

**BIRMINGHAM CITY COMMISSION /
PLANNING BOARD JOINT WORKSHOP SESSION
JUNE 17, 2019
DPS FACILITY, 851 SOUTH ETON
7:30 P.M.**

WORKSHOP SESSION

This will be considered a workshop session. No formal decisions will be made. The purpose of this workshop format is to focus on problem definition and desired outcomes. Each commissioner will have an opportunity to share their perspective and thoughts on problems and possible solutions and engage the Planning Board for input. Citizens will have an opportunity to make public comment at the end of the workshop meeting.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Patty Bordman, Mayor

II. ROLL CALL

Cheryl Arft, Deputy City Clerk

III. ITEMS FOR DISCUSSION

- A. Current Issues:
1. Discussion on solar panel regulations
 2. Discussion on enclosing balconies, patios and terraces
 3. Discussion on criteria for Administrative Approval process
 4. Discussion on Master Plan charrette and draft of key proposals
 5. Review of Planning Board Action List

IV. PUBLIC COMMENT

V. ADJOURN

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al [\(248\) 530-1880](tel:(248)530-1880) por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).



MEMORANDUM

Planning Division

DATE: June 12, 2019

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director

SUBJECT: Joint Meeting Discussion

1) Solar Panel Review Process

Background:

In 2009, the City Commission adopted ordinance language permitting solar panels on structure roofs in all zoning districts throughout the City. Since its adoption, there have been many solar panels installed across the City, and several in the process of being approved by the Planning Board and Planning Division. During a recent solar panel Design Review hearing, the Planning Board discussed the evolution of solar panels and their perception that aesthetics are no longer an issue that should require a full Design Review by the Planning Board (or Historic District Commission if the property is historic). The Board members also revisited a suggestion that was discussed in 2009, which was to waive fees for solar panel applications to encourage alternative energy use and sustainability.

Issue:

The current ordinance allows solar panels that are installed on the rear or side facing roofs to be approved through Administrative Approval via the Planning Division, while solar panels proposed to be installed on a front or street facing roof are required to apply for a Design Review with the Planning Board or Historic District Commission. To encourage the use of alternative energy and green building techniques in the City, the City may benefit from reducing the application requirements for the installation of solar panels.

Discussion:

Should the City study the elimination of a formal Design Review and Planning Board hearing for front/street facing solar panel installations?

2) Enclosing Balconies, Patios & Terraces

Background:

Over the past several years, numerous property owners in the Crosswinds Development east of S. Eton Street have requested approval to enlarge their existing rear balconies over their driveways, essentially converting small balconies into large deck terraces, on the second and/or third stories. After constructing these terraces, several property owners then enclosed the deck. Code Enforcement stopped construction as no permits or approvals had been granted. The property owners were required to submit a Final Site Plan and Design Review application to the Planning Board. Subsequent owners in the Crosswinds Development have come forward seeking

approval for similar terraces with enclosures, and the Planning Board has endorsed the use of administrative approval for similar or higher quality enclosure balconies and terraces.

Issue:

Several outdoor space enclosure systems have recently been requested. The first was reviewed by the Planning Board and subsequent applications were directed for administrative approval by the Planning Board if they were similar to the first one reviewed and approved. The Planning Board discussed whether there was a need for a public hearing, and a discussion of the material and aesthetic standards to use in reviewing these enclosures. There are currently no regulations or standards to govern the size, materials or aesthetics of enclosure systems for outdoor balconies, terraces or decks, and the Planning Board has expressed the desire for such standards or regulations.

Discussion:

Should the City review the need to have a formal review process and / or specific regulations for outdoor balconies, terraces or decks?

3) Master Plan Charrette Debrief

Background:

The updating and implementation of master plans and subarea plans are important aspects of maintaining and improving the standard of excellence that is expected in Birmingham. Accordingly, the City Commission hired DPZ to lead a team to complete a comprehensive master plan update for the City of Birmingham. Over the past few months, the DPZ team has been conducting information gathering sessions with members of the public. The team conducted a web survey during the month of May which had a strong participation rate among residents. In addition, the team conducted many stakeholder meetings during April and May, meeting with property owners, residents, neighborhood groups, business owners and institutional partners in the City to solicit detailed input on the City's needs, specific concerns and recommendations for the future vision of the City. From May 14 through May 21, 2019 the DPZ team also conducted a public visioning charrette to gather input from residents and business owners for integration into a strategic vision for the neighborhood and commercial areas within the Plan. An analysis of the findings from the survey and the stakeholder meetings was incorporated into the sessions running during the charrette and the key findings and proposals that were presented in the final presentation at the end of the week long charrette (complete final presentation is attached to this report).

A second web survey will be released later this month to solicit additional input from residents based on the proposals developed during the charrette process to gauge how these ideas resonate with the public. In addition, a public open house will be held July 8 – 10, 2019 in the former charrette space at 255 S. Old Woodward to discuss and evaluate some the key findings and discuss their refinement and progression into a draft master plan. DPZ team members will present updates to both the City Commission and Planning Board on July 8 and 10, 2019, respectively. An early draft of the concepts and findings to be further studied for the master plan will also be available in July.

Issue:

During the course of the charrette, numerous concepts were identified to address some of the challenges and opportunities that Birmingham is facing. At the final presentation, each of these concepts were fine-tuned and presented to the public on the last night of the charrette. While many of the strategies discussed were long term in nature and should be further refined for the final draft of the master plan, there were several concepts that could very easily be implemented in the short term to immediately address ongoing challenges. Please see attached copy of the final presentation for your review.

Discussion:

What are the thoughts of the City Commission and Planning Board members on the following key proposals identified in the final presentation of the Master Plan Charrette process?

KEY PROPOSALS

1. Revise downtown and neighborhood parking policies
2. Restructure neighborhood boundaries, their governance, and decision making
3. Establish neighborhood social centers
4. Diversify housing at neighborhood seams to retain population diversity (e.g. age, household types)
5. Invest in the future of the triangle district
6. Preserve the lower rail district & enable future rail connectivity
7. Improve the Woodward edge and crossings to knit the community together
8. Continue implementing the existing plans

4) Planning Board's Action List**Background:**

In March of each year the Planning Division prepares an Annual Report to the City Commission outlining the activities of several boards and commissions over the previous year, as well as an action list of identified priority items for consideration over the coming year. In addition, the action list outlines the actions taken to date on each item. From this list, the Planning Board as well as the City Commission has the opportunity to evaluate the Planning Board's goals and objectives, and make any needed amendments based on current priorities.

Discussion:

A revised version of the Planning Board's Action List for 2019-2020 is attached for review and discussion.

5) Administrative Approval Process

Background:

Currently, the Planning Division staff are authorized under the Zoning Ordinance to conduct administrative reviews of minor changes to existing and approved buildings. Article 7, Section 7.32 Planning Department Approval states:

- A. Planning Department approval of changes to the exterior of a building, structure an/or site is authorized in those instances where the proposed work is minor in nature and will have a minimal impact on the visual appearance of the building, structures, and/or site and provided the materials used are of equal or higher quality than those previously approved. Examples of changes requiring only departmental approval include paint, installation and/or removal of doors and/or windows, lighting, signs, landscaping, roofing material, dumpster enclosures, fence and screen walls, mechanical equipment and screening, changes in the public right-of-way, and maintenance or repair of buildings or structures.

Under section 7.32 of the Zoning Ordinance, the Planning Division staff conduct reviews of administrative approvals submitted to determine if they qualify for such approval. If the proposed changes are deemed to be major and/or more than the Planning Board has traditionally agreed should be administratively approved, the Planning Division staff will discuss the request informally with the Planning Board at the end of a regularly scheduled meeting. The Planning Board will then come to an informal consensus and direct the Planning staff to administratively approve the requested changes, or have them submit a full application for site plan and/or design review and come before the Planning Board for a public hearing.

All administrative approval applications and decisions are reported to the Planning Board in the following agenda packet for the next meeting. Planning Board members then review such approval, and provide any comments or concern they may have for the reported applications or future similar applications.

