development	
Adopt policy changes to encourage more housing in Downtown and the Triangle District / Haynes Square	
Secure a connection to the Troy Transit Center from the Rail District for pedestrians and cyclists	
Enhance and expand streetside bicycle parking with parking areas for micro-mobility devices.	
Pilot a shared use street along Merrill Street first from Old Woodward to Shain Park, and in a later phase connecting to the Rouge River trail system through Martha Baldwin Park.	
Increase the number of streetside bicycle and micro-mobility parking spaces throughout Downtown, especially near transit stops.	
Install or convert bicycle lane signage to mobility lane when alternative micro-mobility devices become prevalent.	
Install signage informing micro-mobility users and cyclists of where they are and are not permitted to ride (e.g. not on sidewalks).	
Provide mobility education during summertime activities along the Neighborhood Loop.	
Pursue a speed reduction on Woodward to 35mph within Birmingham through legislative means. (short term)	
Move signage at Lincoln which obscures pedestrian countdown timers. (short term)	A.2-22
Add a signal for the Brown Street crosswalk along the northbound lanes of Woodward. (short term)	A.2-22
Install ADA-compliant ramps at intersections that are not in compliance. (short term)	A.2-22
Review pedestrian crossing times for MUTCD compliance, some may need to be lengthened. (short term)	A.2-22
Continue enhanced median planting beyond Maple and Woodward. (short term)	A.2-22
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. (short term)	
Reconfigure the Woodward and Old Woodward intersection at Haynes Square as described in later Chapters. (mid-term)	A.2-26
Improve pedestrian and bicycle crossings along Woodward at 14 Mile, Emmons, Lincoln, Haynes, Brown, Maple, Oakland, and Oak. (mid-term)	A.2-22
Divert Adams traffic onto Haynes by angling Adams to intersect perpendicularly with Haynes, taking a portion of the parking lot of The Plant Station. (mid-term)	A.2-26
Adjust Adams to meet Woodward perpendicularly at Ruffner. (mid-term)	A.2-26
Adjust Elm to meet Woodward perpendicularly per the Triangle District plan. (mid-term)	A.2-26
Adjust Worth to meet Woodward perpendicularly per the Triangle District plan. (mid-term)	A.2-26

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
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Study the traffic intervention proposed at Maple and Woodward in coordination with MDOT, including alternates. (mid-term)	
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. (mid-term)	
Pending verification of potential lane reductions and an agreeable design, pursue the circle at Maple and Woodward. (long term)	A.2-24
Pending verification of potential lane reductions, fund and implement restriping on Woodward, between 14 Mile and Oakland, potentially to Quarton, converting the outside lane to a buffered bicycle and transit lane. (long term)	
Invest in new facilities for Next. This should be located centrally, potentially part of a public parking investment in the Triangle District or in Barnum Park. Facilities should be combined with other community rooms as a broader community center.	
Revise parking requirements to allow housing in mixed-use districts to park in shared garages (addressed in more detail in a later Chapter).	
Adopt zoning updates to enable Neighborhood Seams.	
Provide sidewalks, trails, and play equipment in all neighborhood parks.	
Add kid-oriented splash pads to community parks.	
Encourage businesses with more informal gathering spaces.	
Pilot a shared use plaza at Bird and Woodward	
Adopt a neighborhood destination zoning district.	A.2-34
Rezone properties identified as neighborhood destinations on the Future Land Use Map to the neighborhood destination zoning district.	
Build a cafe in Booth Park.	A.2.-39
Build a model neighborhood destination at the northeastern corner of Lincoln and Eton.	
Install paved walkways and other necessary enhancements to enable universal access to designated parks (See Reference A).	
Install bicycle racks, civic art, park monument signage, seating, shaded areas, dog runs and way-finding maps and signage in all city parks, open spaces, and nature preserves. Organize park neighborhoods and stakeholders to participate in the design and selection of these elements.	
Implement a community garden program to encourage flower or vegetable gardens in neighborhood parks. Provide an organizational platform to expedite the formation of garden clubs and to help individuals establish gardens near their homes. Install fencing, soil enrichments, sheds, water sources, and other necessary infrastructure for community gardens in designated parks (See Reference B).	
Improve park conditions and management to promote environmentally sustainable best practices.	
Add cafes to community parks and some neighborhood parks where neighborhood destinations are too remote. (See Reference C)	
Retain environmental scientists to inventory and analyze the Rouge corridor's wildlife, ecology, natural systems, and pollution sources.	

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
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Develop and implement a reforestation master plan to restore the Rouge River ecosystem to its natural and sustainable conditions. Establish a phased enhancement timeframe to stabilize riverbanks, remove invasive species, reintroduce native groundcovers, wildflowers, understory and canopy tree species.	
Identify and mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area.	
Install pedestrian linkages to the park's surrounding neighborhoods and commercial districts.	
Purchase or secure easements of additional key properties to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.	
Extend pedestrian linkages to Quarton Road.	
Work with Bloomfield and Beverly Hills to develop a Rouge River master plan and to expand walkway access.	
Establish a "Friends of the Rouge" foundation to oversee, build support, and raise funding for the park's enhancements. Consider securing corporate or philanthropic funding in exchange for special recognition.	
Provide funding for city staff and resources to permanently preserve and manage the Rouge ecosystem.	
Install an environmentally sensitive, hard-surfaced, and well-lit pathway for pedestrians and cyclists along the Rouge River. Install bridges, ramps and other enhancements to enable access by all ages and abilities.	A.2.-43 A.2.-44
Install bicycle racks, lighting, markers, seating, signage, and comfort stations.	
Implement an overlay building and zoning policy to ensure that private property construction, fencing, landscaping, lighting, etc., are compatible with the park's ecology, its restoration master plan, and overall public welfare.	
Conduct public surveys on a quarterly basis regarding decisions being made in order to obtain a greater accuracy of public opinion.	
Establish a system by which residents are requested to attend meetings where important decisions are made, modeled on the civil jury system.	
Establish a subsidiarity policy by which decisions can be made at the most local level as is appropriate.	
Increase garage restrictions to provide greater setback from the building's primary facade, ideally 15 feet, and a maximum width along street frontages of 3 bays to supplement the existing 50% width restriction.	
The requirement 4.82.A.1 and .2 should be applied to all zoning districts, requiring a pedestrian door facing the front lot line and restricting blank walls.	
Minimum facade glazing requirements should be added for residential districts, similar to 4.82.A.5, ensuring some windows face towards the street for public safety.	
Require adherence to LEED standards within the City's mixed-use districts.	
Consider increasing energy standards for new construction above those of the state energy code, ideally implementing 2030 District goals.	

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
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Investigate the potential to provide food waste compost service for homes and businesses.	
Increase the availability of recycling bins in public spaces like parks, public buildings, and along streets with high pedestrian traffic.	
Consider the best path towards business operations changes to reduce plastics and styrofoam, either through ordinance or first through a voluntary shopping district program which leads to a future ordinance.	
Adopt an action plan to reduce environmental impacts of municipal operations.	

Neighborhood Components – March 11, 2020

Retain the structure of neighborhood fabric, seams, and destinations as Future Land Use categories.	B.1-01 B.1-04
Adopt the terms neighborhood fabric, neighborhood seam, and neighborhood destination in decision-making processes, helping determine the appropriateness of uses, intensities, and lot divisions and combinations.	B.1-01 B.1-04
Align zoning districts and regulations to differentiate neighborhood fabric, seams, and destinations.	B.1-01 B.1-04
Revise neighborhood associations to align with the neighborhood map.	B.1-05
Add a City position of neighborhood coordinator that supports neighborhood associations.	
Re-assign parking restrictions citywide, allowing each neighborhood to select one of the following options: a. No restriction b. 2-hour parking from 9am to 4pm, except by permit (this addresses daytime parking issues from students and downtown workers) c. Parking by permit only, 5pm to 10am (this addresses nighttime parking issues from food service) d. Neighborhood Parking Benefit District, used in association with (b) or (c) above.	B.1-07 B.1-08
Establish 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. Adopt policy and establish the process for administering Neighborhood Parking Benefit Districts, ensuring that fees collected benefit neighborhood facilities and activities, after covering administrative costs.	
Complete sidewalks where gaps exist in the continuous pedestrian network.	
Along neighborhood seams, establish a minimum 6 foot sidewalk width within the Residential Street Standards.	
Adjust the Residential Street Standards to implement Future Land Use categories.	
Provide a bike facility on Lincoln per the Future Transportation Plan.	
Locate streetside areas where stormwater can be cleaned through bioswales prior to entering the Rouge River.	

*Summary of The Birmingham Plan 2040 (Draft) Recommendations
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Reduce residential speed limits to 20 mph.	
Continue the City's street tree planning and maintenance policies.	
Infill missing street trees where needed in neighborhoods.	
Prevent existing, healthy trees from being removed due to new construction.	
Establish a streetscape improvement program for the Triangle District and Rail District.	
Select large canopy species native to the region, including Basswood, Elms (disease resistant), Horse Chestnuts, Maples, Oaks and Sycamores, along streets and within parks.	
Minimize overly-used or exotic species, such as Crab Apple, Honey Locust and Pear Trees.	
Follow the recommendations of the Unimproved Streets Committee	B.1-20
Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction.	
Expand the inspection process for new house construction to ensure that they are built per approved plans to minimize negative impacts on surrounding properties.	
Increase required residential setbacks for new construction to better match existing housing in each neighborhood.	
Reduce permitted residential building heights for new construction to better match existing housing in each neighborhood.	
Develop incentives, such as increasing allowable square footage, fast tracking, fee waivers, and tax incentives that promote the expansion of existing houses rather than the construction of new houses.	
Identify and implement preservation protection, such as a historic designation for landmark houses.	
Implement an approval process to review the exterior design and materials for single-family residential additions and for new house construction.	
Add minimum and maximum lot width standards for each zoning district. The current standard based on minimum lot size is not a sufficient measure.	
Revise the Zoning Code and zoning district boundaries to better align with the existing character and scale of houses and their lot size.	
Revise Articles 3 and 5 of Chapter 102 of the Subdivision ordinance to allow for lot combinations and splits as are necessary to implement Neighborhood Seams and Lot Enlargement Areas.	
Once the above recommended zoning changes are made, repeal Articles 3 and 5 of Chapter 102 of the Subdivision ordinance, the intent of the articles having been integrated into the Zoning Ordinance and Future Land Use Map.	
Establish lighting standards for R1A through R3, neighborhoods generally, including maximum intensity and color temperature, shielding and direction, and spillover. Consider the International Dark Sky Association model standards. Lighting intensity restrictions should be associated with the Future Land Use categories for Neighborhood Fabric intensity where High Intensity Fabric justifies higher lighting intensity and Low Intensity Fabric justifies lower lighting intensity. Dark Sky LZ1 may	B.1-21

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be appropriate in Low Intensity Fabric and Medium Intensity Fabric areas, LZ2 in High Intensity Fabric areas, and LZ3 in the City's mixed-use districts.	
Prevent healthy, mature trees from being removed due to new construction.	
Permit ADUs where the property owner lives on-site, in the primary home or ADU.	B.1-23
Prohibit two-rental structures on any single-family property.	
Require ADUs to be designed and built to match or exceed the quality of the primary structure.	
Require adequate landscape screening between ADUs and adjacent properties	
Do not require parking for ADUs.	
Increase accessory structure setback requirements when there is a dwelling within it to 5 feet in R2 and above, 10 feet in R1, and 15 feet in R1A.	B.1-23
Increase the allowable height for accessory structures to allow 2 stories when there is a dwelling within it above a garage.	
Exempt the area of interior staircases from the maximum area of accessory structures when there is a dwelling within it.	
Allow accessory structures when there is a dwelling within it by right in MX, TZ1, TZ2, TZ3, and R4 through R8.	
Permit six packs in high intensity neighborhood seams.	B.1-30
Permit quadplexes in high and medium intensity neighborhood seams.	B.1-41 B.1-38
Permit triplexes in high and medium intensity neighborhood seams.	
Permit duplexes in all neighborhood seams.	B.1-42
Permit cottage courts in all neighborhood seams, requiring a minimum site area per unit to ensure a gentle intensity.	B.1-46 B.1-49
Permit townhouses in high and medium intensity neighborhood seams.	B.1-42
Require design review for new housing within neighborhood seams to ensure compatibility and diversity of character.	
Allow by-right Neighborhood Commercial Destinations of up to 10,000 square feet where identified in the Future Land Use Map.	
Adopt a zoning district for Neighborhood Commercial Destinations, ensuring they are designed in a walkable manner, limited in scale, and of a character befitting their surroundings, including the following:	B.1-50 B.1-52 B.1-53 B.1-54
<ul style="list-style-type: none"> a. 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. i. Where located in parks, limit uses to bakeries, cafes, and coffee shops. b. Nationally branded chains should be permitted when designed to look local. c. Limit evening hours and prohibit excessive noise, including music in the late evenings, and early or late truck deliveries should be restricted. d. Larger restaurants and other potentially intensive commercial should be permitted as special uses, with 	

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<p>appropriate design, management, and operational conditions geared to minimize their potential impact on surrounding properties.</p> <p>e. Drive-thru windows should be prohibited.</p> <p>f. Loading docks should be minimal or not required.</p> <p>g. The neighborhood centers should be well-landscaped and screened from adjacent properties where necessary.</p> <p>h. Height. These centers should be allowed to build three floors, provided they match the scale of a two and one-half story structure.</p> <p style="padding-left: 20px;">i. For buildings with 3 stories, the upper floors must be residential.</p> <p style="padding-left: 20px;">ii. For buildings with 2 stories, the upper floor may be office or residential.</p> <p style="padding-left: 20px;">iii. Where located in parks, limit height to one story.</p> <p>i. Parking. Parking for these centers should be as minimal as possible, or in some cases provided entirely by the surrounding on-street spaces.</p> <p style="padding-left: 20px;">i. Parking provided, if any, should not exceed 3 cars per 1,000 square feet of non-residential uses and 1 car per bedroom of residential uses.</p>	
Planning Board review should be required to ensure lighting, signage, trash containers, and all other necessary, but potentially disruptive elements are carefully designed and managed to minimize their impacts to the neighborhood	
Develop Worth Park as quickly as plausible to provide a portion of the needed open space access for Torry.	
Attempt to purchase part of the Adams Square parking lot for park space, and if unsuccessful ensure that redevelopment would require that open space be provided at Adams and Bowers.	
Investigate the potential to replace the post office with a neighborhood park for Torry.	
<p>Evaluate the current open space inventory and 2018 Parks Master Plan, and augment as needed to provide access and activities in or near each neighborhood for:</p> <p>a. Young children requiring play equipment;</p> <p>b. Teenagers requiring autonomy and places to gather;</p> <p>c. Younger adults requiring active uses like running and basketball;</p> <p>d. Older adults requiring active and passive uses like pickleball and places to rest in open spaces and along the way;</p> <p>e. People with disabilities requiring accessible paths and routes to open space, as well as specifically designed amenities;</p> <p>f. And dog owners requiring places for their dogs to run and socialize.</p>	B.1-57
Maintain and support existing civic uses throughout the community.	B.1-60
Require new civic uses to be planned and built as aspirational buildings and landscapes.	
Continue the tradition of designing and constructing Birmingham's civic buildings and parks as iconic structures and landscapes to the highest standards and at a civic scale. This includes authentic durable materials, oversized windows, high ceilings, and Tudor design and detailing	

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Develop Worth Park and other civic places in the Triangle District as quickly as plausible.	
Ensure the Community Foundation / Fund is established in a timely manner.	
Develop civic programming as part of the monthly neighborhood loop events.	
Develop additional regular civic events to continue engaging the community throughout the year	

Neighborhood Plans – April 7, 2020

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

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**Mixed Use Districts, Maple & Woodward, Market North –
May 13, 2020**

Release an RFP to brand the City's multiple mixed use districts, especially concerning signage and wayfinding, but extending also to elements of the streetscape like tree grates, lights, trash and recycling cans, and public art themes like the recent popcorn painting of a utility box on Old Woodward at the theater.	
Define, sign, and market three distinct Downtown districts: Market North, Maple and Woodward, and Haynes Square. (as identified in Chapter A)	C.1-01 C.2-01 C.3-01
Install business directory and way-finding signage for pedestrians and cyclists throughout all shopping districts, beginning with Maple and Woodward, Market North, and Haynes Square.	C.1-04
Install smart and elegant parking wayfinding signage in Downtown.	C.1-04
As part of a Zoning Code overhaul, collapse zoning within the City's mixed-use districts into as few zoning districts as can meaningfully regulate the intent of the Code and the City's plans.	
Expand activities and special events to attract office workers and residents to shop and dine downtown, including weekly food-truck events at Shain Park.	
Encourage new housing downtown, discussed in a subsequent section.	C.2-12
Reduce the number of permitted dining decks in the Old Woodward, Hamilton, Merrill, Pierce, West Maple area to improve parking for retail shoppers and sidewalk space. Limit restaurants to one deck each, and limit the number of decks to two per block.	
Require a minimum 6 foot sidewalk be retained where dining decks are installed.	C.2-03
Expand the distance of corner curb extensions at street intersections and midblock to accommodate seated dining for restaurants not fronting onto wide sidewalks.	
Install 6-foot-long benches with backs and armrests throughout the downtown area.	
Implement a program to report, regularly inspect, and replace non-working street lighting.	
Increase bike parking within the public streetscape throughout the Maple and Woodward district, especially at corner and midblock bulb-outs where multiple racks can be installed.	
Reserve space for future micro-mobility storage at corner and midblock bulb-outs along with bike parking.	
Pursue a shared space streetscape retrofit for Merrill between Old Woodward and Shain Park.	
Add liner buildings along the south edge of the City Hall property to activate Merrill, housing small and lower cost incubator retail spaces and a few apartments on the upper floor.	