Issue:

Some administrative approvals for changes to existing and proposed buildings and sites are reviewed and approved by staff under section 7.32 of the Zoning Ordinance. This approval does not require a public review of the proposed changes. The informal process for Planning Board review of questionable applications for administrative approval are discussed at a public meeting, but do not involve public notice or a public hearing. Concerns have been raised that the public at large does not have the opportunity to comment or object to changes requested under the administrative approval process.

Discussion:

Should a review of the administrative approval process be conducted to clarify the current practice?



THE BIRMINGHAM PLAN

2040

DPZ
CODESIGN





































Gibbs
Planning Group

JACOBS



MCKENNA

THE BIRMINGHAM PLAN CHARRETTE SCHEDULE
MAY 14 - 21, 2019

		2019 SEAHOLM LITTLE THEATRE																																					
		MONDAY MAY 13	TUESDAY MAY 14	WEDNESDAY MAY 15	THURSDAY MAY 16	FRIDAY MAY 17	SATURDAY MAY 18	SUNDAY MAY 19	MONDAY MAY 20	TUESDAY MAY 21	WEDNESDAY MAY 22																												
	8:00 AM																																						
	9:00 AM																																						
	10:00 AM																																						
	STUDIO LOCATION																																						
255 S. Old Woodward, Birmingham Note: Closing Presentation and Emily Talen's talk are held at Seaholm High School	11:00 AM					Site and Precedents Tour 9:00am - 2:00pm																Production (studio closed)																	
	12:00 PM																																						
	1:00 PM																																						
2:00 PM																																							
3:00 PM																																							
4:00 PM																																							
LEGEND	5:00 PM					Studio Set-up and Presentation Prep (studio closed)															Production (studio closed)																		
	6:00 PM																																						
Pink Public focused event.	7:00 PM																									Production (studio closed)													
	8:00 PM																																						
Blue Meetings by topic, public is welcome.	9:00 PM																											Production (studio closed)											
	10:00 PM																																						
Green Design team only.	11:00 PM																																Production (studio closed)						
	12:00 AM																																						
PUBLIC INPUT	1:00 AM																																					Production (studio closed)	
	2:00 AM																																						
Public input is welcome during blue topic meetings and most events in pink. Additional input may be provided anytime at: thebirminghamplan.com	3:00 AM																																			Production (studio closed)			
	4:00 AM																																						
5:00 AM																															Production (studio closed)								
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July 8-10, 2019

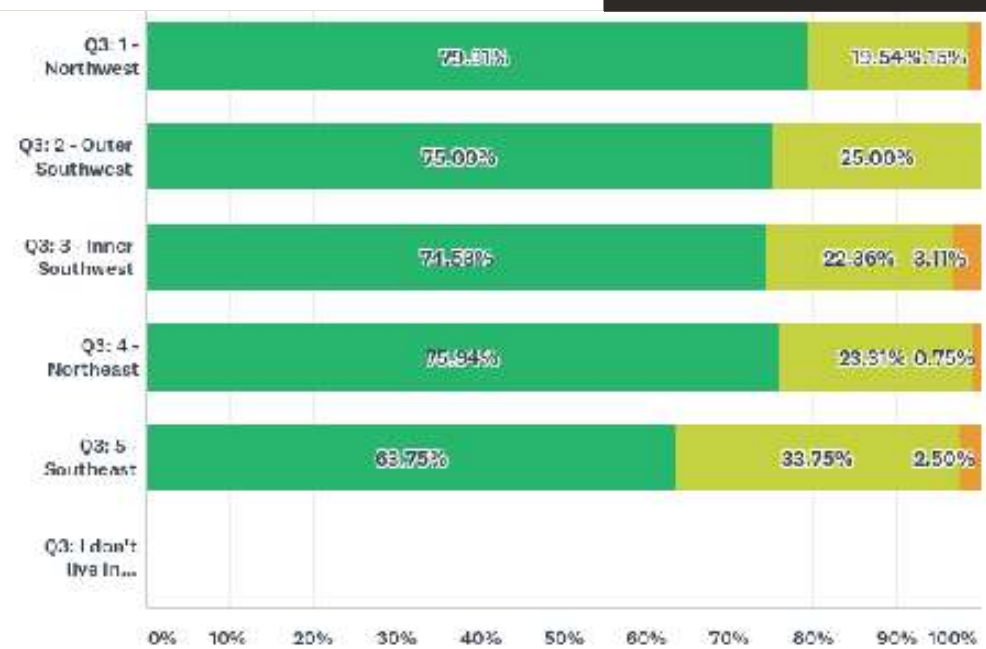
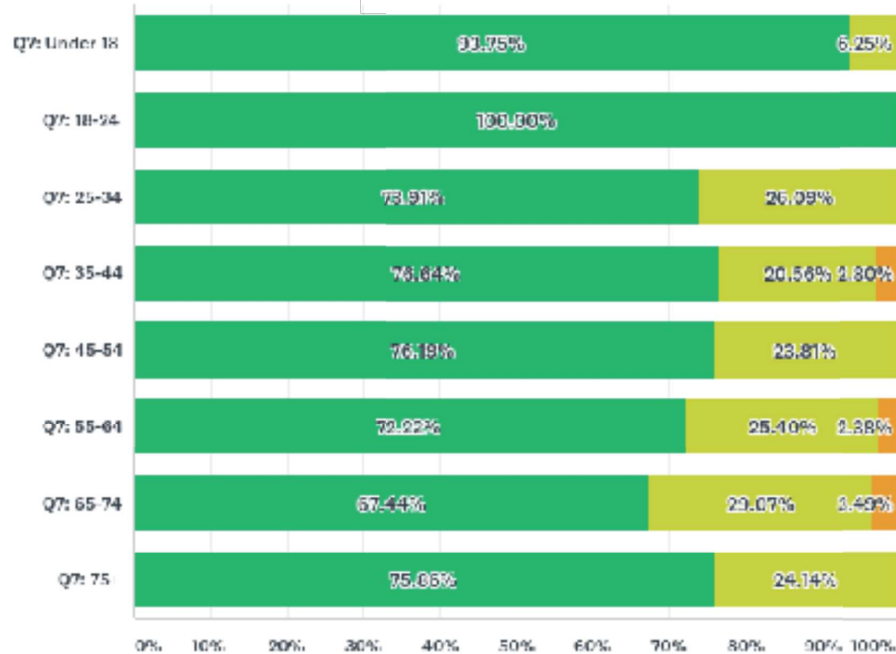
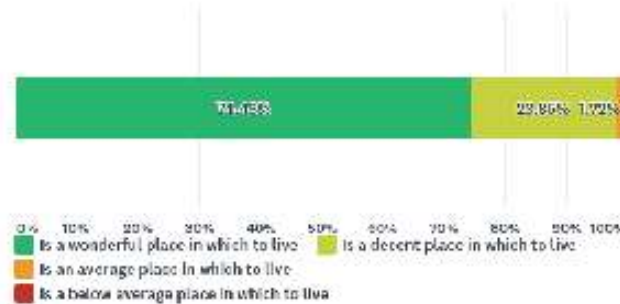
9:00 AM – 7:30 PM

Drop-In Clinic for Master Plan Progress Update

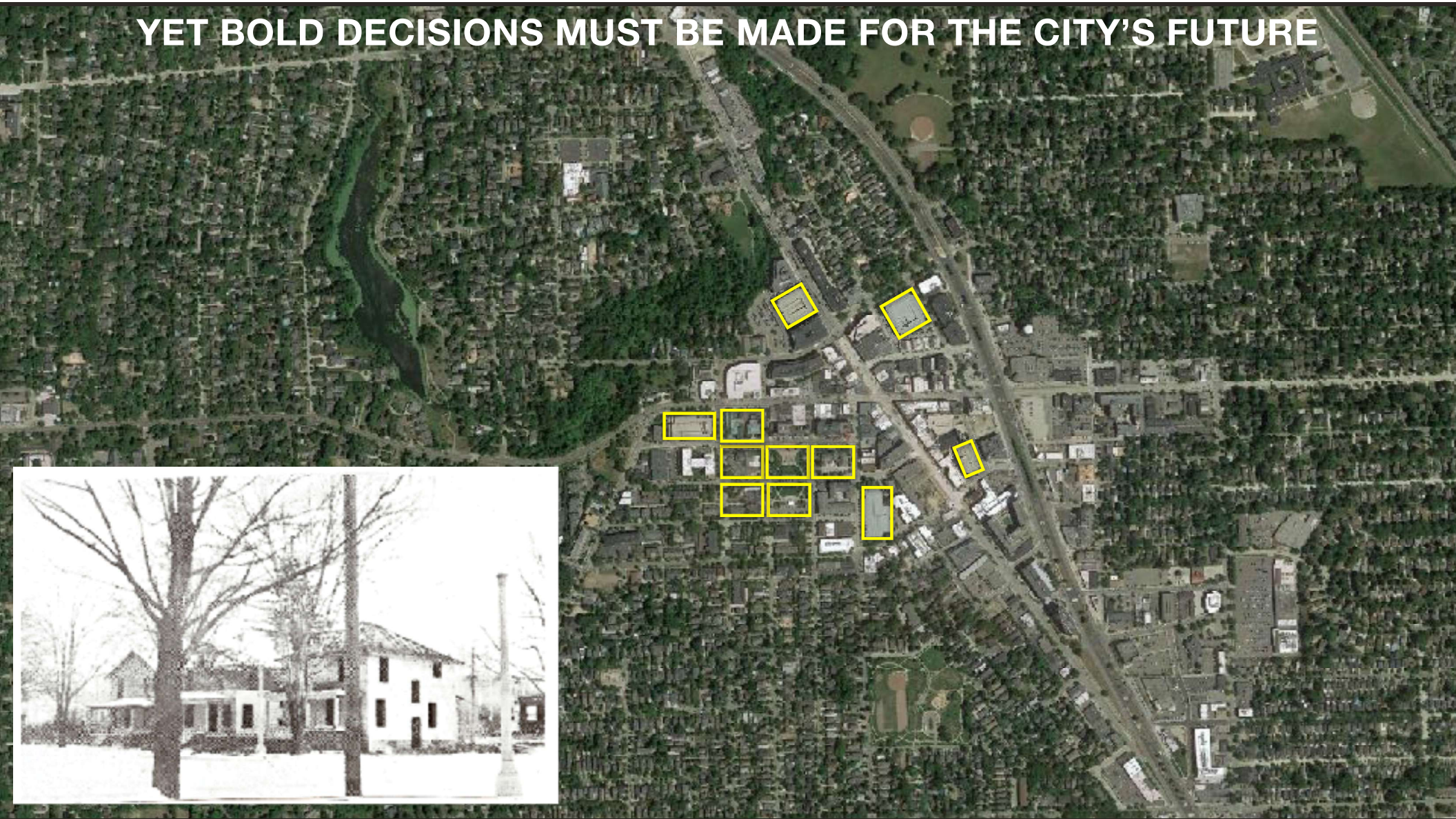
255 S. Old Woodward Ave

PREMISE: IN GENERAL, THINGS ARE GOOD IN BIRMINGHAM

Q43 Overall, I feel that Birmingham:



YET BOLD DECISIONS MUST BE MADE FOR THE CITY'S FUTURE



KEY PROPOSALS

1. Revise downtown and neighborhood parking policies
2. Restructure neighborhood boundaries, their governance, and decision making
3. Establish neighborhood social centers
4. Diversify housing at neighborhood seams to retain population diversity (e.g. age, household types)
5. Invest in the future of the triangle district
6. Preserve the lower rail district & enable future rail connectivity
7. Improve the Woodward edge and crossings to knit the community together
8. Continue implementing the existing plans

1. REVISE DOWNTOWN AND NEIGHBORHOOD PARKING POLICIES

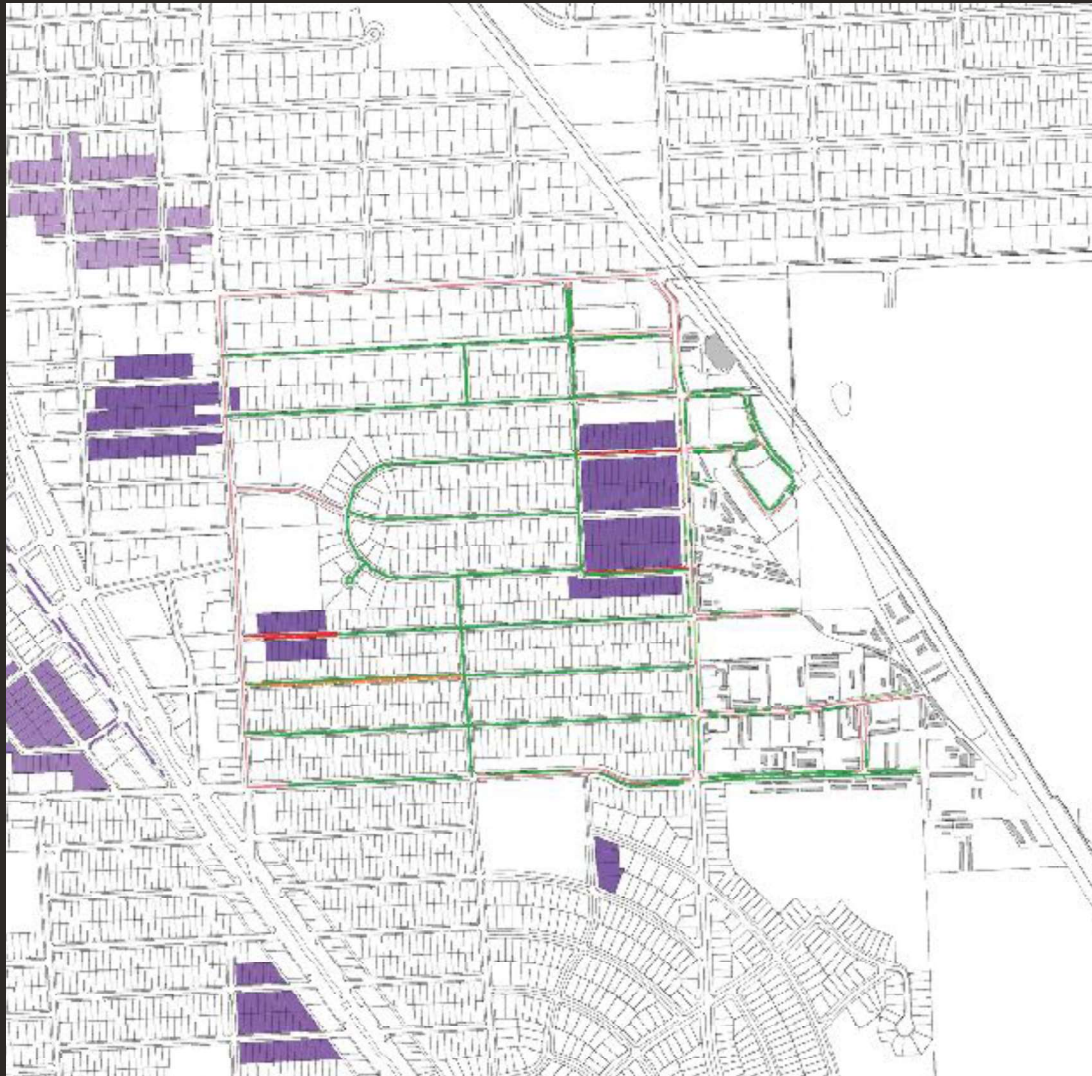


NEIGHBORHOOD PARKING



- ✓ 2 HR Parking 9AM-5PM Except Sat, Sun & Hol
- ✓ Google Earth Imagery Dated
- ✓ No Parking 8AM-6PM
- ✓ No Parking Anytime
- ✓ No Parking, 7AM-9AM Except Sun & Hol
- ✓ No Parking, 8AM-6PM Except Sat, Sun & Hol
- ✓ No Parking, 8AM-6PM Except Sunday and 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
- ✓ Parking Permit 7AM-4PM School Days
- ✓ Residential Permit Parking