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Further study and then adopt the proposed retail frontage plan. a. Establish two categories of retail frontage: i. Primary Retail Frontage (purple) requires a minimum of 70% clear glazing along the sidewalk. Retail or food service must occur within a zone 20 feet deep along the frontage. ii. Secondary Retail Frontage (blue) may be exempted by waiver of the City Commission to allow other commercial uses.	C.2-05
Increase the amount of seating in Shain, Booth, and the City's pocket parks with traditional English garden benches, as specified in the 1996 master plan.	C.2.06
Expand portable café seating in Shain and Booth Parks, in all pocket parks, and on all widened sidewalks.	
Open a café in both Shain and Booth Parks, each with public restrooms and limited food and beverage offerings, per the 1996 master plan's recommendations.	
Expand the civic art program into all parks and implement a timetable for the regular rotation of art.	
Implement an art-mural program for large blank wall surfaces in key locations.	
Expand the Oakland – Old Woodward pocket park by removing the south vehicular lane, per the 1996 master plan recommendations.	
Add paths and seating to the Pierce-Brown pocket park.	
Improve the Library's entrance plaza with seating and murals.	C.2-09
Integrate the Birmingham Museum into the Rouge River trail and park system, including more connections and signage at Maple and Woodward and with wayfinding along trails.	C.2-07
Immediately pilot unbundled residential parking in Downtown and study its progress over a 5-year period (adjusted as necessary for recessions). a. Offer a limited supply of 500 permits for Downtown housing which is not required to provide on-site parking. b. Tie this to an average rental or sales rate of 150% of Area Median Income or less, calculated on a per-building basis to allow for a range of prices. c. Establish a residential permit program for Downtown housing, with pricing tiered according to the number of vehicles per residence, increasing in price for each vehicle, and the parking garage residents are permitted to park within.	
Evaluate the outcomes of the unbundled residential parking pilot, evaluating the average number of vehicles per unit and price incentives over the pilot period as well as usage rates in Downtown structures.	
Establish permanent unbundled residential parking in Downtown.	
Establish permanent unbundled residential parking in other mixed-use Districts as municipal garages are built.	
Build a parking deck in the Triangle District as soon as possible. Ensure that the decks are flat, not sloped, and ceilings are sufficiently high that the structure can be reused should demand fall.	

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Study the Bates Street Extension elements that are not parking related, specifically the additional street connections and a plaza and trail connection to the Rouge River trail.	
Study opportunities for expanding downtown parking capacity with the APC, BSD, Planning Board, and City Commission.	
Accommodate more monthly permit users as capacity becomes available.	
Pursue recommendations noted in the mixed-use districts parking section, especially directional and informational signage.	
Pursue technological improvements to ease parking usage, such as parking space occupancy indicators (green and red lights above spaces) to more easily direct users through the garages.	
Use tiered parking meter prices to achieve an average maximum 85% occupancy along district streets.	
Increase monthly parking pass fees.	
Study a tiered parking rate system across all garages, once monthly fees have been increased, to supplement assignment-based management.	
Study opportunities to accommodate secure bike parking and electric vehicle charging stations within parking garages as capacity becomes available.	
Continue pedestrian safety and traffic-calming measures along North Old Woodward and in surrounding neighborhoods.	
Reinforce the distinctive character of the Market District with branding; unique architectural design; and special signage, seating, and streetscape elements that distinguish it from the City's other commercial districts.	
Install additional café and pedestrian seating along Old Woodward.	
Enforce or expand storefront design and signage standards.	
Install street and business way-finding signage throughout the district.	
Install additional pedestrian seating throughout the district.	
Construct a permanent, open-air farmer's market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.	C.3-06
Establish a plaza with curb extensions, mid-block crossings, consistent paving, and ample seating at the front of the pavilion, crossing Old Woodward.	
Install ample benches in Booth Park.	
Install a small café and public restrooms in Booth Park along with moveable tables and chairs	
Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton.	C.3-08
Make streetscape improvements to support additional pedestrians as discussed in the Street Life section	
Make park and plaza improvements to support additional residents as discussed in the Public Space section.	
Research constructing a parking garage in the Lot 6 parking lot.	
Provide additional on-street parking along Old Woodward, north of Harmon including the area north of Oak.	

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**Haynes Square, South Woodward Gateway, Rail District –
June 10, 2020**

Create a parking assessment or incremental tax district as necessary for land purchases and for financing the development of parking structures. Decades ago, a similar process was used to build downtown's five structures.	
Reconfigure the streets around Haynes Square to create the square and fix the acute intersection between Woodward and Old Woodward.	C.4-03
Build the public square with a cafe and trees to block noise from Woodward, seating, a kids play area, and other compelling civic features.	C.4-04
Purchase properties and implement Worth Park and other public realm enhancements, including civic art, streetscaping, traffic calming, and way-finding.	
Build a public parking deck on the east side of Haynes Square, in the Walgreens parking lot as has been negotiated.	
Build Worth Park.	
Create a brand for the Haynes Square, reinforced with special signage, landscaping, street furnishings, and building design standards.	
Install enhanced streetscape and landscape improvements along Bowers, Haynes, and Webster.	
Develop Worth Street as a shared-use streetscape.	
Improve pedestrian linkages to the surrounding neighborhoods, especially along Adams.	
Trade developable land and install a public surface parking lot along the south Old Woodward alley.	
Create a parking district for Haynes Square which allows residences to purchase parking passes in public garages, as discussed for Maple and Woodward.	
Install metered, on-street parking along Adams and Lincoln Roads.	
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.	
Implement pedestrian-walkway improvements along Woodward to improve the walkability to both downtown and the market districts.	
Identify an alley segment to use as a pilot project. This segment should have generally underutilized parking and intermittent buildings, like the segment between Humphrey and Bennaville on the east side, or underutilized parking and businesses that may be willing to open rear entrances, like the segment between Bennaville and Chapin on the east side.	C.5-04
Pilot a shared-use alley at the selected segment by re-paving the alleyway and working with property owners to infill housing along the triangular parcels and open existing buildings to the alley. Power poles should be relocated underground during the alley development.	C.5-04 C.4-05-08

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Incentivize redevelopment through increased zoning capacity and reduced parking requirements	
<p>Establish a zoning district to allow for and incentivize redevelopment in this format, including:</p> <ul style="list-style-type: none"> a. Requiring storefronts along neighborhood streets. b. Requiring parking be located midblock. c. Requiring storefronts along the alley. d. Requiring housing along the neighborhood-side of the alley, limited to 2 stories. e. Permitting townhouses and mixed-use housing along the neighborhood-side of the alley. f. Permitting multi-family housing on the commercial properties. g. Permitting 2 stories along the alley and 3 or 4 stories between Woodward and 50 feet of the alley. h. Reducing parking requirements and allowing shared parking. 	
<p>Pilot the Neighborhood Sleeve option where the shared-use alley is implemented by:</p> <ul style="list-style-type: none"> a. Striping on-street parking. b. Constructing chicanes on the neighborhood side of the alley. c. Revising the streetscape between the alley and Woodward, paving the planter with pervious pavers and providing seating, trash and recycling cans, pedestrian-scaled lighting, bike racks, and other streetscape elements typical in commercial districts. 	<p>C.5-13 C.5-17 C.5-18</p>
Create an Overlay District for the Lower Rail District that implements the zoning adjustments discussed above and activates more lenient development review decision making.	C.6-08
Construct a shared-use street section along Cole and Commerce Streets.	
<p>Update the 1999 Eton Road Corridor Plan of 1999 for the area south of Palmer Street by including the following:</p> <p>So long as the buildings--existing or new--are one story, eliminate all requirements of Section 5 of the Site Design Guidelines p 41-46. of the Eton Road Corridor Plan. These include but are not limited to:</p> <ul style="list-style-type: none"> Eliminating building frontage and sidewalk requirements. Eliminating parking requirements, except as the on-street parking shall be as determined by the "Immediate Neighbors" of the adjacent Torry or Kenning Neighborhoods. Eliminating the signage and landscaping requirements. Eliminating building use and aesthetic requirements. 	
Zoning should be modified such that the MX District is exempt from 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, but not based on a minimum number of trees per residential unit as currently defined.	
MX District zoning should be carefully analyzed by contracting two or more architects to complete preliminary building designs for mixed-use buildings on existing sites, small and large, with and without on-site parking, attempting to achieve capacity. The architects should be requested to discuss and present challenges and constraints that	

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are faced in the process. While some challenges are part of code design, others may be unknown without testing.	
Update the 1999 Eton Road Corridor Plan for the area south of Palmer Street by including the following: ♦ At the termination of Holland Street, creating a connection to the rail station by purchasing a 30 ft wide corridor or easement.	
Acquire access to the Troy Transit Center from the School District.	C.6-15
Acquire access to the Troy Transit Center from remaining property owners using through negotiation, failing which through eminent domain.	C.6-15
Pursue development of a public parking structure in the Rail District on a site with adequate access to the Lower Rail District and the future connection to the Troy Transit Center.	

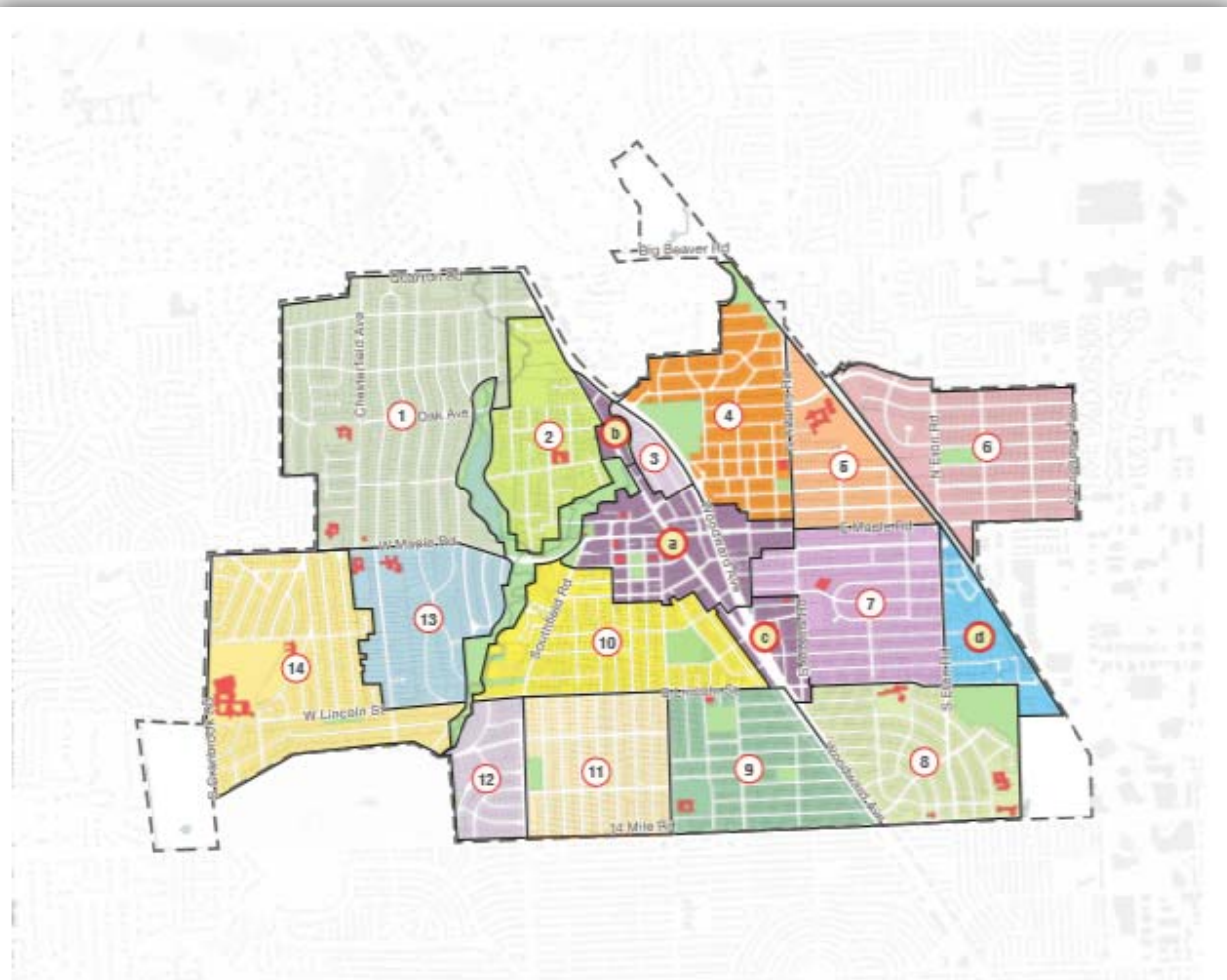


Figure A.2-03.

BIRMINGHAM NEIGHBORHOODS AND CENTERS

Neighborhoods

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

Centers

- | | |
|------------------|---------------------|
| a Downtown | c South Woodward |
| b North Woodward | d Railroad District |

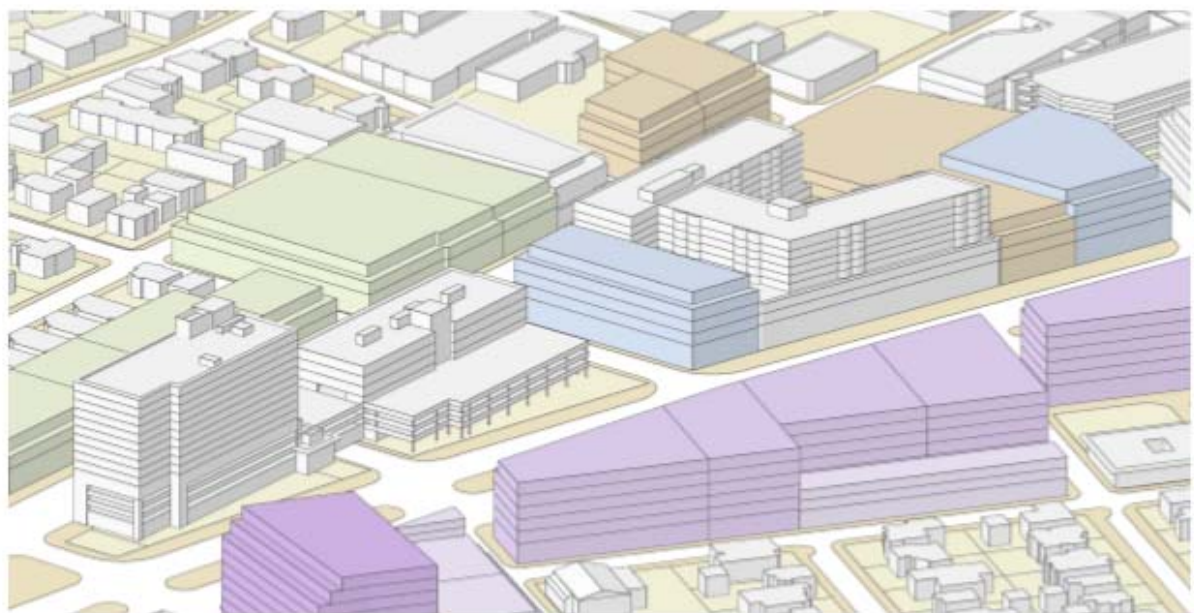


- Neighborhood Fabric
- Neighborhood Seam
- Commercial Destination
- Recreational Destination

Figure A.2-07. neighborhood structure.



Figure A.2-13. Three districts of downtown.



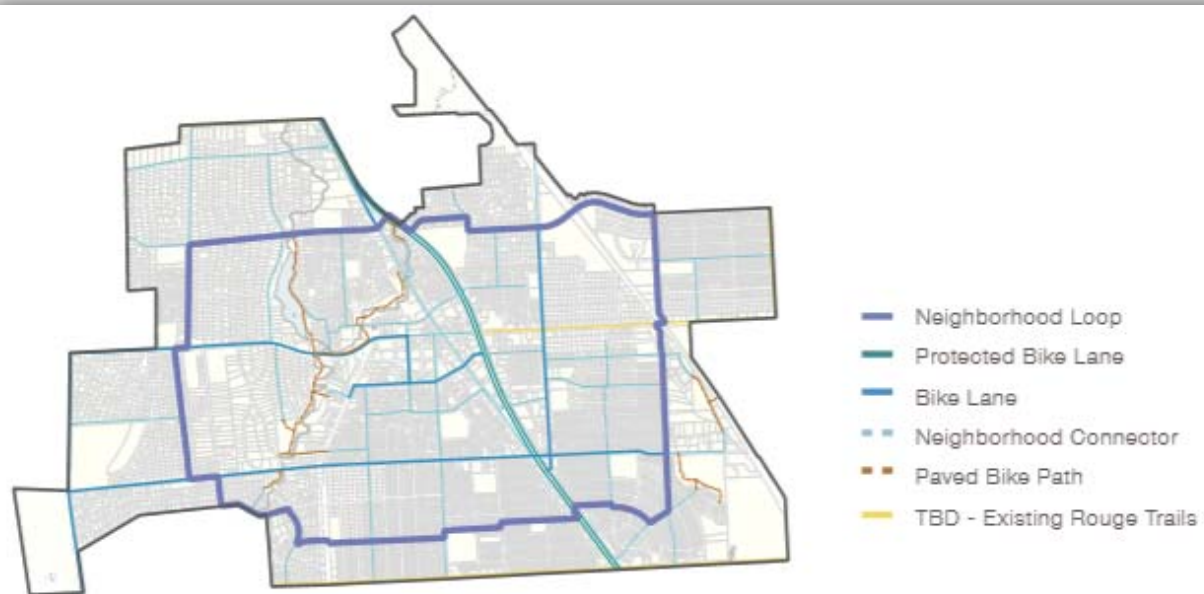
Max allowable heights:

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

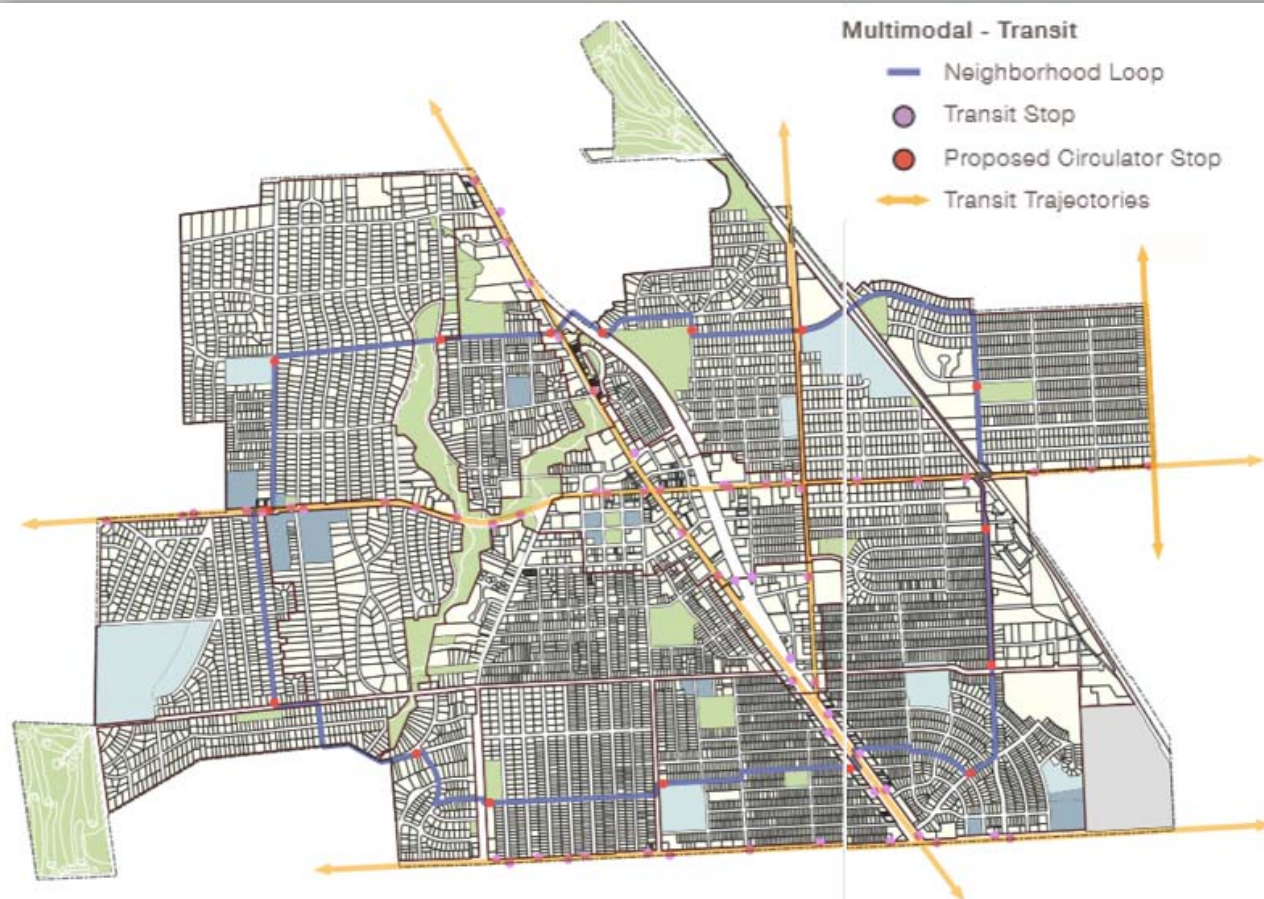
Max allowable heights:

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

Figure A.2-15. Future potential massing in Triangle district and Downtown.



Neighborhood Loop - Figure A.2-18.



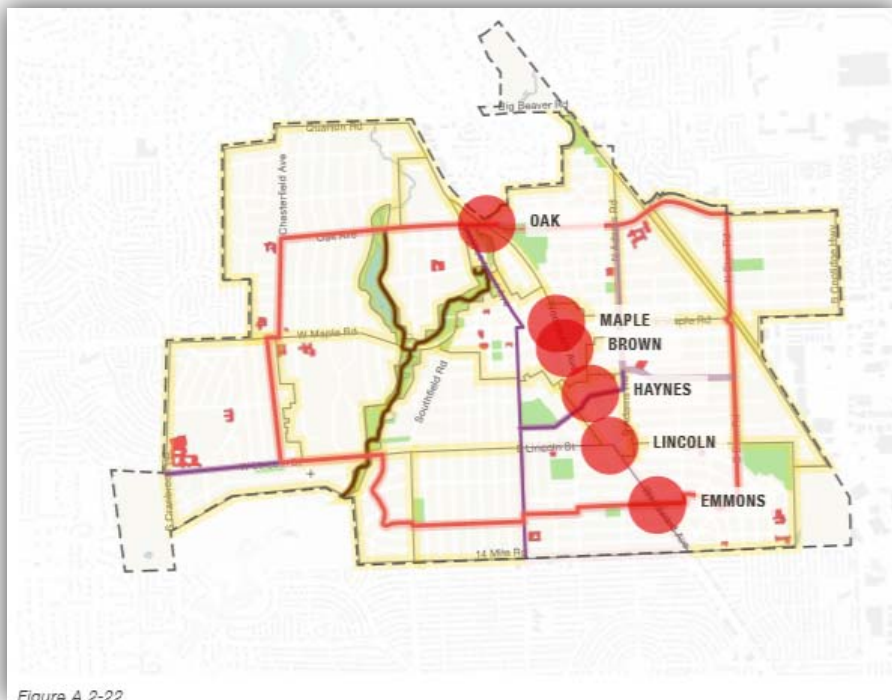


Figure A.2-22.

KEY CROSSING IMPROVEMENTS

- Key Crossings
- Neighborhood Loop
- Special Connections
- Shared Use Trails
- Proposed Neighborhood Boundaries
- Civic Institutions

Figure A.2-22.



Figure A.2-24. Elliptical traffic circle proposed at Woodward crossing at Maple.

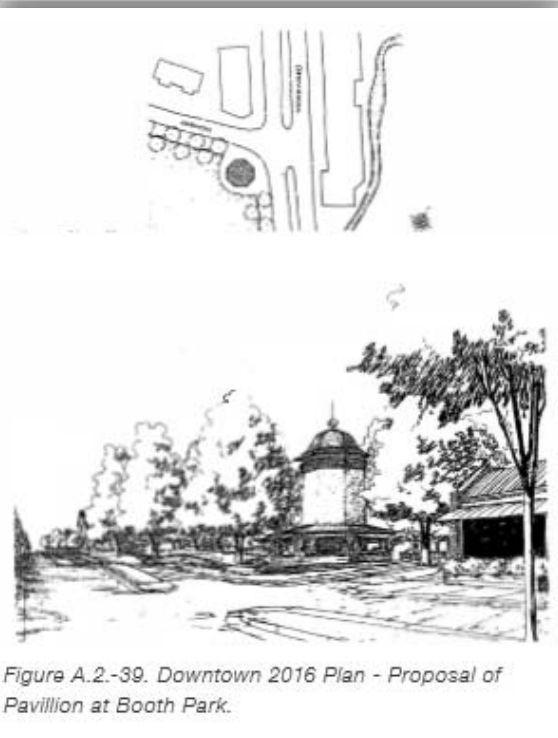




Figure A.2-34. Proposed Neighborhood Destinations.

Neighborhood Destinations

- Commercial Destinations
- Recreational Destinations
- Pedestrian Shed



Image A.2-43. Rouge Walk.



Image A.2.-44. Rouge Walk.

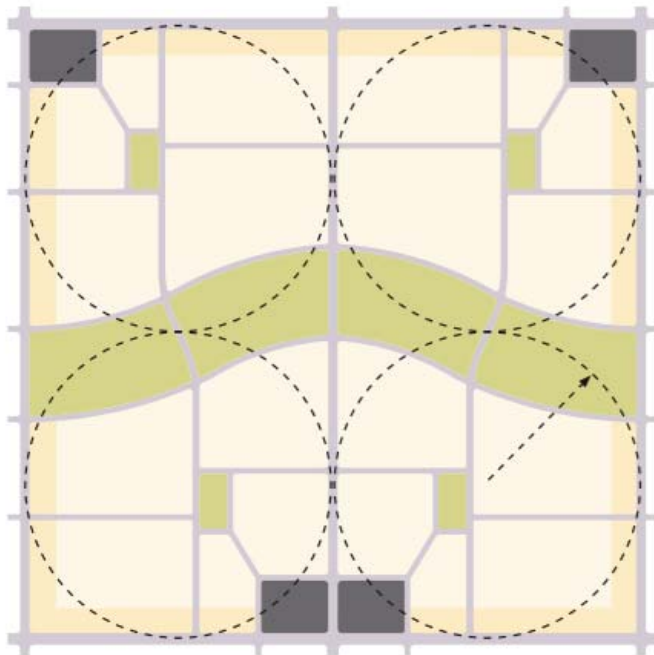
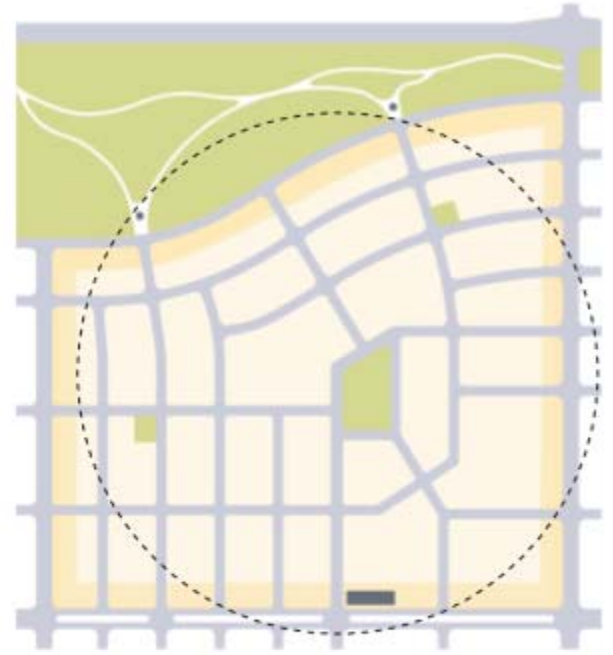


Figure B.1-01. Multiple neighborhood units together forming a larger fabric of the city.

- | | |
|---------------------|--------------------------|
| Neighborhood Fabric | Neighborhood Destination |
| Neighborhood Seam | Recreational Destination |



- | | |
|---------------------|--------------------------|
| Neighborhood Fabric | Commercial Destination |
| Neighborhood Seam | Recreational Destination |

Figure B.1-04. Neighborhood structure.

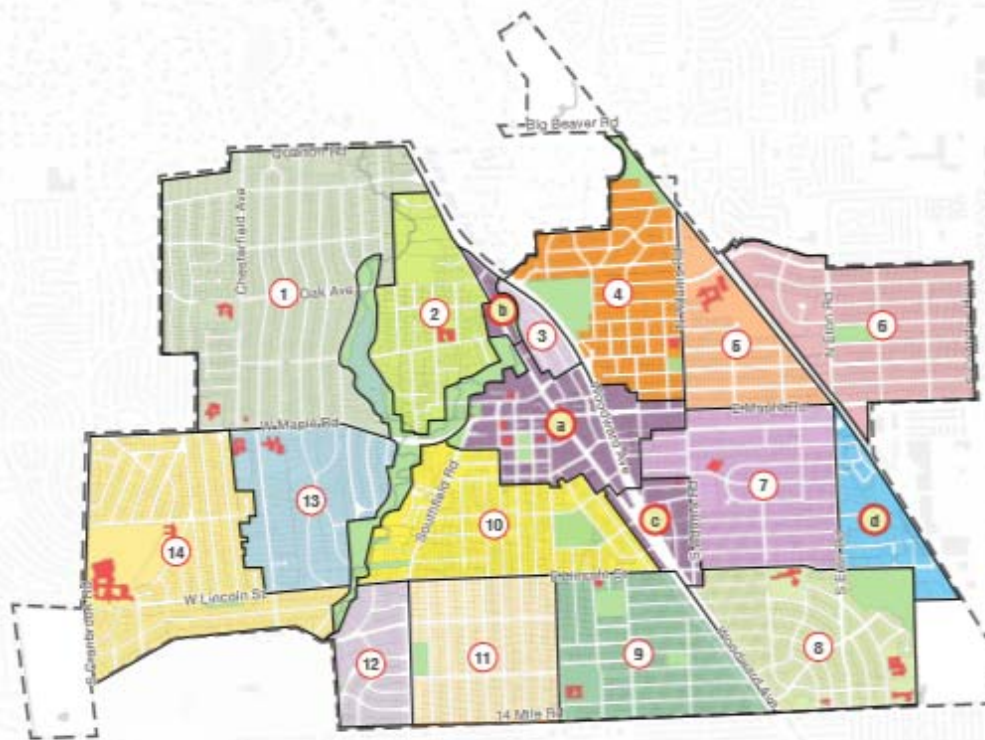


Figure B.1-05.

BIRMINGHAM NEIGHBORHOODS AND CENTERS

Neighborhoods

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

Centers

- | | |
|------------------|---------------------|
| a Downtown | c South Woodward |
| b North Woodward | d Railroad District |



Figure B.1-07.

EXISTING RESTRICTIONS: TORREY NEIGHBORHOOD AND 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



Figure B.1-08.

EXISTING RESTRICTIONS: SEAHOLM AND LINCOLN HILLS NEIGHBORHOODS

- 2 HR Parking 9am-6pm 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

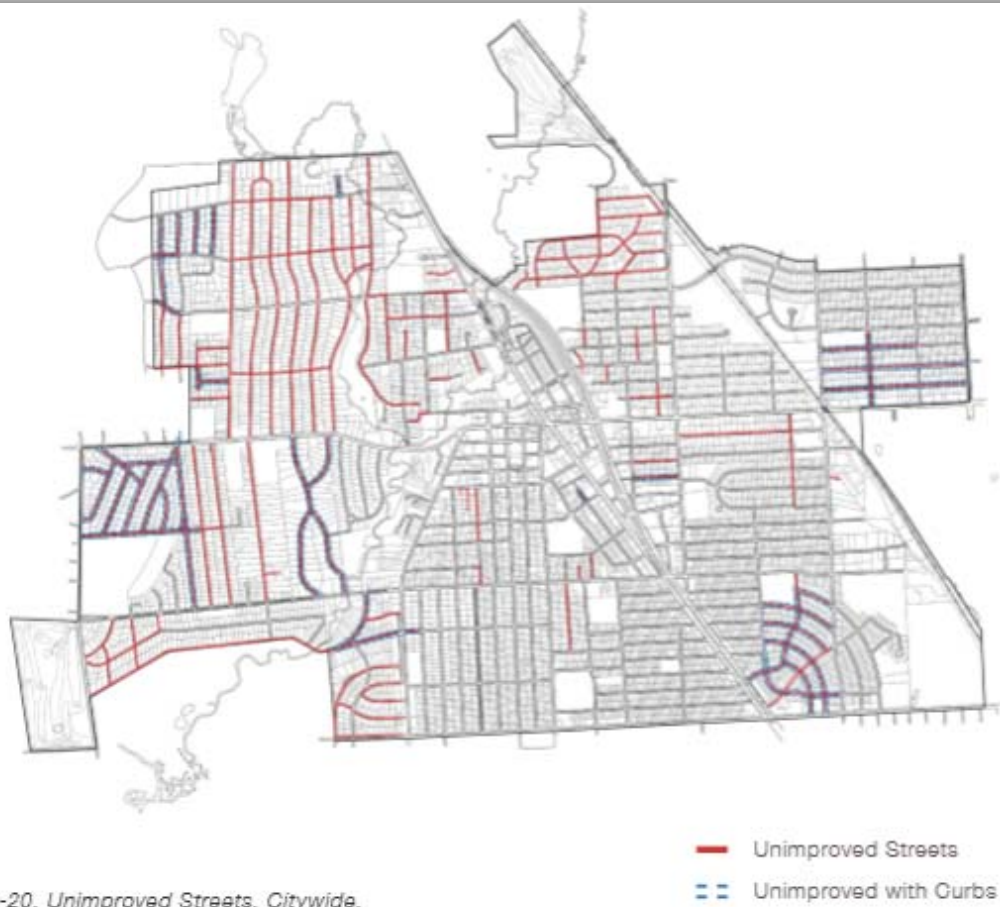
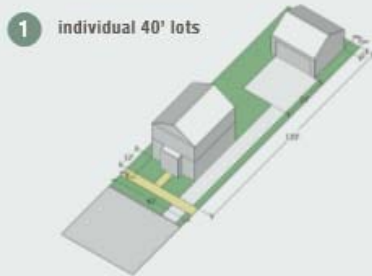


Figure B.1-20. Unimproved Streets, Citywide.



Image B.1-21. A new home too brightly lit, degrading neighborhood character, next to which an appropriately lit porch demonstrates preferred lighting levels.

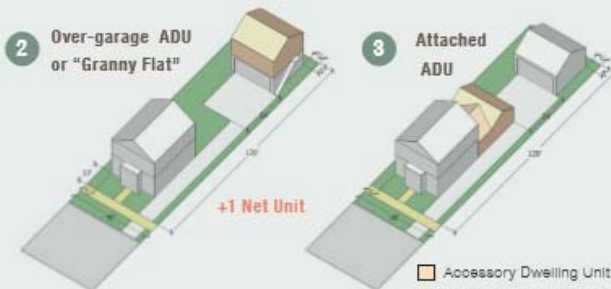
TYPICAL CONDITION



1 - Small Single Family lots

Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft
Lot Coverage	40%
Unit Size	1,600 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	10 du/ac

PROPOSED CONDITION



2: Over-garage ADU & 3: Attached ADU

Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft
Lot Coverage	2: 40% 3: 60%
Unit Size	1,600 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	10 du/ac

Figure B.1-23. Proposed ADU conditions.