NEIGHBORHOOD PARKING



- ✓ — 1 HR Parking 8AM-6PM Except Sunday and Holidays
- ✓ — 15 Min Parking 8AM-6PM Mon-Sat
- ✓ — 15 Min Parking 8AM-9PM Except Sunday and Holidays
- ✓ — 2 HR Parking 6AM-4PM Except Sat, Sun and Holidays
- ✓ — 2 HR Parking 8AM-6PM Except Sunday and Holidays
- ✓ — 2 HR Parking 9AM-6PM Except Sunday and Holidays
- ✓ — 2 HR Parking Limit
- ✓ — No Google Earth Street View Imagery
- ✓ — No Parking 9AM-5PM Except Saturday, Sunday and Holidays
- ✓ — No Parking Anytime
- ✓ — Parking Allowed, All Times
- ✓ — Permit Parking Only
- ✓ — Permit Parking Required at All Times
- ✓ — Permit Parking Required at All Times (See Description)



NO PARKING = HIGHER SPEEDS

NEIGHBORHOOD PARKING

START OVER

3 OPTIONS FOR EACH FULL BLOCK (both sides)

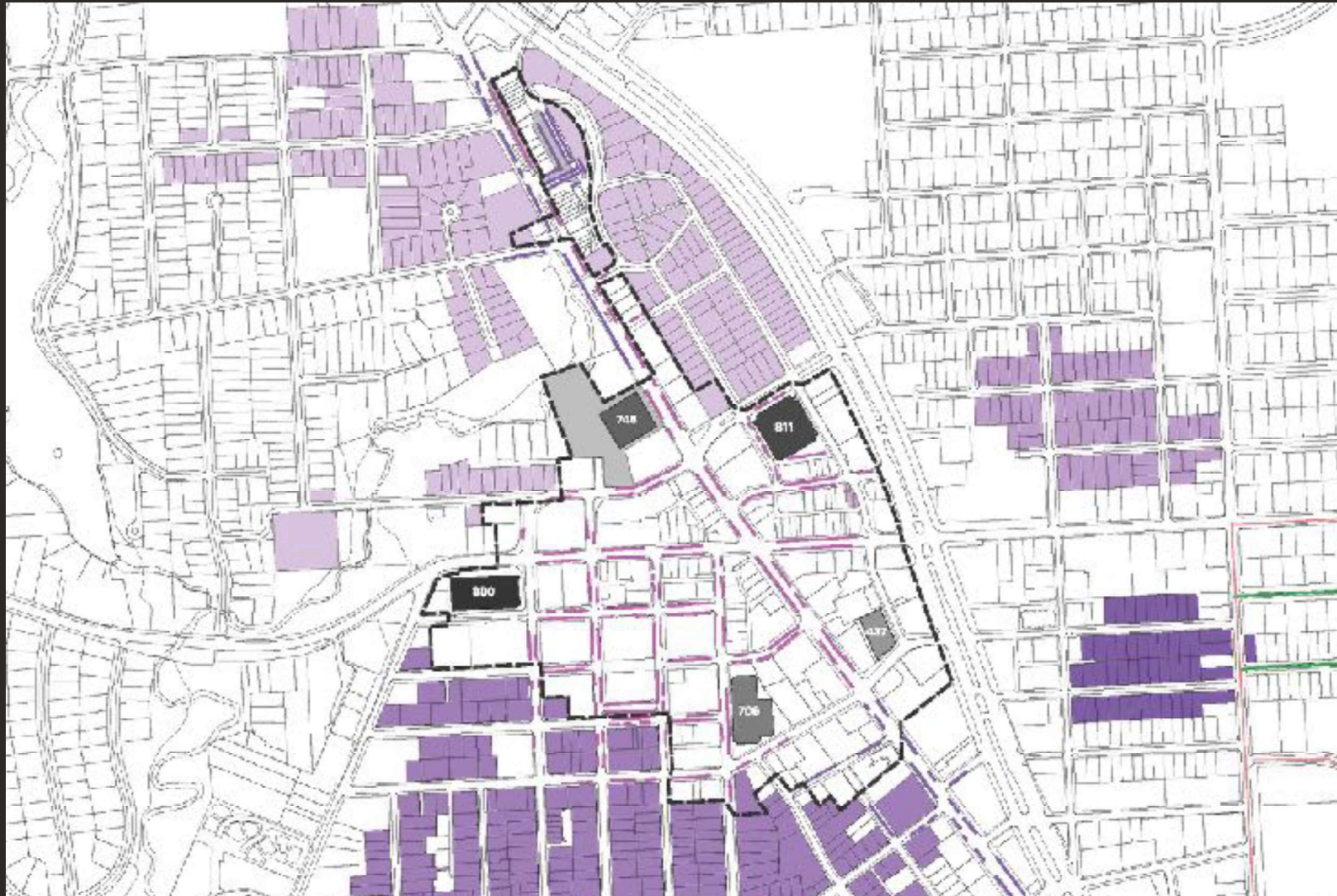
1. No restriction
2. 2 hour parking from 9am to 4pm, except by permit
3. Parking by permit only, 5pm to 10am

ADDITIONAL OPTION ADJACENT TO DOWNTOWN & SEAHOLM

- Parking by permit only, monthly permits available for approx. 60% of total curbside spaces. Revenue goes to the neighborhood.

✓	—	2 HR Parking 9AM-5PM Except Sat, Sun & Hol
✓	—	Google Earth Imagery Dated
✓	—	No Parking 8AM-6PM
✓	—	No Parking Anytime
✓	—	No Parking, 7AM-9AM Except Sun & Hol
✓	—	No Parking, 8AM-6PM Except Sat, Sun & Hol
✓	—	No Parking, 8AM-6PM Except Sunday and 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
✓	—	Parking Permit 7AM-4PM School Days
✓	—	Residential Permit Parking
✓	—	1 HR Parking 8AM-6PM Except Sunday and Holidays
✓	—	15 Min Parking 8AM-6PM Mon-Sat
✓	—	15 Min Parking 8AM-9PM Except Sunday and Holidays
✓	—	2 HR Parking 6AM-4PM Except Sat, Sun and Holidays
✓	—	2 HR Parking 8AM-6PM Except Sunday and Holidays
✓	—	2 HR Parking 9AM-6PM Except Sunday and Holidays
✓	—	2 HR Parking Limit
✓	—	No Google Earth Street View Imagery
✓	—	No Parking 9AM-5PM Except Saturday, Sunday and H
✓	—	No Parking Anytime
✓	—	Parking Allowed, All Times
✓	—	Permit Parking Only
✓	—	Permit Parking Required at All Times
✓	—	Permit Parking Required at All Times (See Description

DOWNTOWN PARKING



DOWNTOWN PARKING

DIRECTIONAL SIGNAGE

OBSERVATIONS:

- Visitors don't know the location of all garages
- Daytime capacity is constrained
- Capacity is only available once arriving at a garage
- Capacity information is combined between monthly and transient users

RECOMMENDATIONS:

- Add smart signage directing users to the nearest garage with available capacity
- Separate counts for transient spaces



DOWNTOWN PARKING

PARKING METER RATES

OBSERVATIONS:

- Meters are equipped for demand or tiered pricing
- Parking rates in the core CBD should be adjusted to encourage parking in structures and on-street availability
- The population is not prepared for fully dynamic pricing.

RECOMMENDATIONS:

- Adjust meter rates until an average of 15% of spaces along each street are available.
- Keep meter rates constant for a minimum of 3 months, unless a reduction is instated



DOWNTOWN PARKING

UNUSED CAPACITY

ASSUMPTION: Future capacity will be limited west of Woodward

USAGE: Nighttime parking is severely underutilized; capacity problems are derived from office users

INFLUENCE: Moderate income housing is lacking

STRATEGY: Allow downtown residential parking passes for parking structures, intrinsically resulting in limited unit size and price.



2nd Floor
7:30pm



DOWNTOWN PARKING



**Luxury condo building
in Birmingham has
been sitting mostly
empty for 2 years**

JC REINDL | DETROIT FREE PRESS

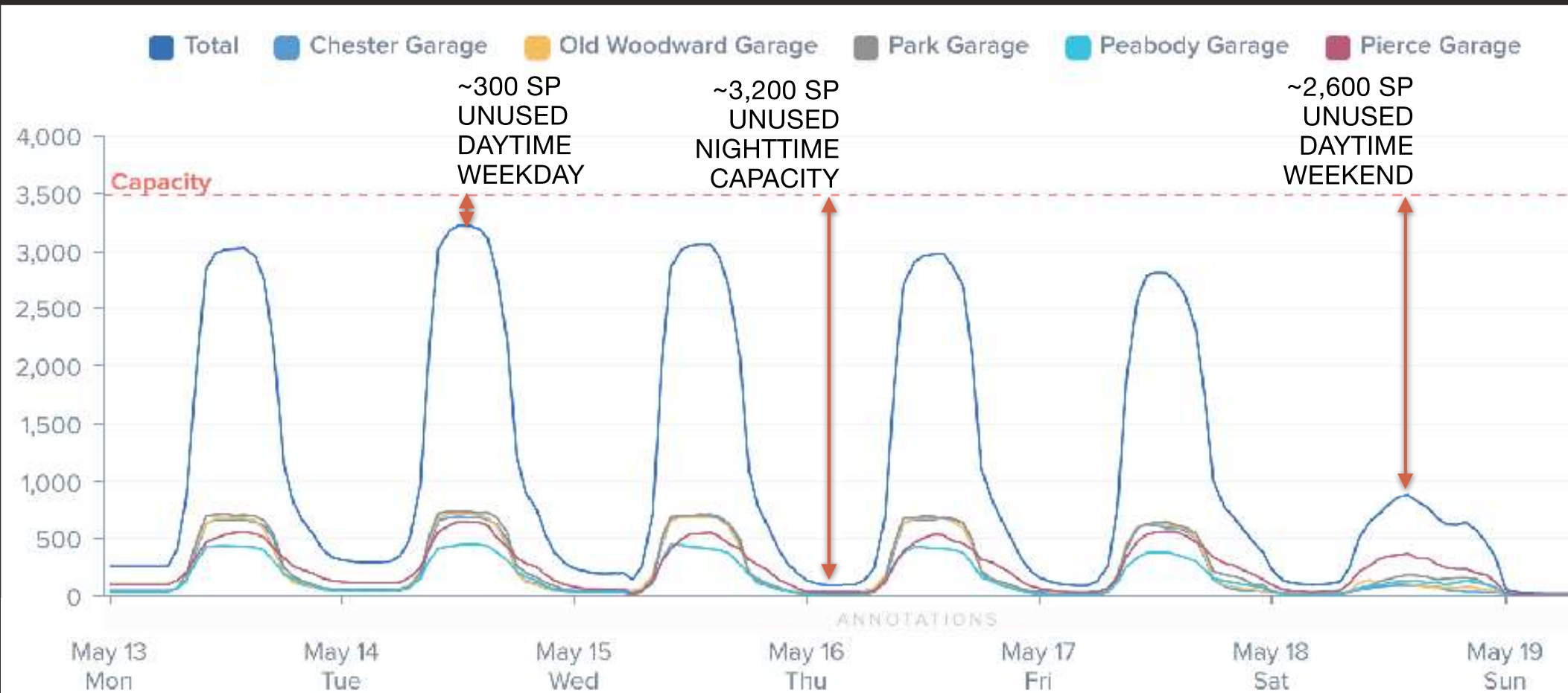
DEVELOPERS ARE FORCED INTO
HIGH PRICES WHERE THERE IS NO
MARKET DUE TO THE ON-SITE
RESIDENTIAL PARKING REQUIREMENT

2040 Housing Demand: +1,710 Homes

Age of Householder	2017 Birmingham			2040 Birmingham			Percent Change		
	<i>Own</i>	<i>Rent</i>	<i>Total</i>	<i>Own</i>	<i>Rent</i>	<i>Total</i>	<i>Own</i>	<i>Rent</i>	<i>Total</i>
15-24	40	70	110	20	50	70	-50.0%	-28.6%	-36.4%
25-34	670	650	1,320	600	1,030	1,630	-10.4%	58.5%	23.5%
35-44	1,190	400	1,590	800	20	820	-32.8%	-95.0%	-48.4%
45-54	1,560	470	2,030	1,670	530	2,200	7.1%	12.8%	8.4%
55-64	1,490	340	1,830	1,490	940	2,430	0.0%	176.6%	32.8%
65-74	1,080	150	1,230	1,800	290	2,090	66.7%	93.1%	69.9%
75-84	440	120	560	180	720	900	-59.1%	500.0%	60.7%
85+	240	80	320	320	240	560	33.3%	200.0%	75.0%
Total	6,710	2,280	8,990	6,880	3,820	10,700	25%	67.6%	19.0%



DOWNTOWN PARKING



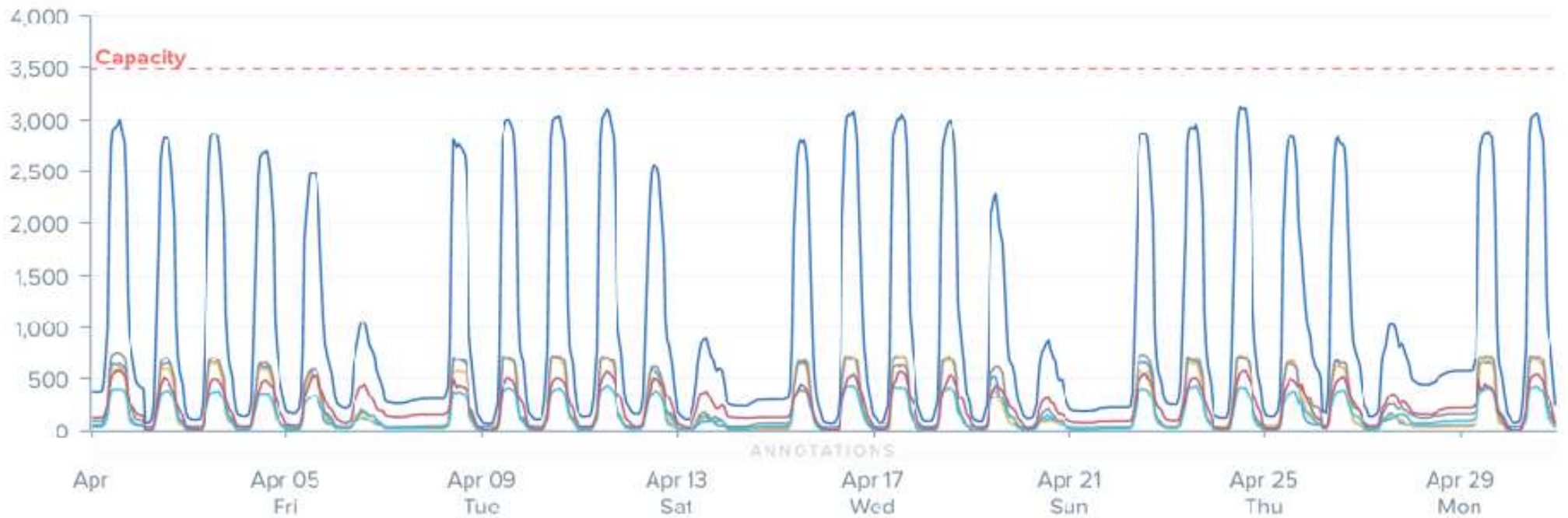
DOWNTOWN PARKING

Occupancy

Graph



Total Chester Garage Old Woodward Garage Park Garage Peabody Garage Pierce Garage