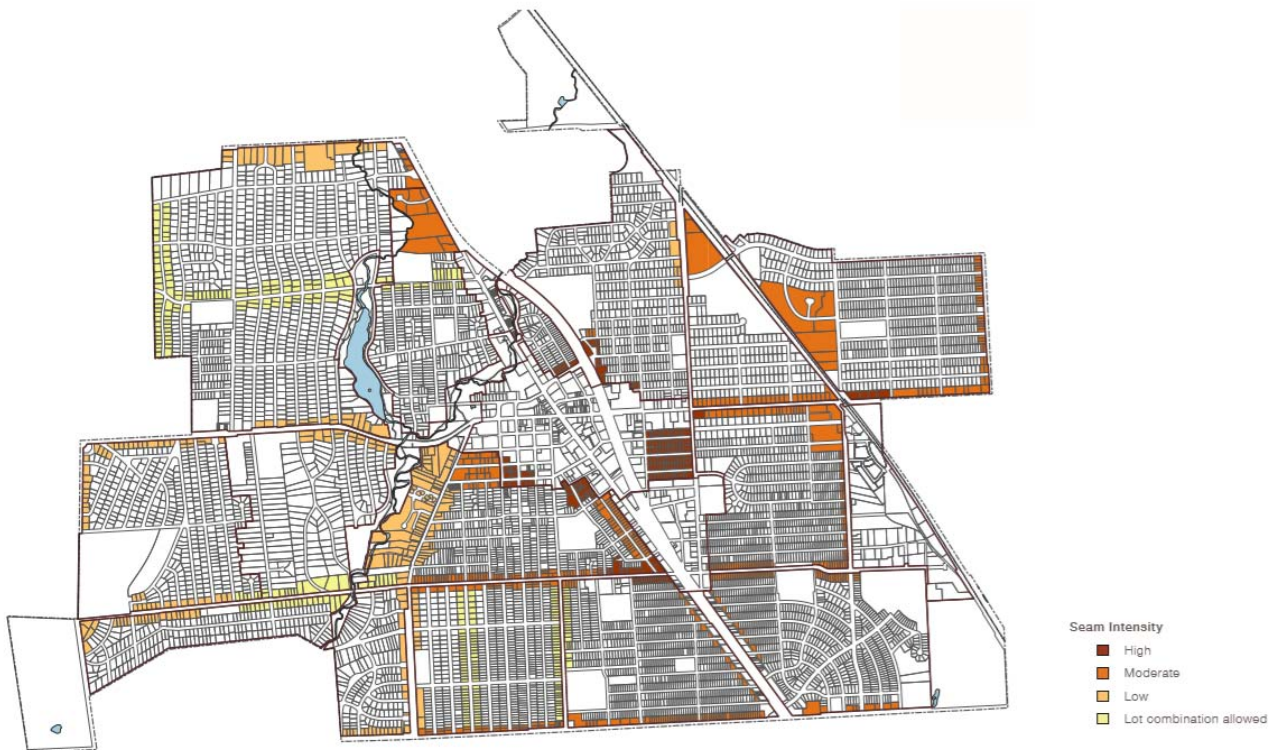


Figure B.1-30. Neighborhood Seams

TYPICAL CONDITION

1 Individual 40' lots



+2 Net Units

1 - Small Single Family lots

Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft
Lot Coverage	40%
Unit Size	1,800 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	10 du/ac

PROPOSED CONDITION

2 combining two lots to build a 4-plex apartment building



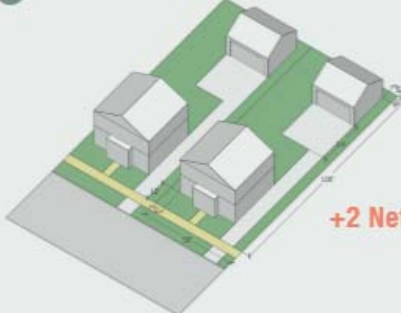
2 - 4-Plex Apartments

Lot Width	80 ft
Lot Depth	120 ft
Lot Area	9,600 ft
Lot Coverage	40%
Unit Size	1,200 sf
Residential Stories	2
Total Stories	2
Dwelling Units	4
Tot Residential Density	20 du/ac

Figure B.1-38. Proposed Small Multi-family buildings.

TYPICAL CONDITION

1 Individual 60' lots



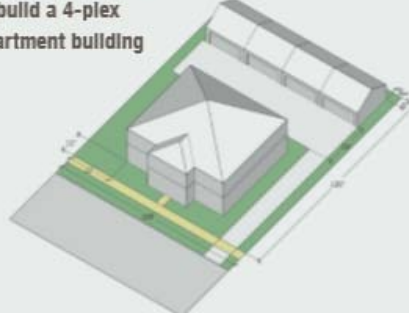
+2 Net Units

1 - Medium Single Family lots

Lot Width	60 ft
Lot Depth	120 ft
Lot Area	6,000 ft
Lot Coverage	30%
Unit Size	2,000 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	9 du/ac

PROPOSED CONDITION

2 combining two lots to build a 4-plex apartment building



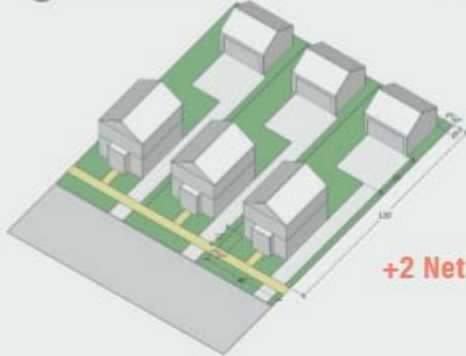
2 - 4-Plex Apartments

Lot Width	80 ft
Lot Depth	120 ft
Lot Area	9,600 ft
Lot Coverage	40%
Unit Size	1,200 sf
Residential Stories	2
Total Stories	2
Dwelling Units	4
Tot Residential Density	18 du/ac

Figure 1-41. Proposed Small Multi-family buildings.

TYPICAL CONDITION

1 Individual 40' lots

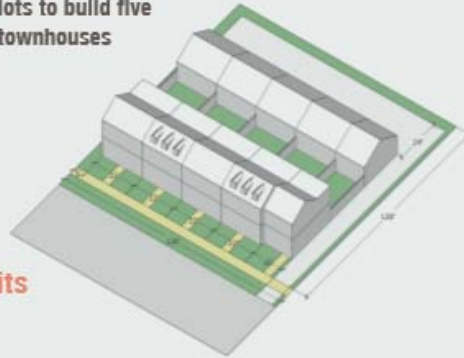


1 - Small Single Family lots

Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 sf
Lot Coverage	40%
Unit Size	1,600 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	10 du/ao

PROPOSED CONDITION

2 combining three lots to build five townhouses



+2 Net Units

2 - Townhouses

Lot Width	120 ft
Lot Depth	120 ft
Lot Area	14,400 sf
Lot Coverage	60%
Unit Size	1,860 sf
Residential Stories	2
Total Stories	2
Dwelling Units	5
Tot Residential Density	16 du/ao

Figure B.1-42. Proposed Townhouses and Duplexes.

TYPICAL CONDITION

1 Individual 40' lots



+4 Net Units

1 - Small Single Family lots

Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 sf
Lot Coverage	40%
Unit Size	2,000 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	10 du/ao

PROPOSED CONDITION

2 combining three lots to build a cottage court



2 - Cottage Court

Lot Width	120 ft
Lot Depth	120 ft
Lot Area	14,400 sf
Lot Coverage	60%
Unit Size	750-1,600 sf
Residential Stories	2
Total Stories	2
Dwelling Units	7
Tot Residential Density	23 du/ao

Figure B.1-46. Proposed Cottage Courts.

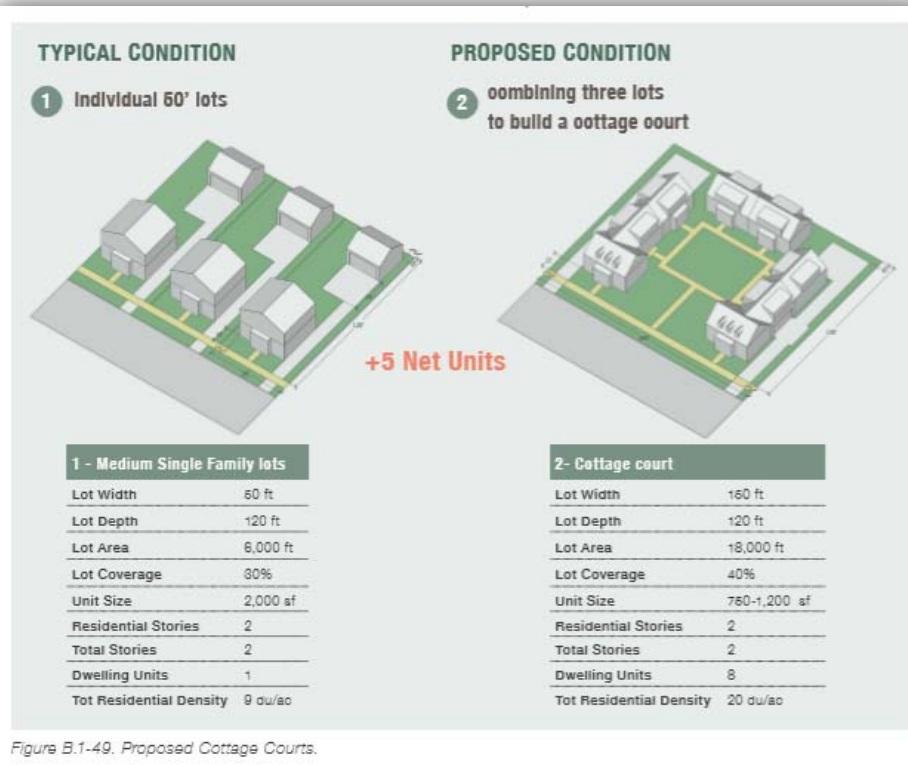
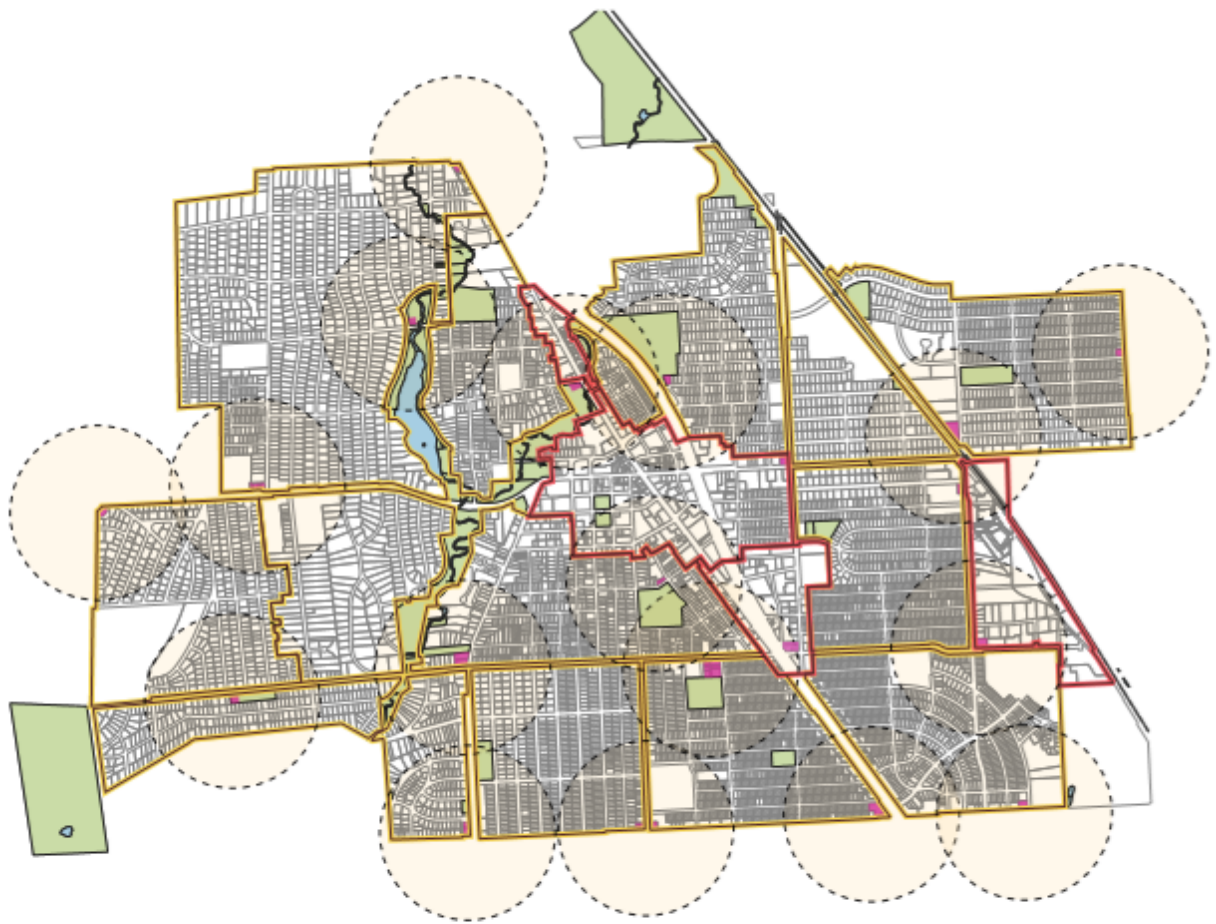


Figure B.1-50. A neighborhood destination consisting of a mix of uses and small gathering spaces can greatly enhance the character and identity of a neighborhood, while providing convenient, walkable access to services and amenities.



FigureB.1-62. Proposed Neighborhood Destinations.

Neighborhood Destinations

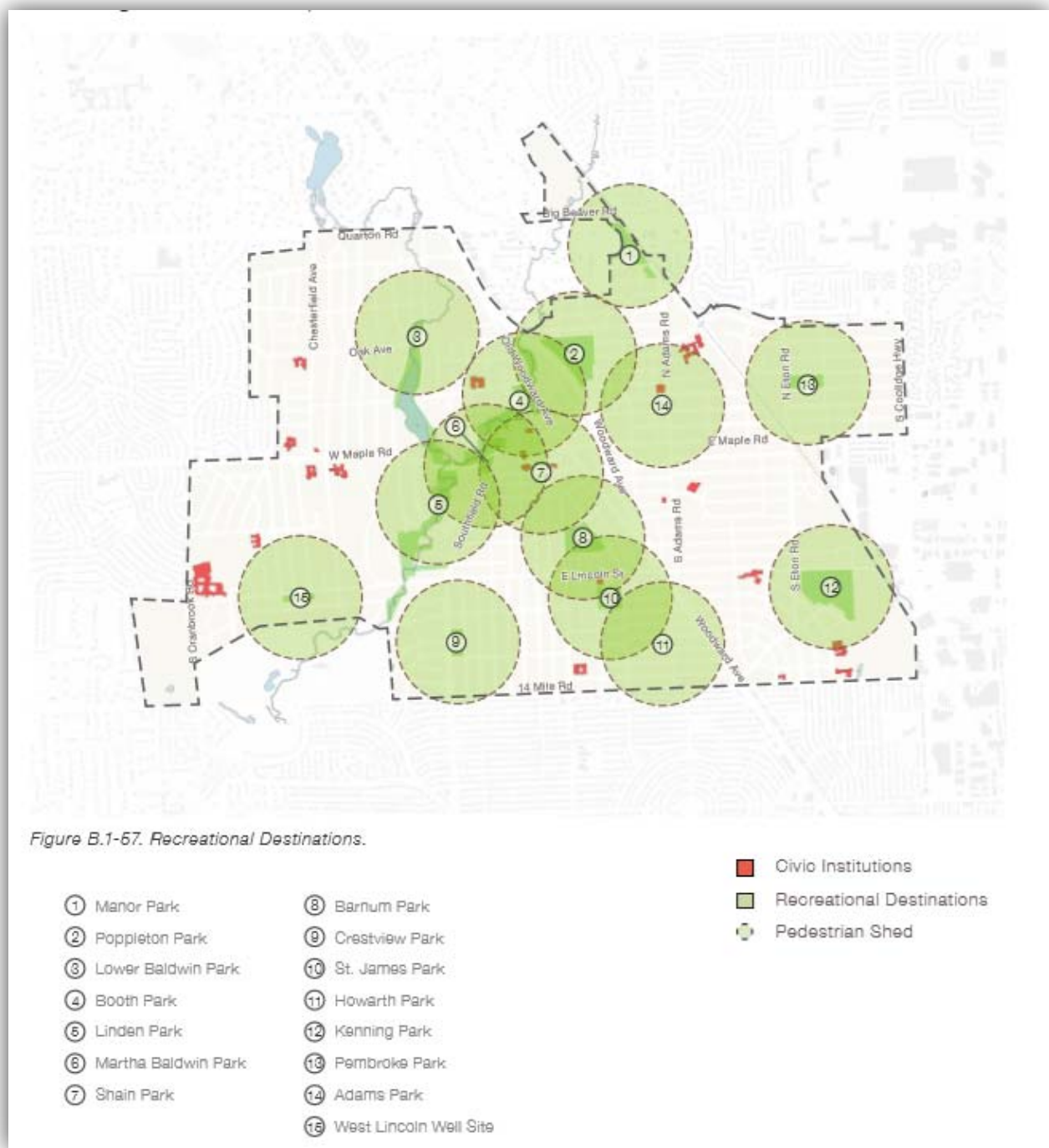
- Commercial Destinations
- Recreational Destinations
- Pedestrian Shed



Figure B.1-53. Mills Pharmacy destination improvement.



Figure B.1-54. Eton Market destination improvement.





- Multimodal**
- Neighborhood Loop
 - - Neighborhood Connector
 - Protected Bike Lane
 - Bike Lane
 - - Paved Bike Path
 - Proposed Circulator Stop
 - Transit Stop
 - Pedestrian Improvements
 - Crossing Island
 - Crossing Island with RRFP
- Civic Uses**
- Civic
 - School
 - Parks
- Neighborhood**
- Fabric - Medium Intensity
 - Fabric - Lot Enlargement Area
 - Seam - Medium Intensity
 - Seam - Low Intensity
 - Destination

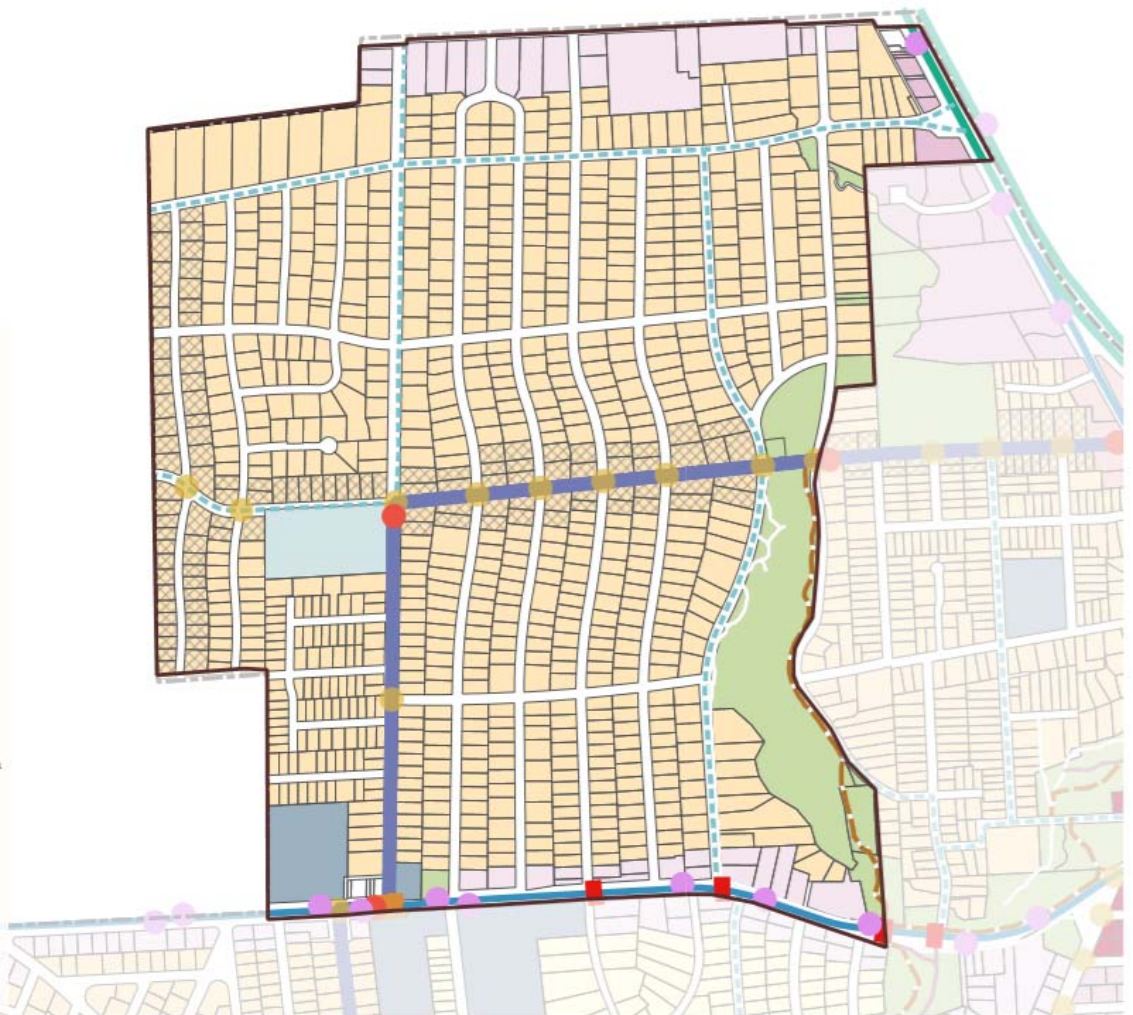


Figure B.2-1. Quarton Neighborhood.



Figure B.2-2. Holy Name Neighborhood.

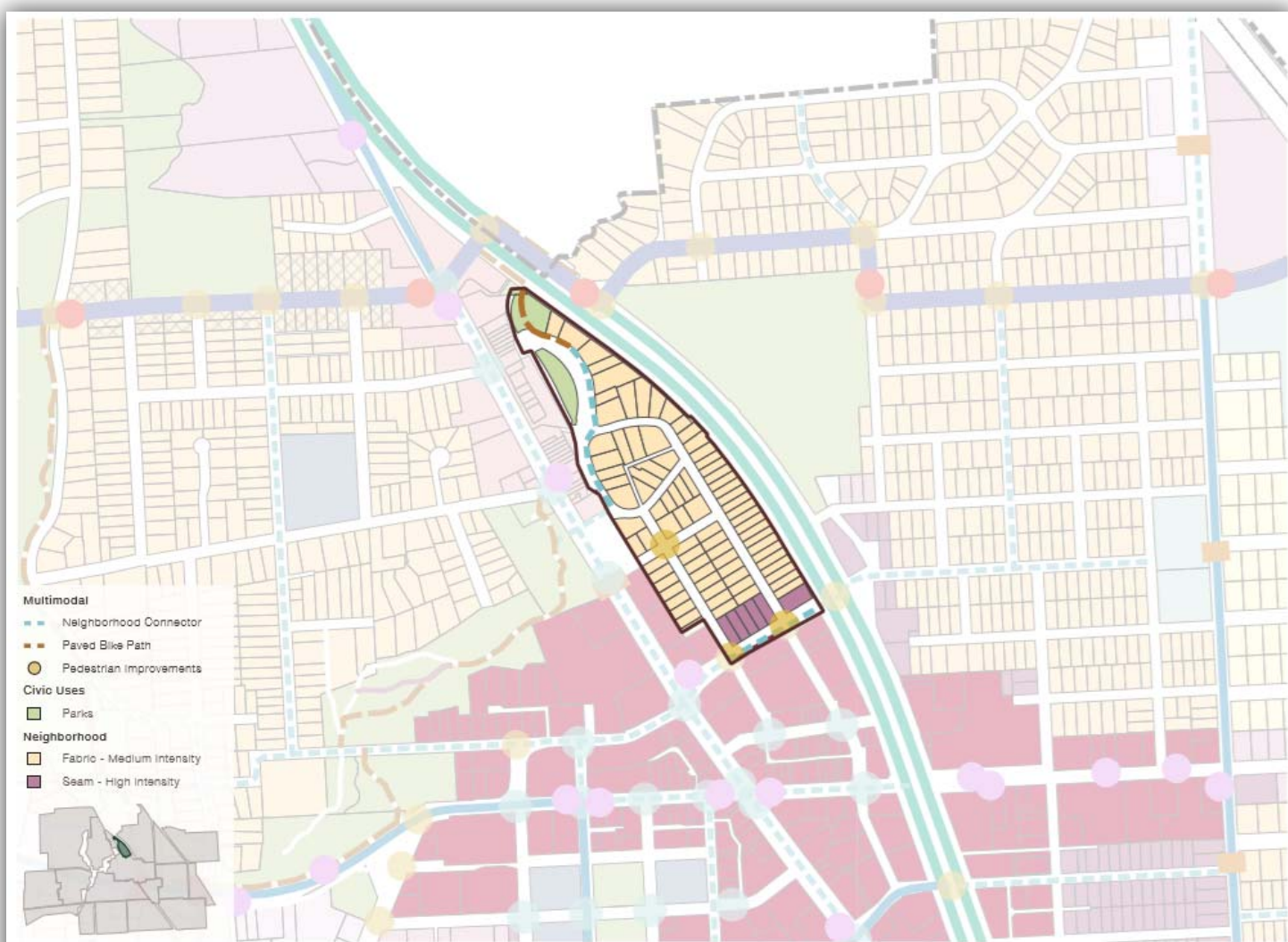


Figure B.2-3. The Ravines Neighborhood.

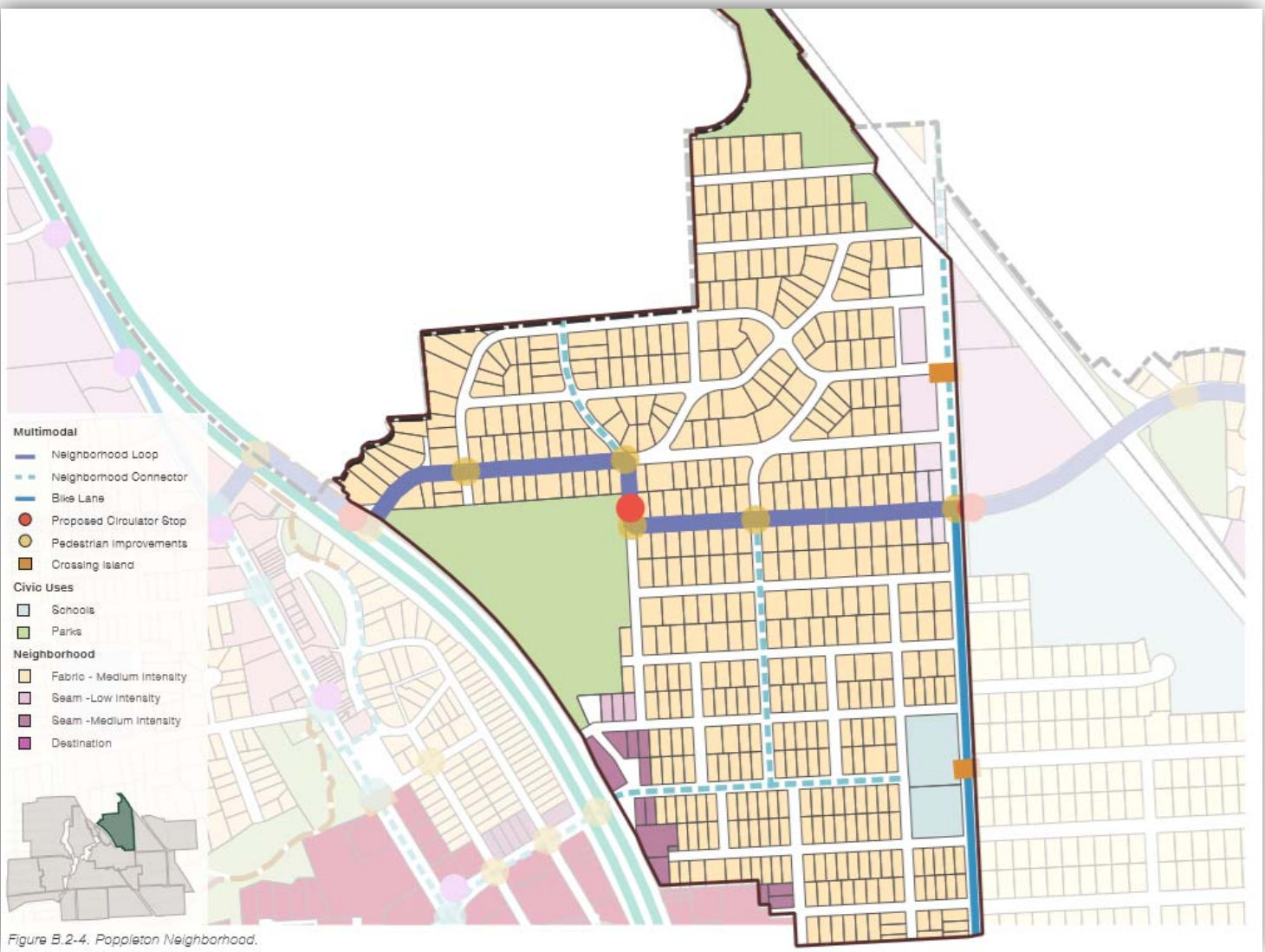


Figure B.2-4, Poppleton Neighborhood.

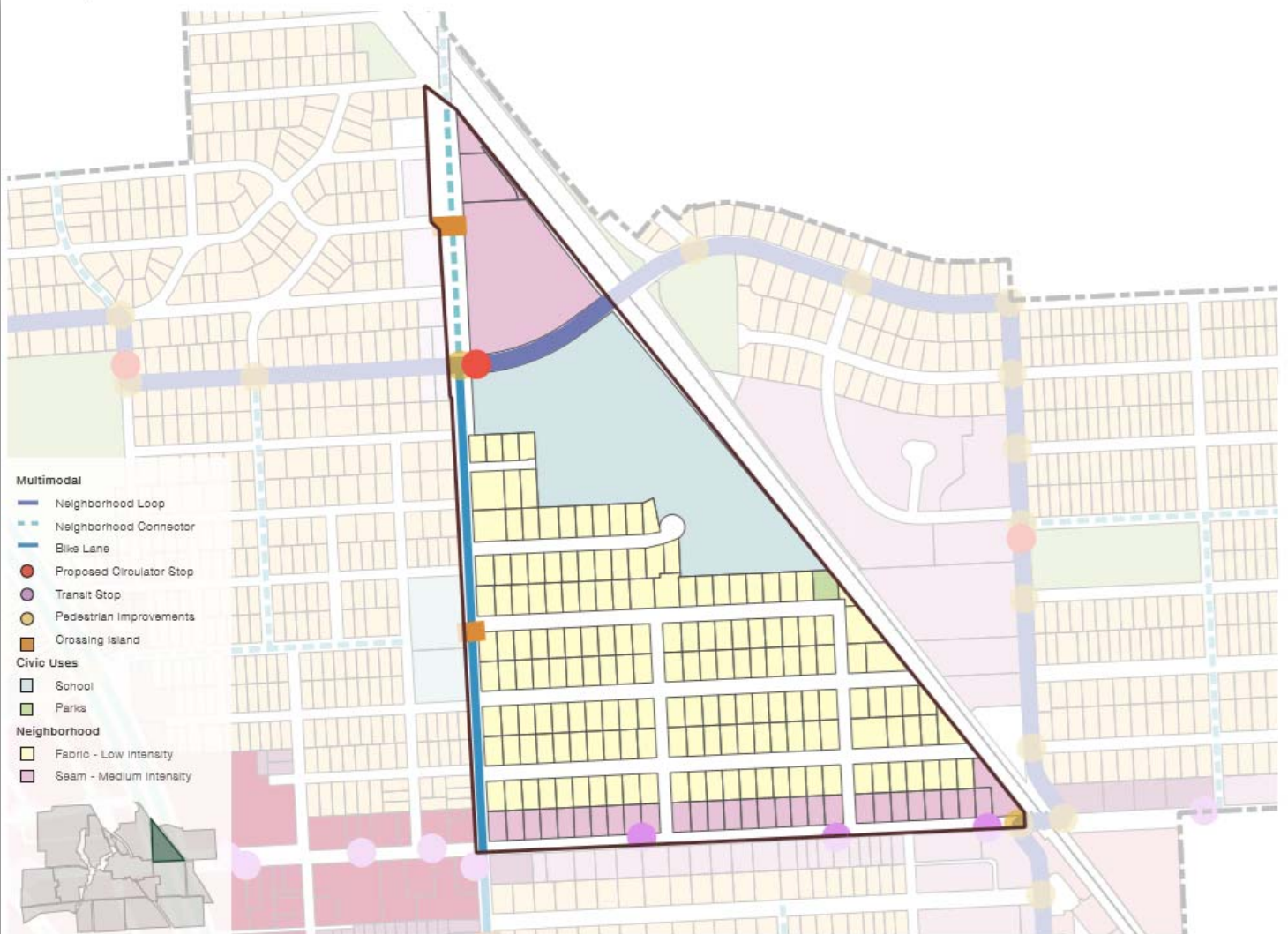


Figure B.2-5. Derby Neighborhood.

- School
- Cemetery



Figure B.2-6. Pembroke Neighborhood.

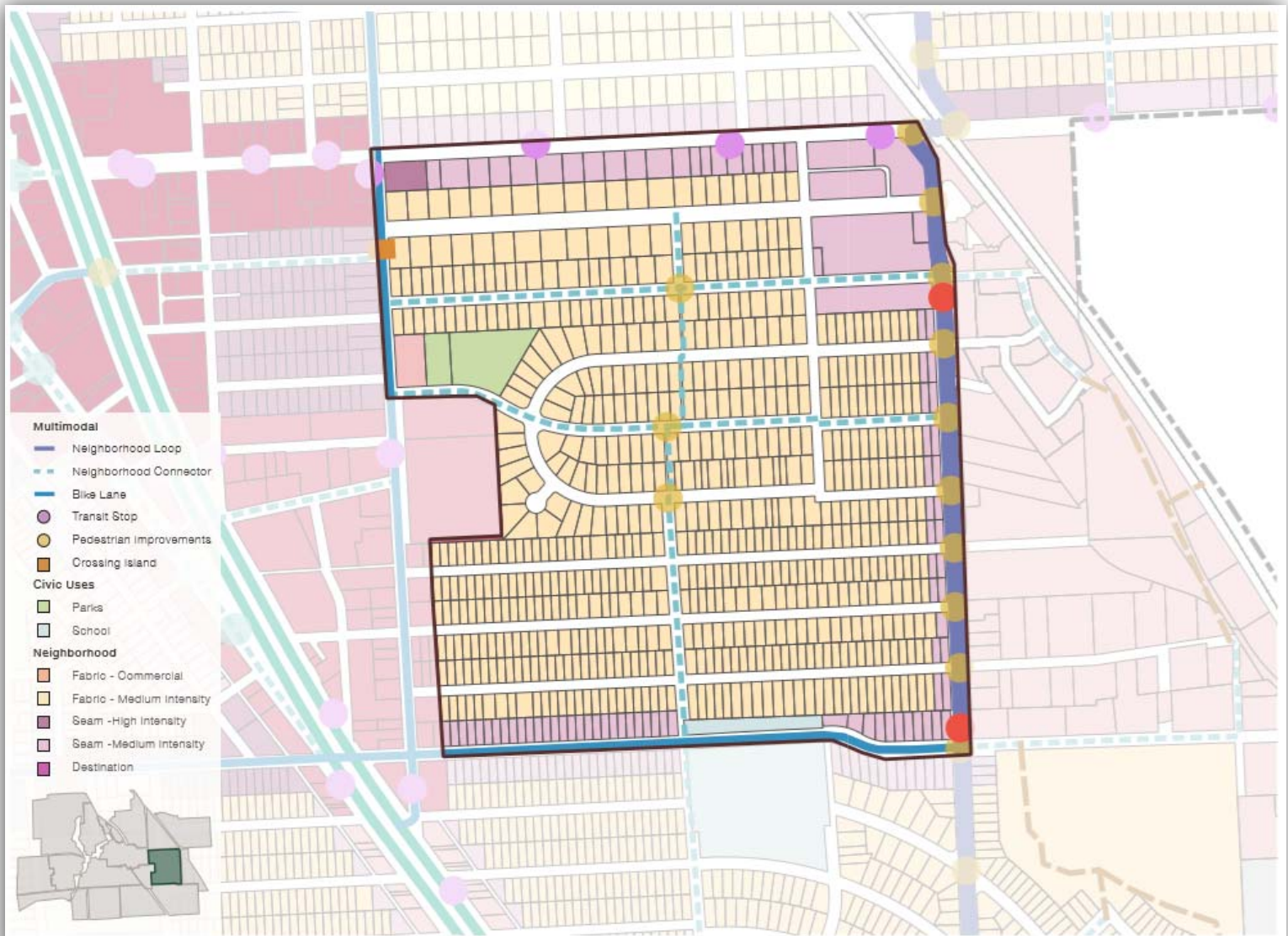


Figure B.2-7. Torry Neighborhood.