DOWNTOWN PARKING

Duration Distribution

Graph

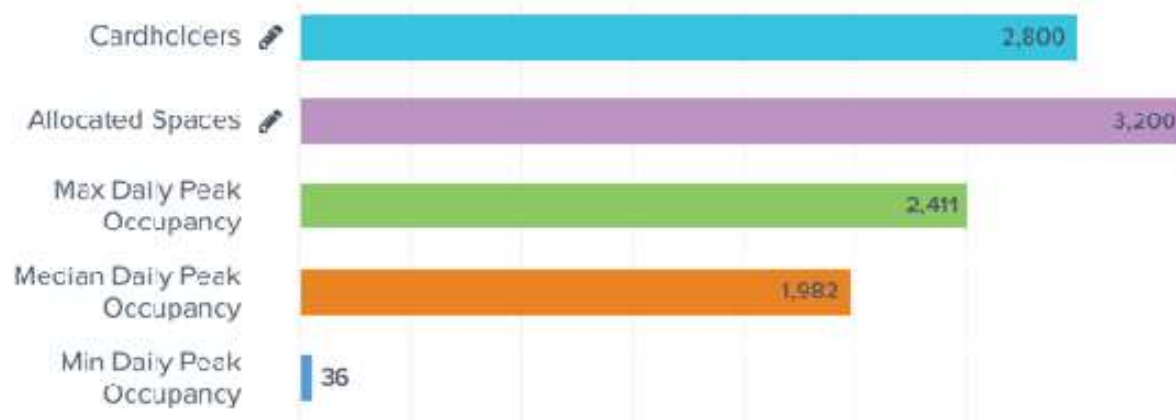


Contract Transient



DOWNTOWN PARKING

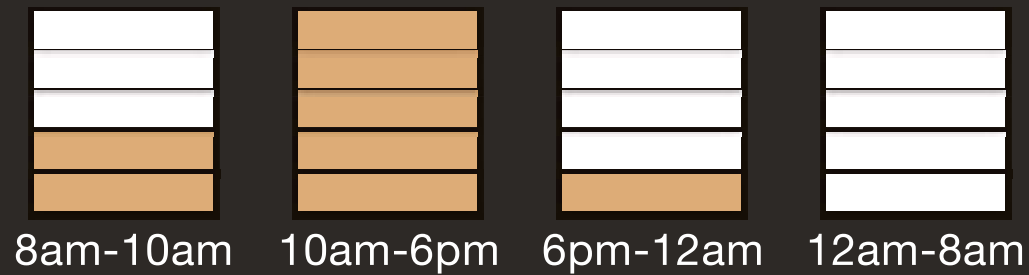
CONTRACT



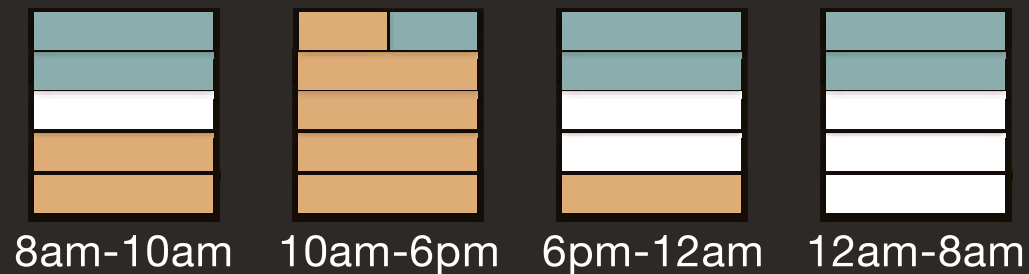
Smarking recommends selling **916**
more cards.

DOWNTOWN PARKING

Current Usage Pattern



Phase 1 Shared Usage Pattern



DOWNTOWN PARKING

MONDAY
9:30AM

Chester Garage



Contract	318
Transient	38

City of Birmingham Off Street Garages
(Consolidated View)



Chester Garage	354
Old Woodward Garage	374
Park Garage	472
Peabody Garage	217
Pierce Garage	239

North Old Woodward Garage



Contract	293
Transient	81

Park Garage



Contract	295
Transient	177

Peabody Garage



Contract	157
Transient	60

Pierce Garage



Contract	159
Transient	80

DOWNTOWN PARKING

MONDAY
11:00AM

Chester Garage



Contract 581
Transient 90

City of Birmingham Off Street Garages
(Consolidated View)



Chester Garage 551
Old Woodward Garage 635
Park Garage 789
Peabody Garage 393
Pierce Garage 474

North Old Woodward Garage



Contract 488
Transient 147

Park Garage



Contract 465
Transient 324

Peabody Garage



Contract 265
Transient 128

Pierce Garage



Contract 253
Transient 211

DOWNTOWN PARKING

MONDAY
1:00PM

Chester Garage



Contract 553
Transient 91

City of Birmingham Off Street Garages
(Consolidated View)



Chester Garage 654
Old Woodward Garage 670
Park Garage 800
Peabody Garage 420
Pierce Garage 527

North Old Woodward Garage



Contract 487
Transient 183

Park Garage



Contract 469
Transient 331

Peabody Garage



Contract 275
Transient 145

Pierce Garage



Contract 264
Transient 263

DOWNTOWN PARKING

MONDAY
5:00PM

Chester Garage



Contract 516
Transient 86

City of Birmingham Off Street Garages
(Consolidated View)



Chester Garage 501
Old Woodward Garage 582
Park Garage 598
Peabody Garage 361
Pierce Garage 527