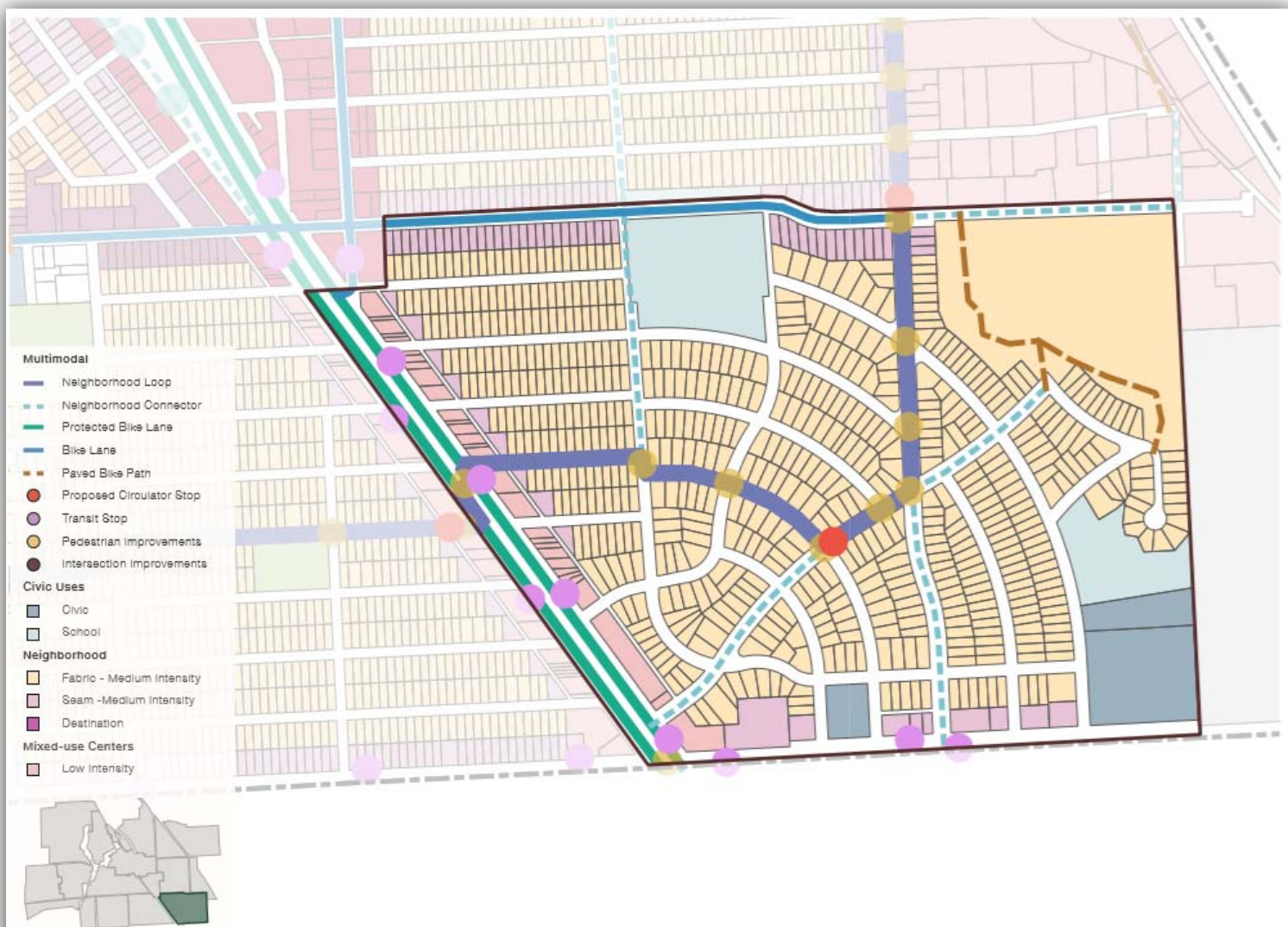


Figure B.2-8. Kenning Neighborhood.

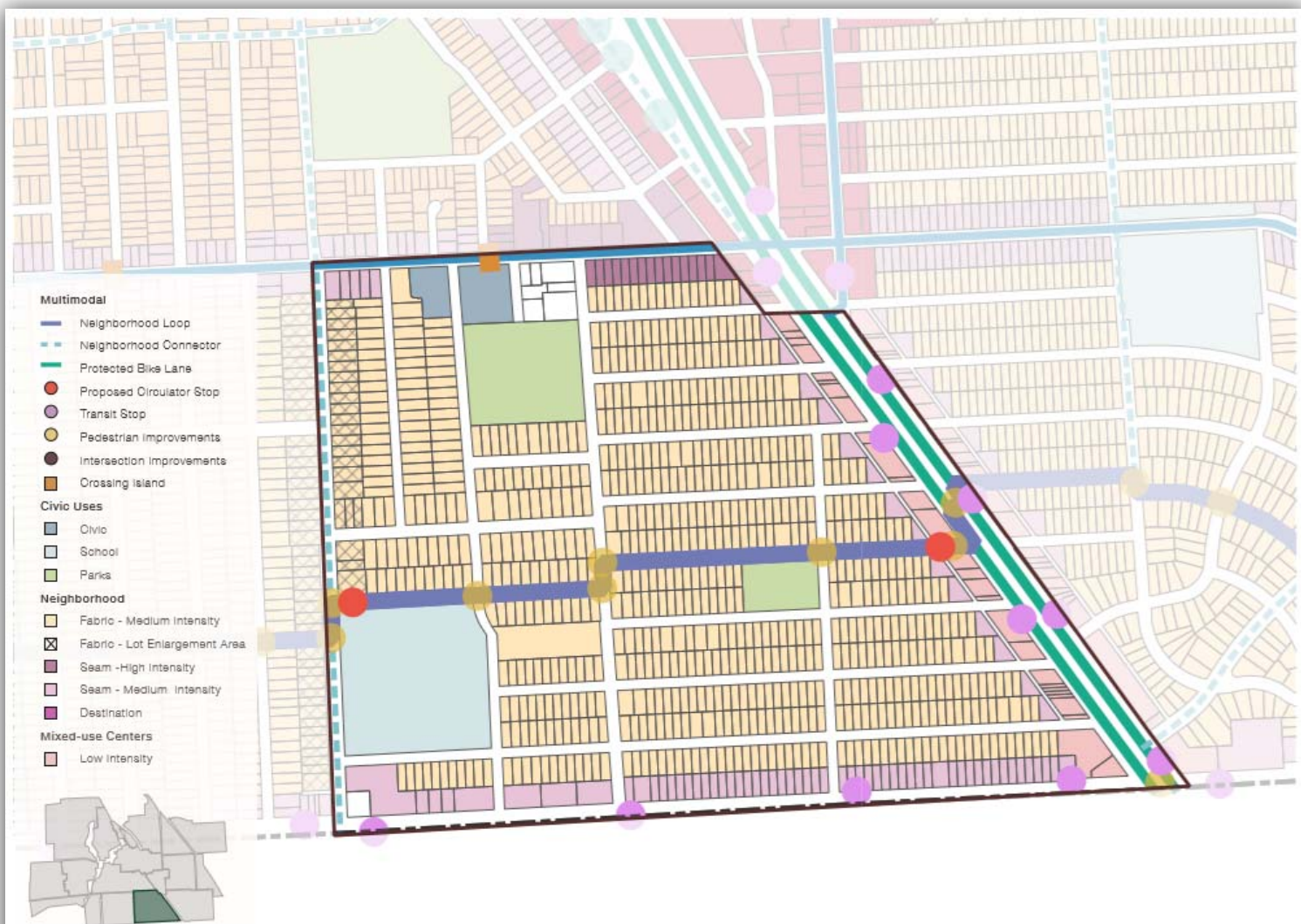
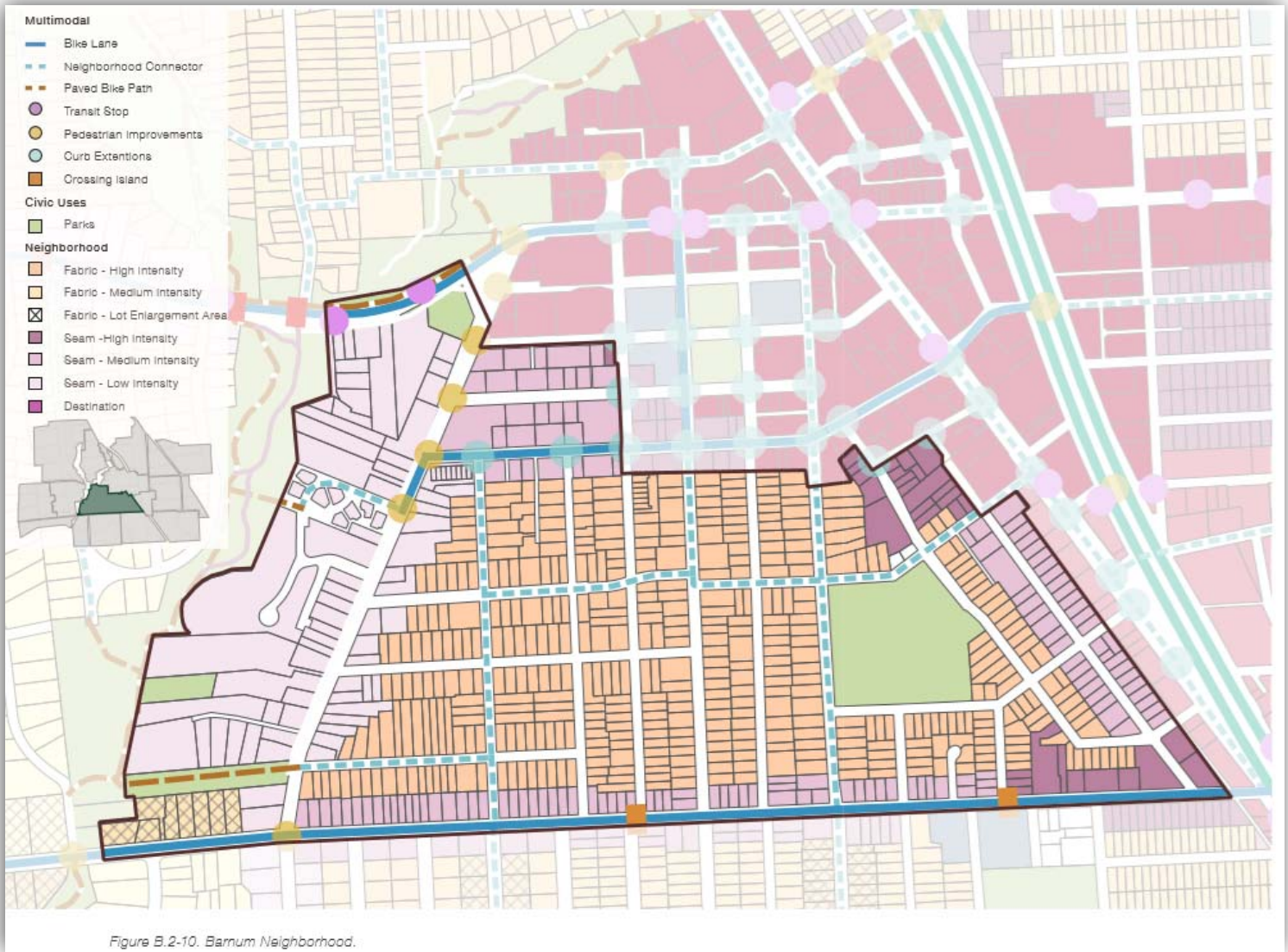


Figure B.2-9. Pierce Neighborhood.



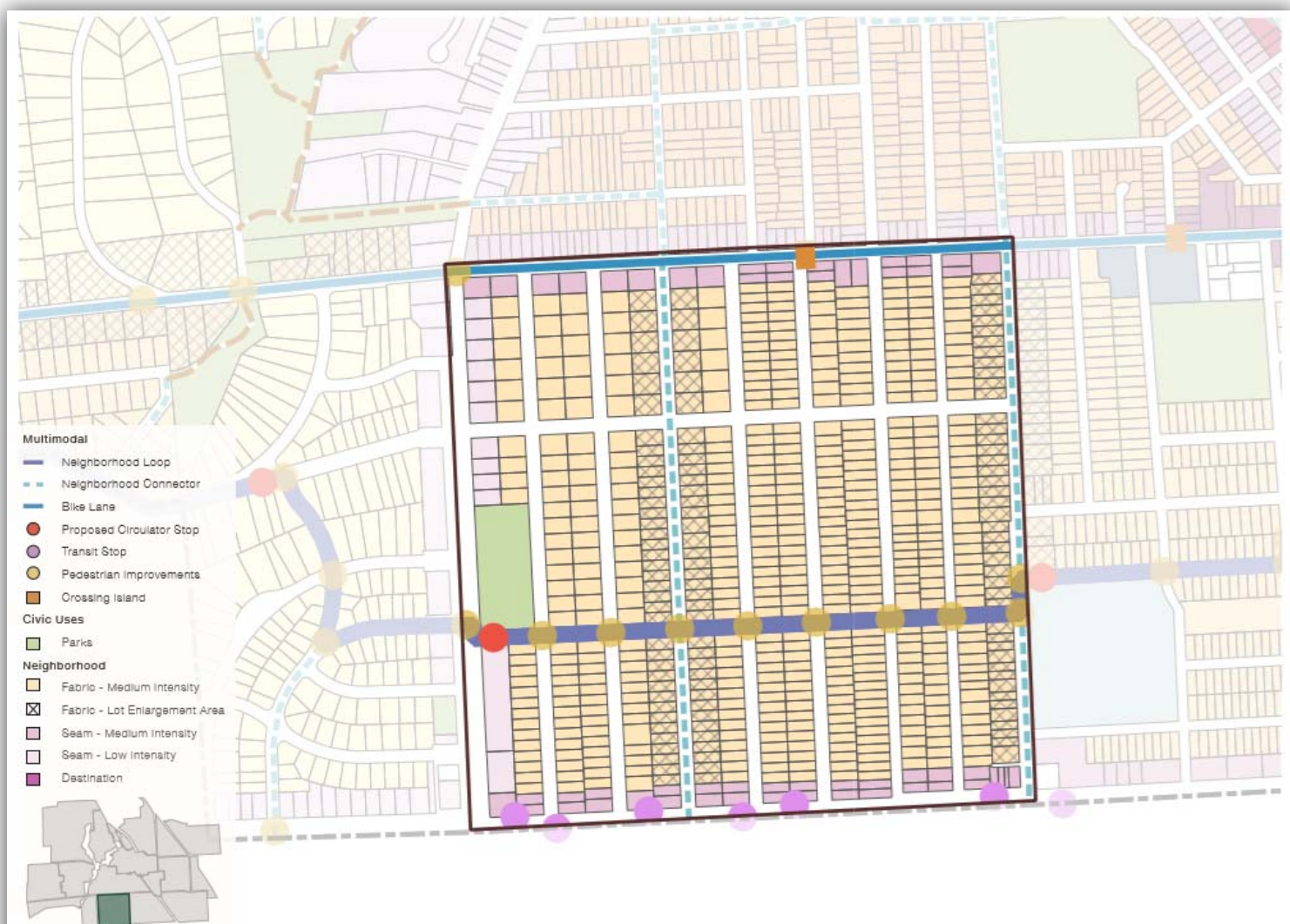


Figure B.2-11. Crestview Neighborhood.

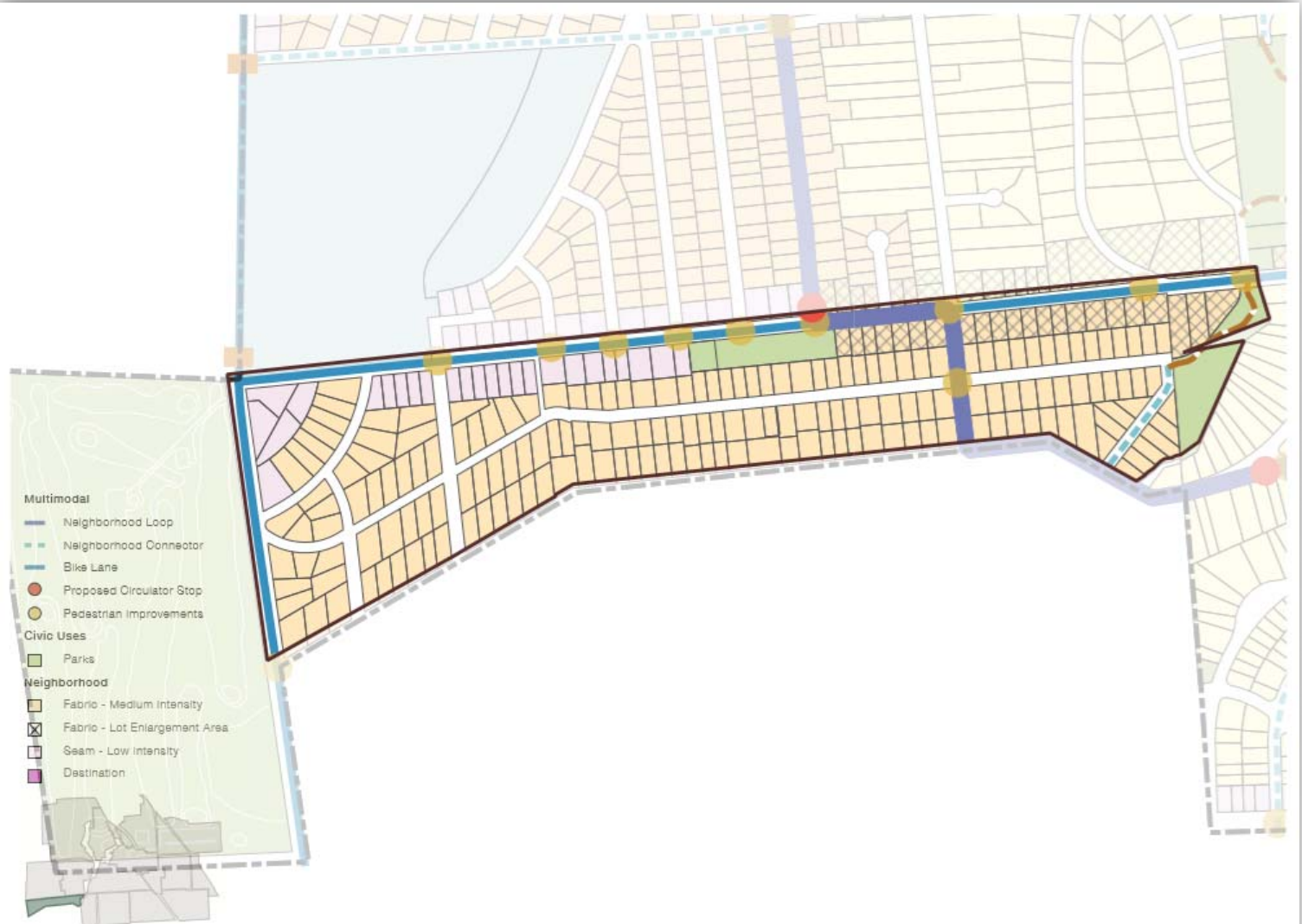
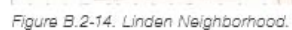


Figure B.2-13. Lincoln Hills Neighborhood.



- Multimodal**
- Neighborhood Loop
 - - Neighborhood Connector
 - Bike Lane
 - Proposed Circulator Stop
 - Transit Stop
 - Pedestrian Improvements
 - Island Crossing
- Civic Uses**
- School
- Neighborhood**
- Fabric - Medium Intensity
 - ▣ Fabric - Lot Enlargement Area
 - Seam - Low Intensity
 - Destination

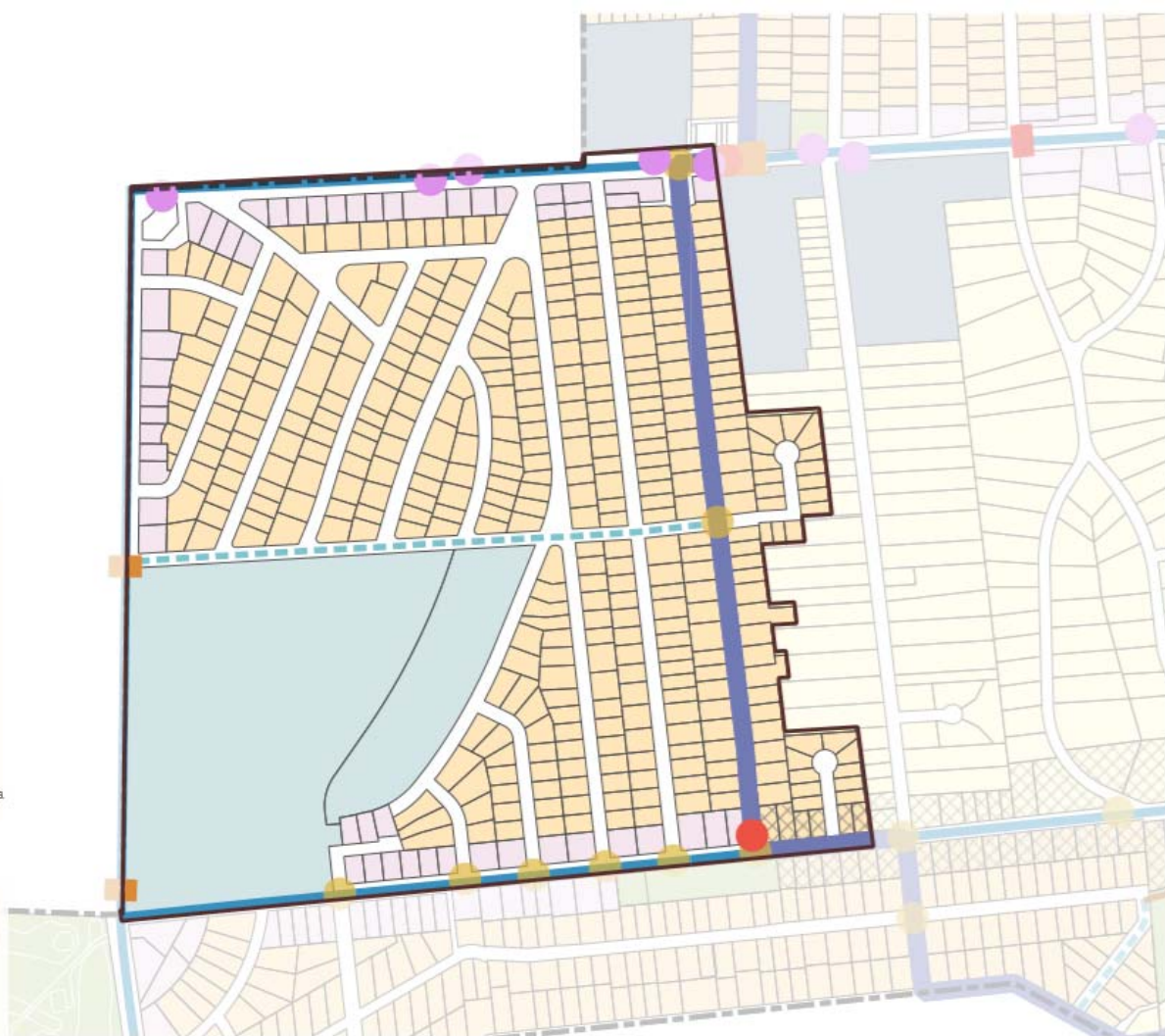


Figure B.2-15. Seasholm Neighborhood.

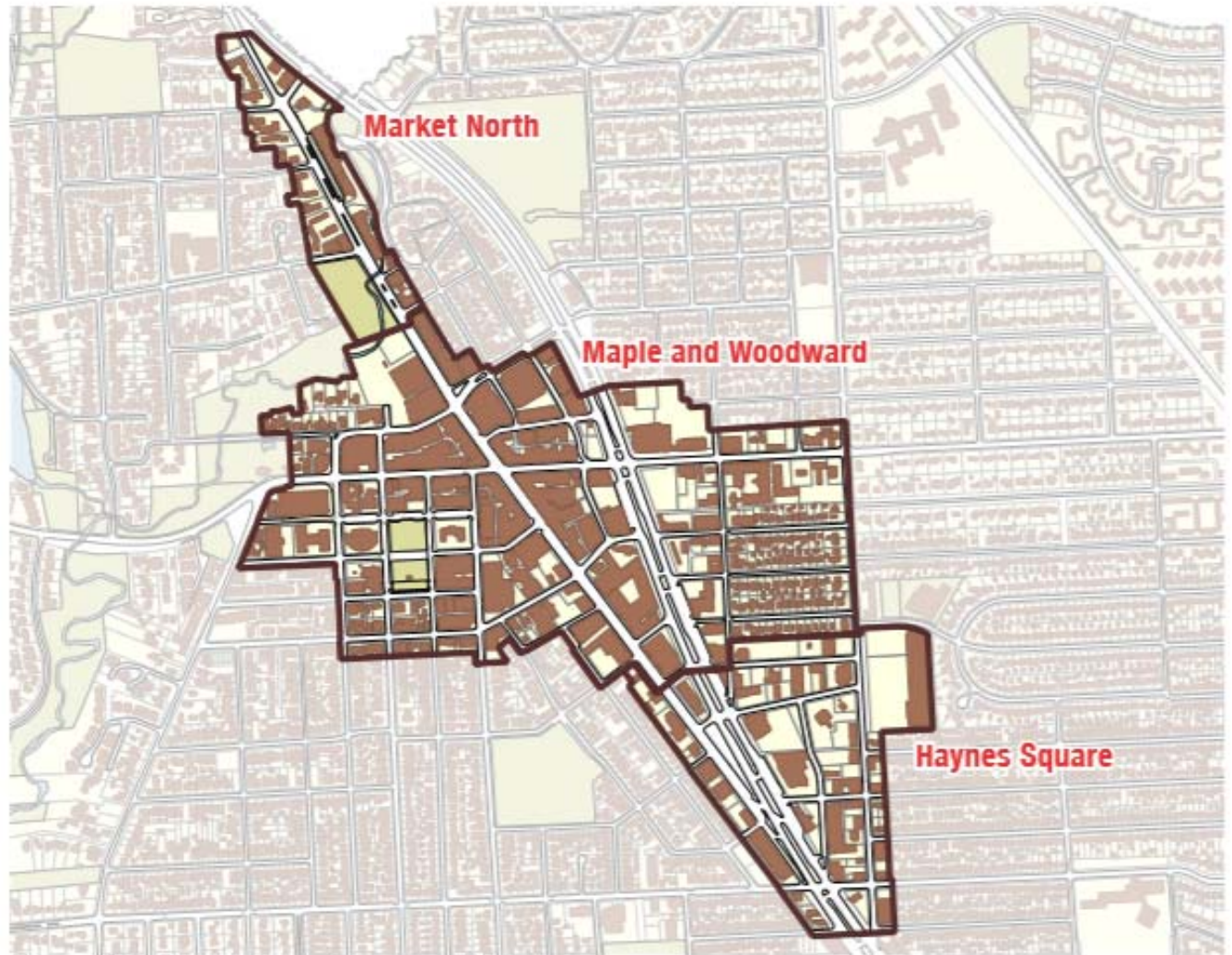


Figure C.1-01. Three districts of Downtown Birmingham.

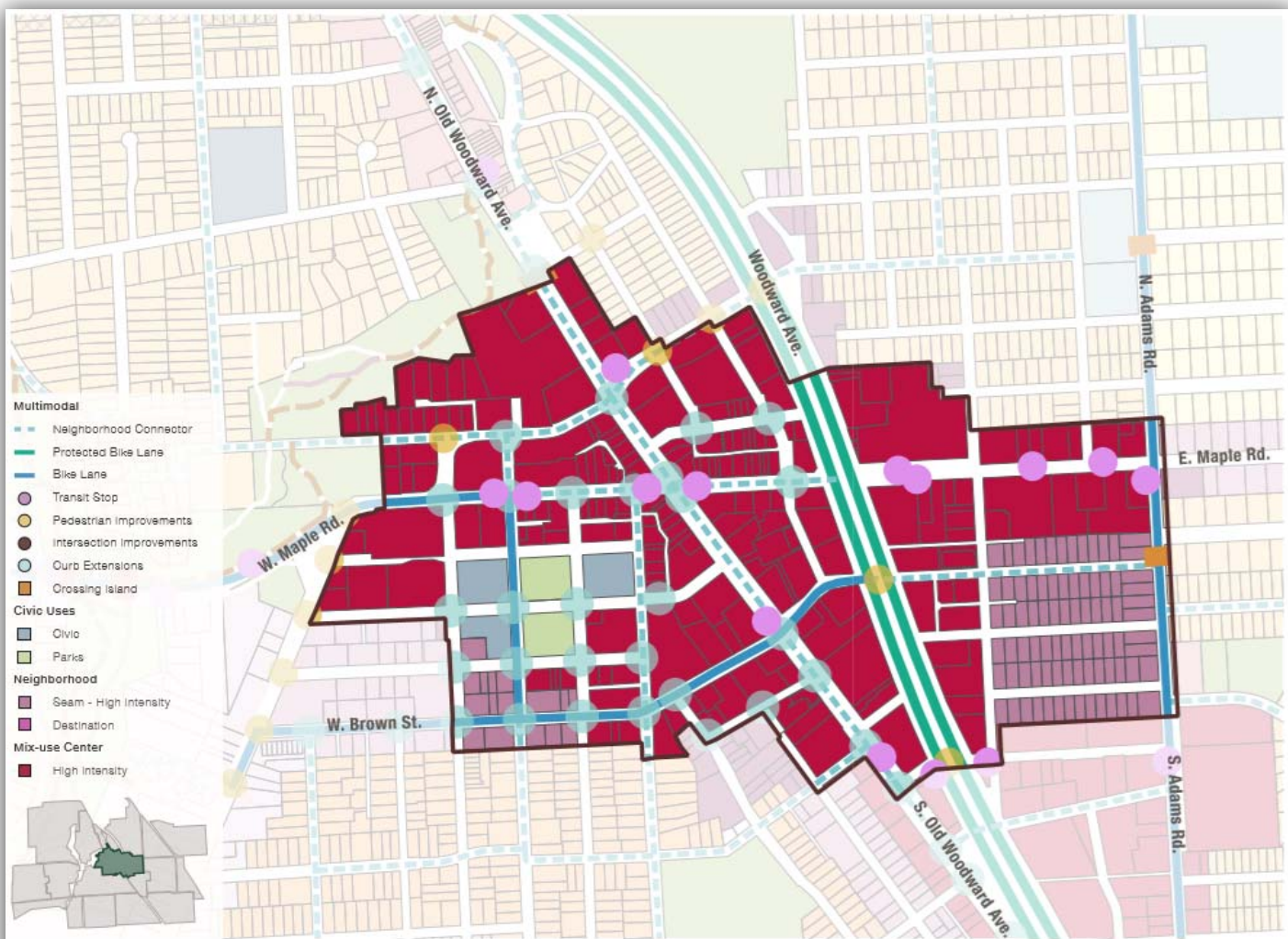


Figure C.2-01. Maple and Woodward district.

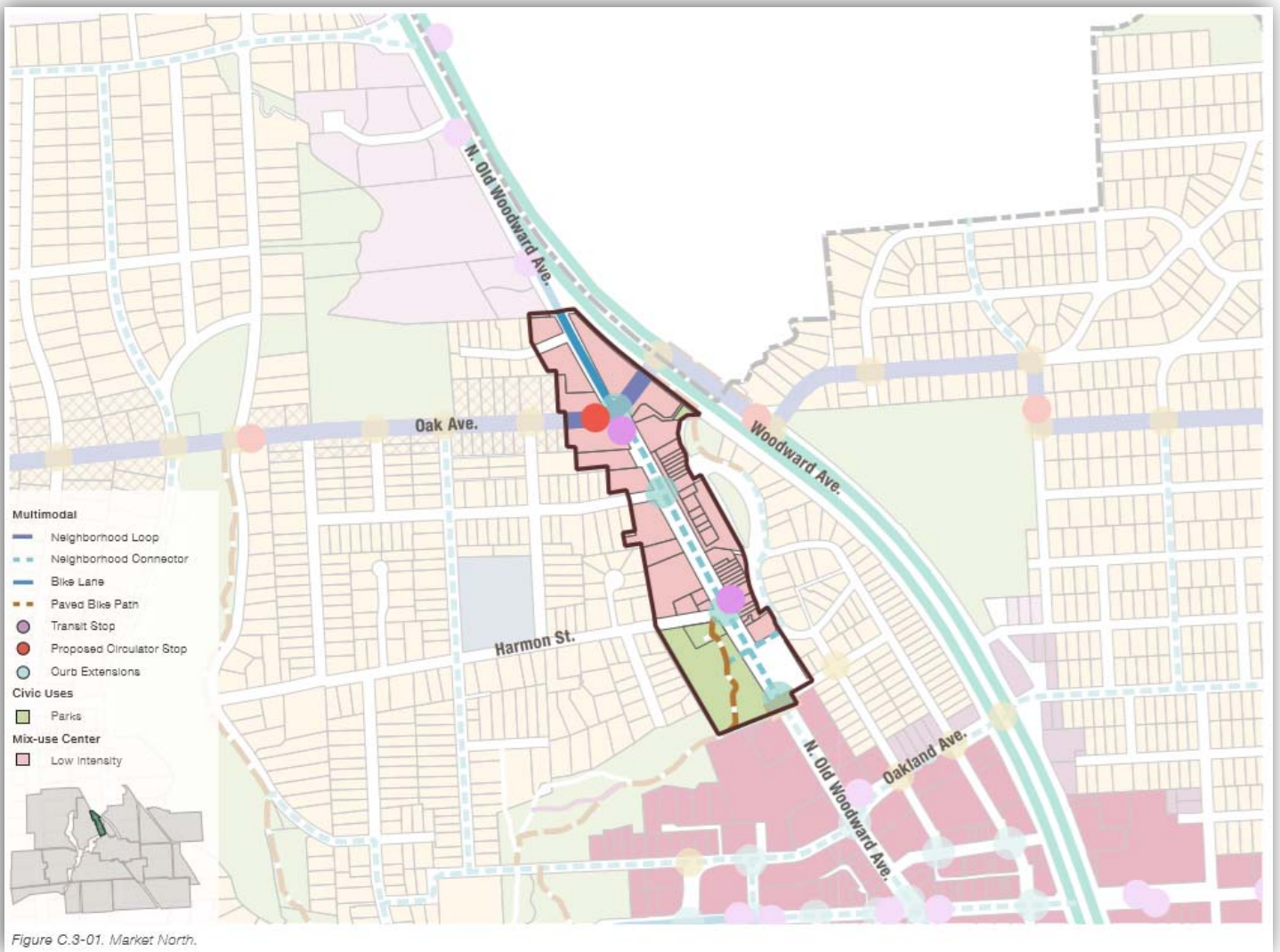


Figure C.3-01. Market North.