North Old Woodward Garage



Contract 435
Transient 147

Park Garage



Contract 408
Transient 290

Peabody Garage



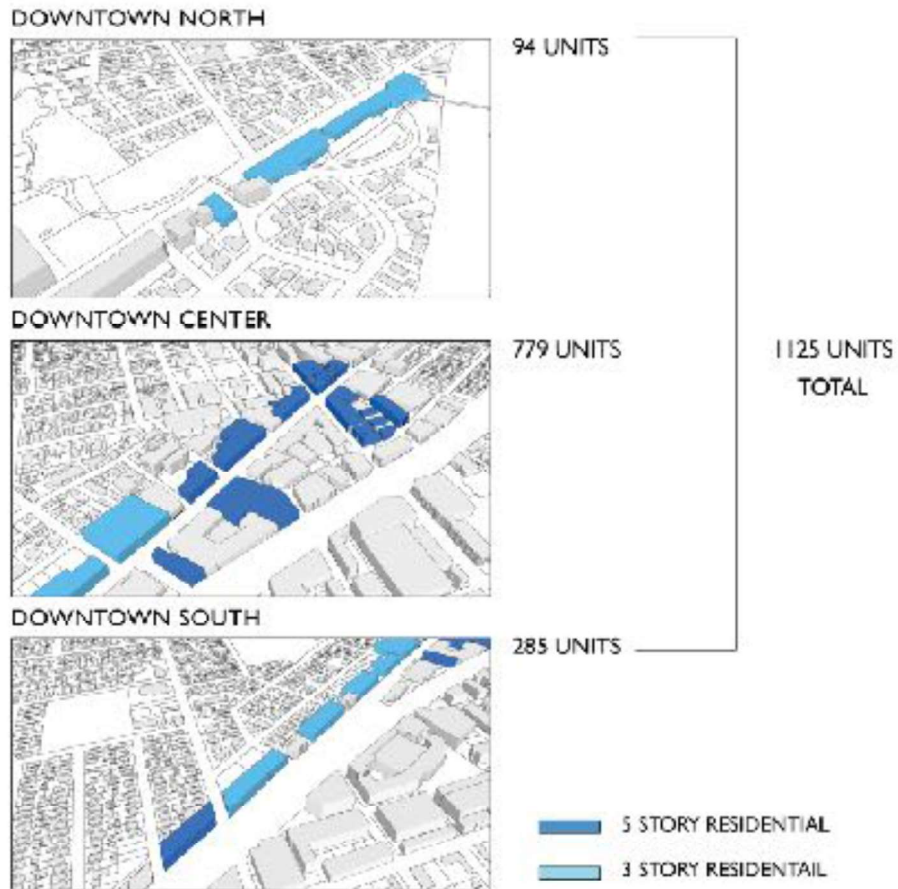
Contract 221
Transient 140

Pierce Garage



Contract 220
Transient 307

DOWNTOWN PARKING



EXISTING

3,579 structured spaces
140 core area residences

PHASE 1 STRATEGY

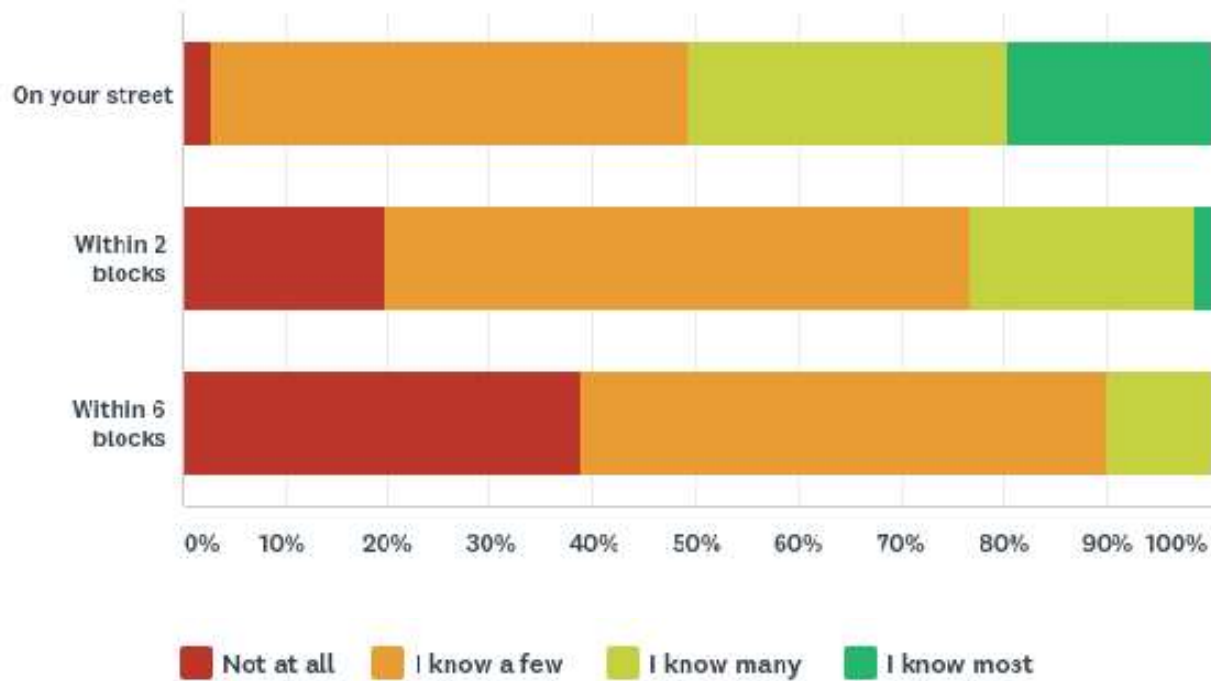
- 779 potential core units rebuilding 1-story buildings with existing zoning
- $779 * 1.75 \text{ spaces per unit} = 1,363 \text{ spaces needed}$
- Offer 1,400 residential permit spaces within the downtown core for new residences on a first come first serve basis, collecting a fee
- Retains 2,179 spaces
- Measure usage pattern for Phase 2 offering

2. RESTRUCTURE NEIGHBORHOOD BOUNDARIES, THEIR GOVERNANCE AND DECISION MAKING



NEIGHBORHOOD ACQUAINTANCES, ROOM FOR IMPROVEMENT

Q11 How well do you know your neighbors?



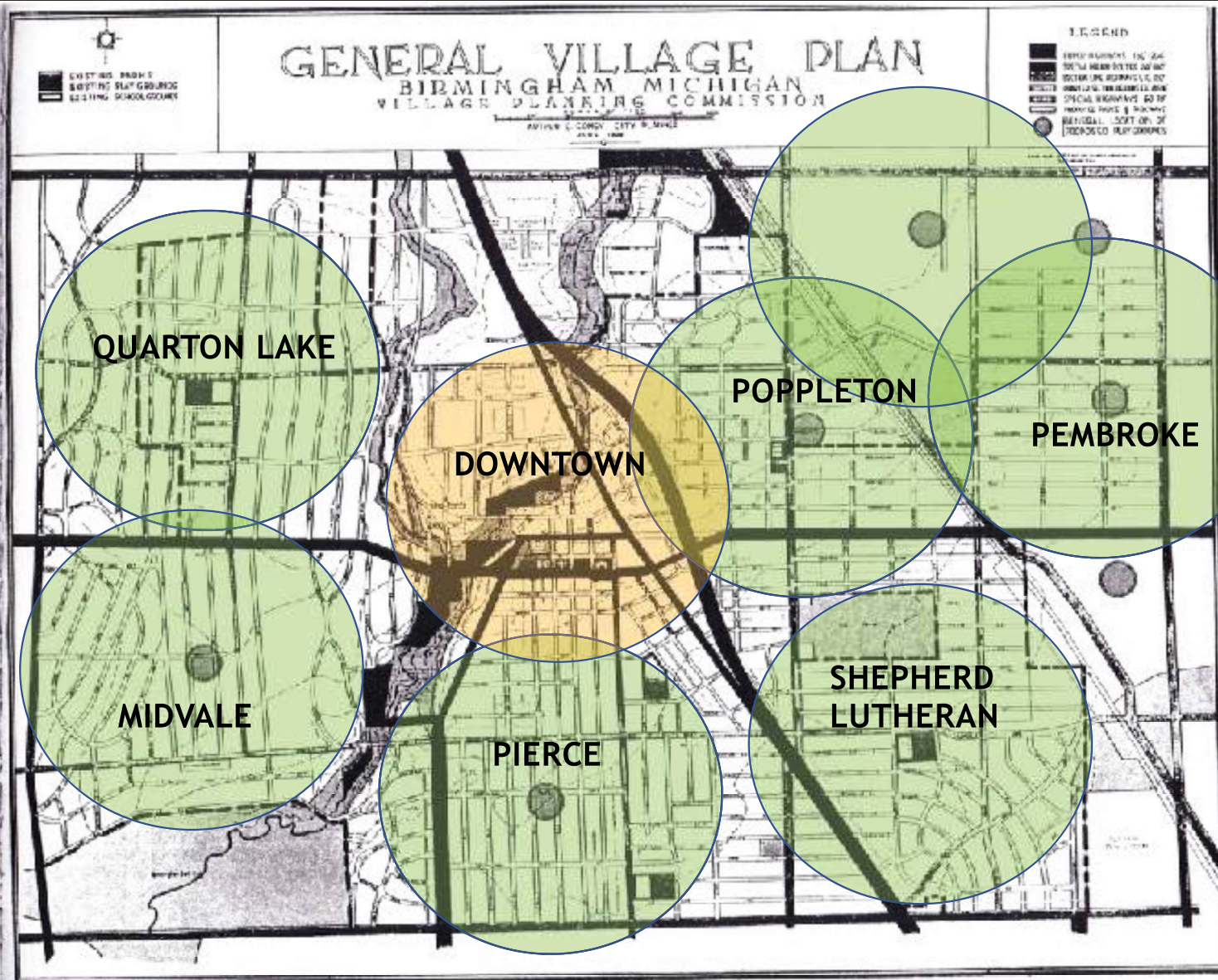
NEIGHBORHOOD ACQUAINTANCES

ON YOUR STREET

WITHIN 2 BLOCKS

WITHIN 6 BLOCKS





NEIGHBORHOODS

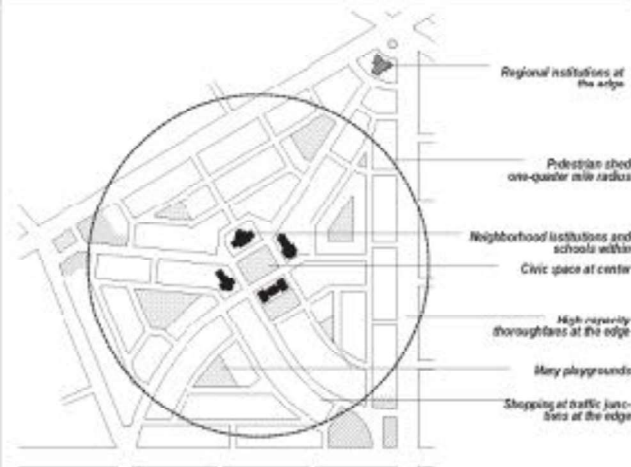
1. Name, boundary, notion of self;
2. Centeredness - a replacement for homogeneity;
3. Connection to each other and other neighborhoods;
4. Collective voice & means of representation;
5. Social connection through daily experience;
6. Shared experience through a shared public realm.