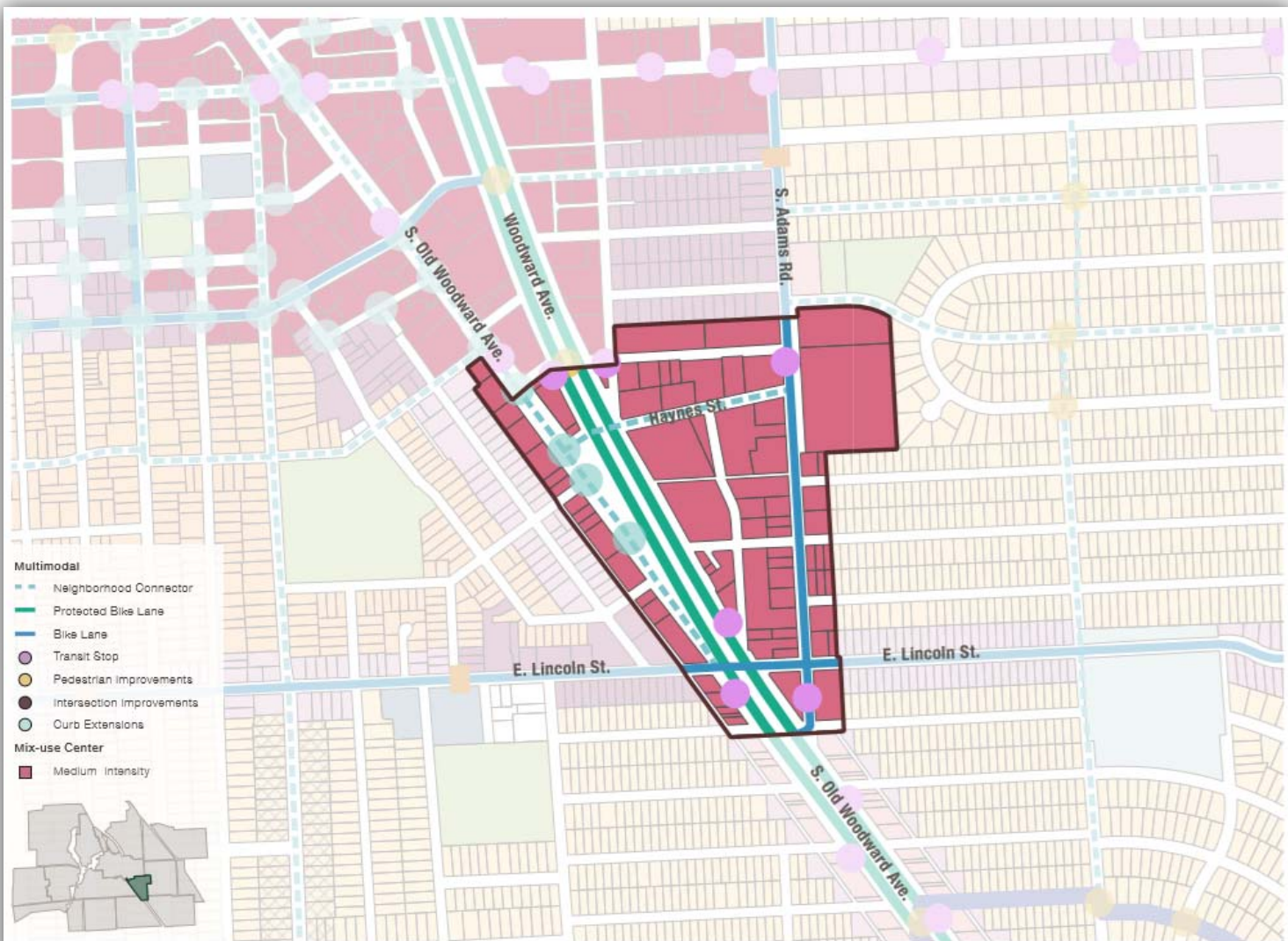


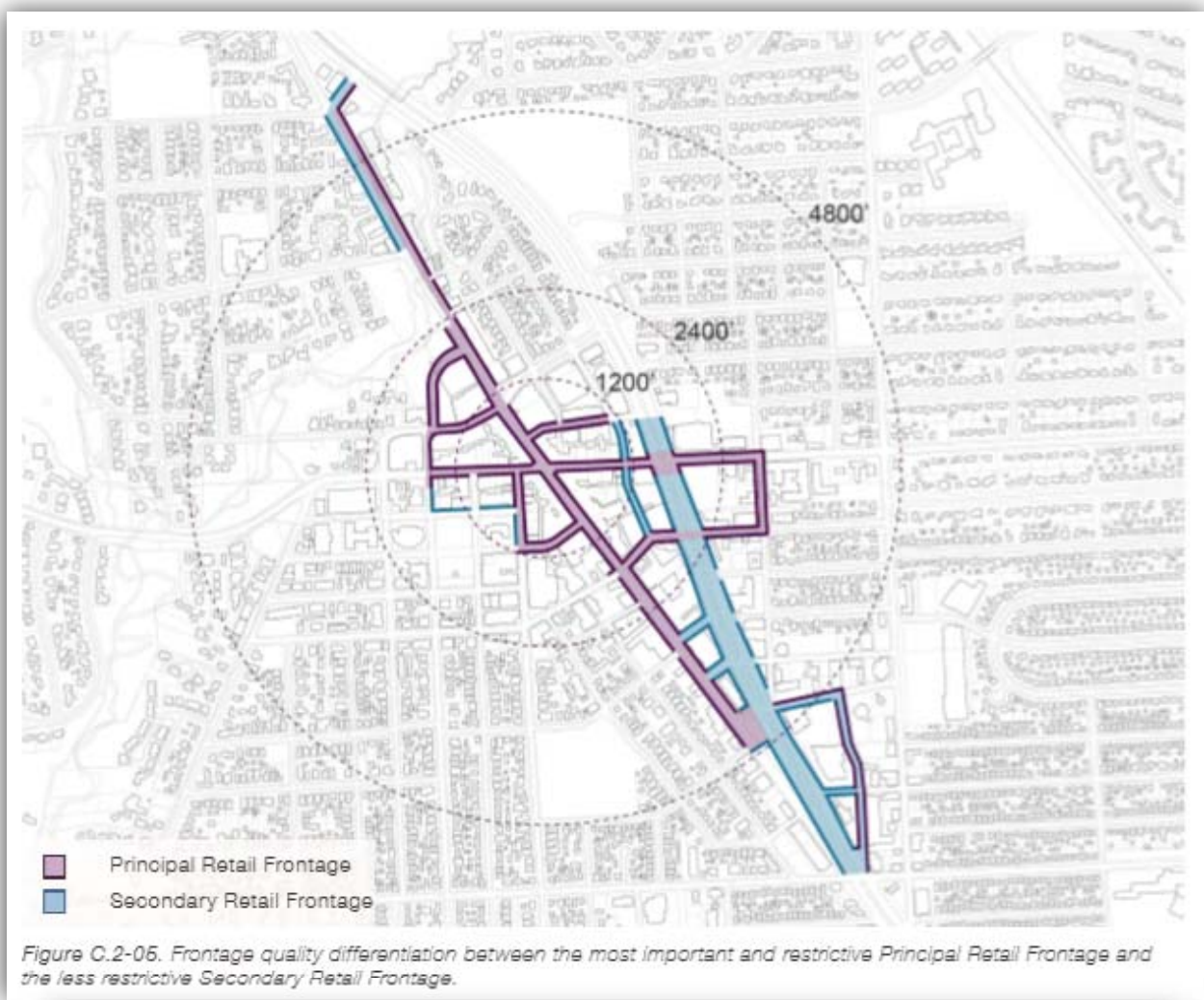
Figure C.4-01. Haynes Square.



Images C.1-02-C.1-04. Wayfinding signage. Business directory signage on the left, general wayfinding at center, and dynamic parking wayfinding on the right.



Image C.2-03. The dining deck at Dick O' Dow's leaves insufficient sidewalk space.



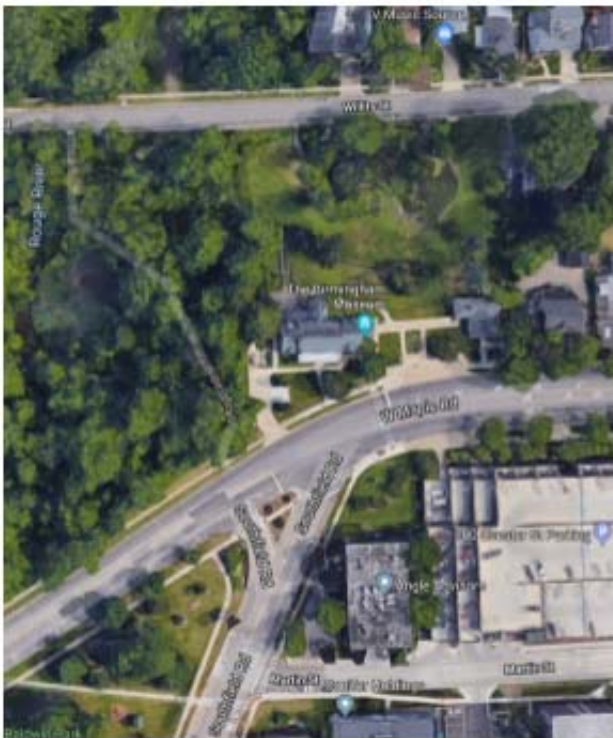


Image C.2-07. The Birmingham Museum is adjacent to the Willits Trail and Route River and should serve as a trailhead, integrated into the system.



Image C.2-09. The Library's entrance plaza lacks seating and has a wide area of plain concrete which lacks visual interest.



Figure C.2-12. Growth capacity West of Woodward on sites with 1 and 2 story buildings.



Figure C.3-06. Proposed open air market pavilion on municipal parking lot 6.

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



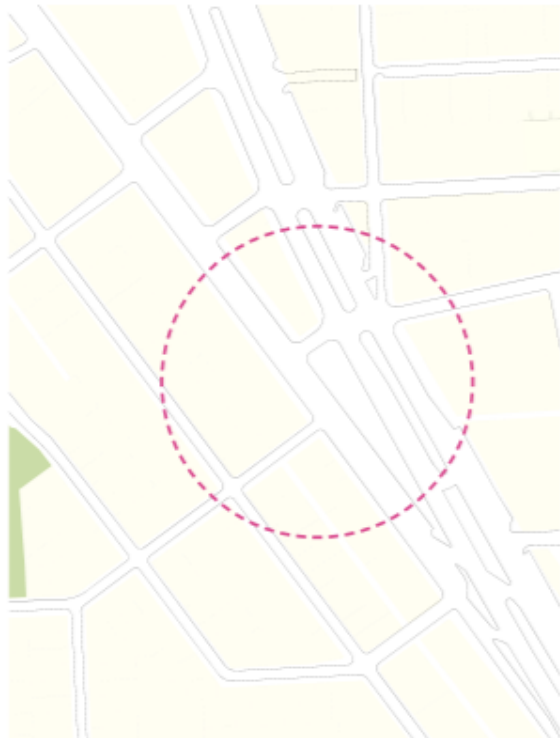
B2 general business

O office commercial

P parking structures

Figure C.3-08. Extension of D2 zoning in Market North.

EXISTING



PROPOSED

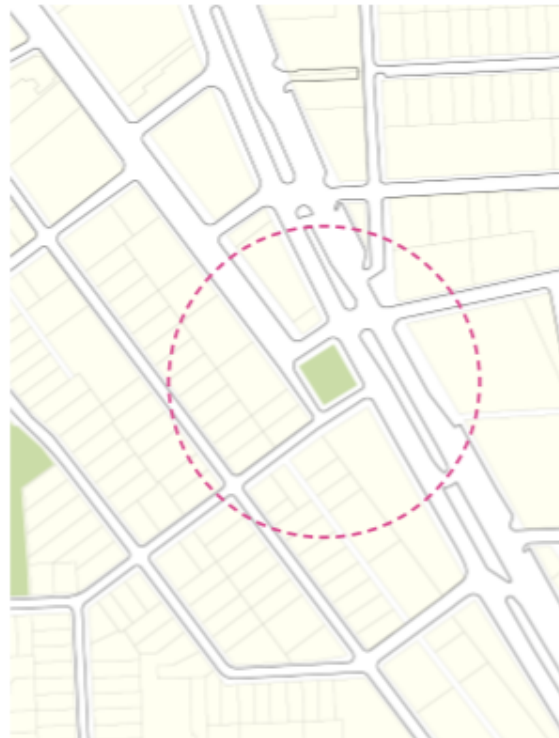


Figure C.4-03. Haynes Square reconfiguration.



Figure C.4-04. Redevelopment of Haynes Square.



Figure C.6-04. Shared-use alley space.



Images C.4-05-08. Shared-use paving examples from the 2013 Southern Gateway Urban Design Plan.



Figure C.6-13. Neighborhood Sleeve block configuration which consolidates parking mid-block and creates small neighborhood-focused nodes along the east-west streets.

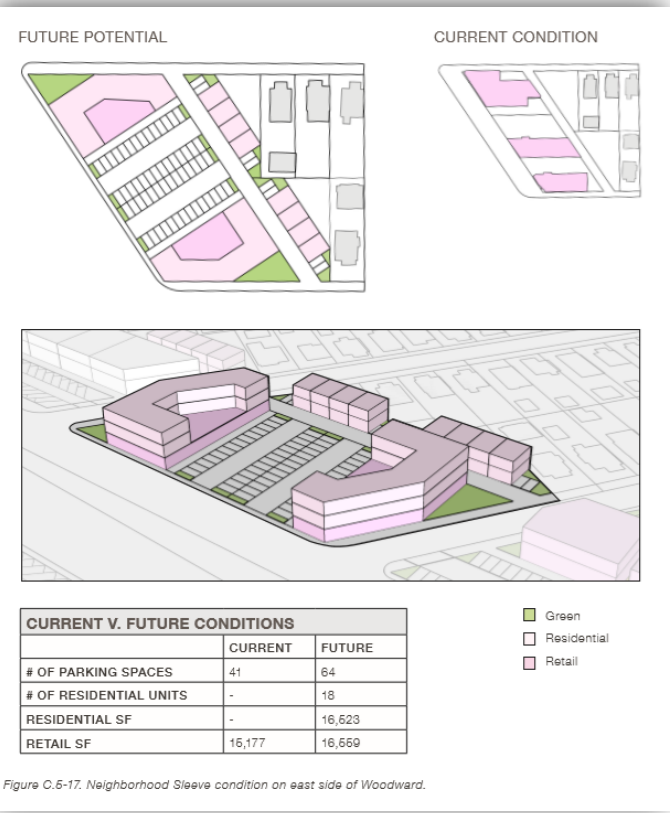
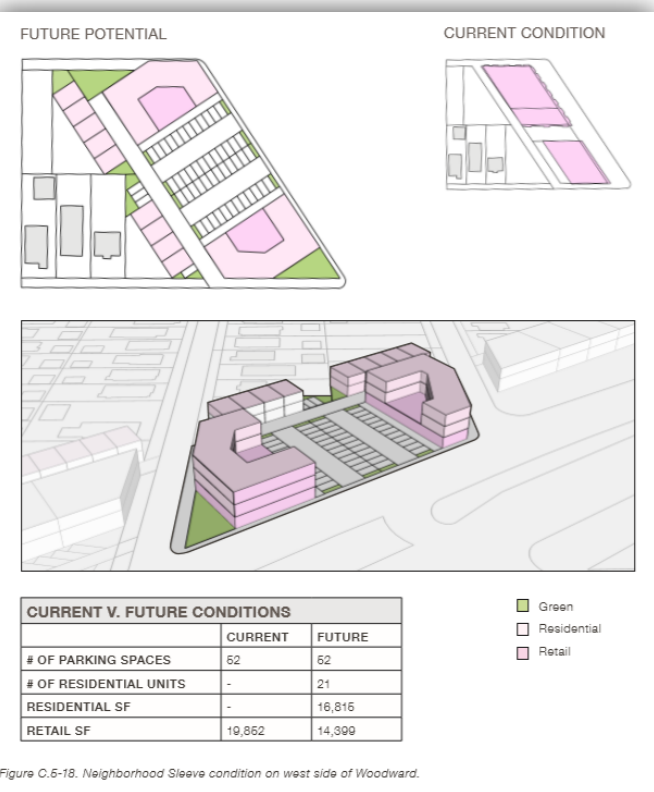







Figure C.6-08. The Lower Rail District.

Future Potential



-  Location of train station addition
-  Property blocking connection
-  Future road extensions

Existing Conditions



Figure C.6-15. Existing conditions and future potential of access to Troy Transit Center.