NEIGHBORHOOD UNIT

- STRUCTURED BY A PEDESTRIAN SHED
- CIVIC PRESENCE
- NEIGHBORHOOD DESTINATION
- DEFINED EDGES

• **Neighborhood:** the fundamental human habitat, a community sustaining a full range of ordinary human needs. In its ideal form, the neighborhood is a compact, walkable urban pattern with a balanced range of living, working, shopping, recreational, and educational programs. There exists a variety of models, some old, and some a relatively recent derivation that incorporate the attributes of the neighborhood.

NEIGHBORHOOD UNIT 1927



• **Neighborhood Unit:** A diagram and description from the First Regional Plan of New York [1927] which conceptualizes the neighborhood as the fundamental element of planning.

Size is determined by the walking distance of five minutes from center to edge, rather than by number of residents. Density is determined by the market. A community coexisting within a walkable area is the invariant.

An elementary school is at the center, within walking distance of most children. This is the most useful civic building, providing a meeting place for the adult population as well.

Local institutions are located within the neighborhood. Regional

institutions are placed at the edges so that their traffic does not enter the neighborhood.

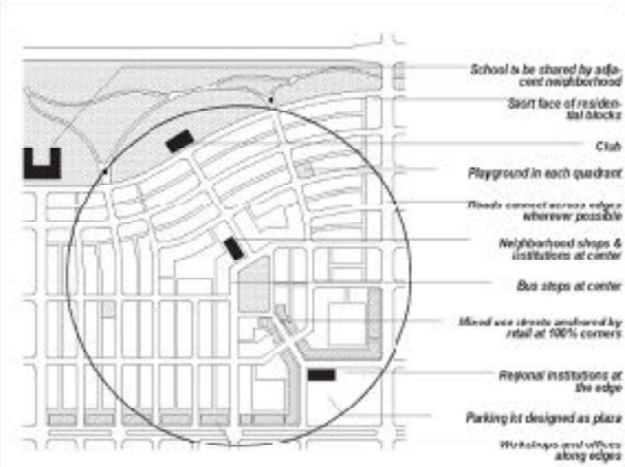
There is a civic open space at the center of the neighborhood, and several smaller playgrounds, one in close proximity to every household.

A network of small thoroughfares within the neighborhood disposes local traffic.

Larger thoroughfares channel traffic at the edges.

Pedestrian circulation is confined to the junction having the most traffic, accepting the realities of the automobile.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT 1997



• **Traditional Neighborhood Development:** A diagram that updates the Neighborhood Unit and reconciles the current models.

The school is not at the center but at an edge, as the playing fields would hinder pedestrian access to the center. The school at the edge can be shared by several neighborhoods, mitigating the problem created by the tendency of neighborhoods to grow in cohorts generating large student age populations that then drop off sharply.

There are few sites reserved for local institutions at the center and more for regional institutions at the edge. Ease of transportation has made membership in institutions smaller and productivity rather than proximity.

The shops at the busiest intersections have been modified to accommodate larger parking plazas for convenience retail and extended by small, local main street for destination and low-work retail.

More service alleys and lanes have been added to accommodate the increased parking requirements.

The minor thoroughfares are connected with those outside the neighborhood in order to increase permeability and disperse traffic. This modification, however, increases the possibility of shortcuts.

The thoroughfare types support a transition from rectilinear streets at the urban center to curvilinear roads toward the rural edge.

The traffic along the boulevards at the edges is more unpleasant than originally envisioned. Three mitigating strategies are proposed: the provision of an on-grain of blocks at all edges, a green buffer shown along the bottom edge, and the location of resilient building types, such as office buildings, shown along the bottom edge.

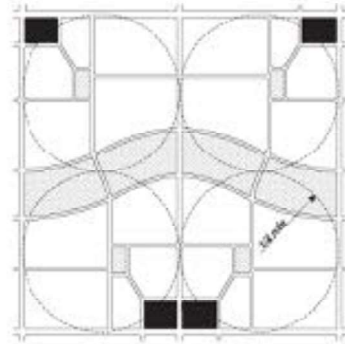
The neighborhood is the elemental building block of the regional plan. The neighborhood model may be structured by a variety of criteria, and there are social implications to each of the variants.

There are three neighborhood models currently proposed. They are very similar, differing primarily in the conception of the pedestrian shed: the location of its centroid, and its extent. These differences manifest secondary consequences regarding the density of the required model and the social quality of the center.

The alternatives can be easily compared when all are overlaid on the standard mile-square grid of the Continental Survey of the United States.

Although each of the models proposes a comprehensive regional strategy, their optimal application varies. All three should therefore be considered available for the appropriate circumstances.

T.N.D. PATTERN

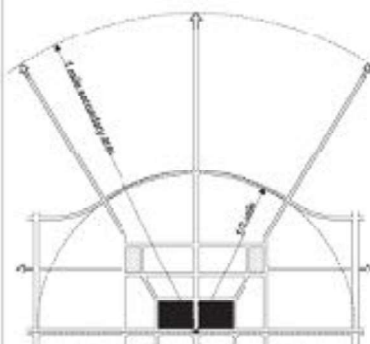


- **Traditional Neighborhood Development (TND)** is similar to the American Neighborhood Unit of 1927 and the European Quarter. It has its pedestrian shed centered on the centroid of the neighborhood proper, not necessarily coinciding with a major thoroughfare. The pedestrian shed is a walk off radius from edge to center. It is calculated as a circle, or multiple circles in the case of larger sites.

An advantage of the TND model is the high ratio of the neighborhood area that is within the pedestrian catchment. Taking the mile-square as a comparative matrix, the shed includes 70% of the developable area. Because a substantial proportion of the inhabitants are within walking distance of the center, bus transit will tend to be efficient, even at relatively low densities. Another advantage is that, because the center is not bisected by a high capacity thoroughfare (those remain at the edges), its spatial quality as a social condenser is not degraded by excessive traffic.

A disadvantage of the TND is that the commercial use of the center may only sustain neighborhood retail, as it does not benefit from the traffic straddling a main thoroughfare. This model tends to have only neighborhood institutions at the center, with regional institutions and commercial use at the edges shared by other neighborhoods.

T.O.D. PATTERN

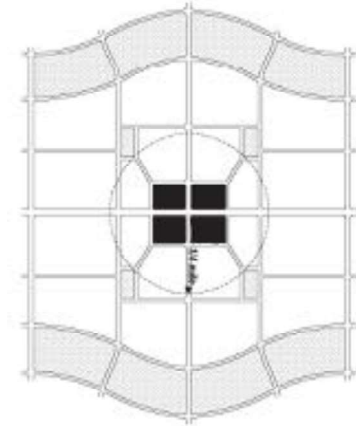


- **Transit Oriented Development (TOD)** is similar to the railway suburb of the 19th century. Its pedestrian shed is centered on a rail transit station which, if possible, coincides with a major thoroughfare. This center is often at the edge of the centroid of the neighborhood area. Note: the pedestrian shed of the TOD model is traditionally drawn as a semicircle, although there is no intrinsic reason why this should be so.

An advantage of the TOD model is that rail is the most efficient form of transit. As it is also the most expensive, this model provides for its support by a high population density within the pedestrian catchment of each station—a minimum of 144 dwelling units per acre. Another advantage is that institutional as well as commercial uses are concentrated around a transportation node. This is likely to create a shed that is well-supported by pedestrian and automobile traffic. The regional character of this transit center, however, may warrant the creation of local centers internal to the neighborhood, similar to the TND model. Another potential problem, is the spatial degradation resulting from the traffic and parking requirement of a transit station at the center. This is mitigated by the dilution of the traffic by a one-way pair of principal thoroughfares at one block's spacing.

A disadvantage of the TOD is that the density required to support transit use may not be acceptable in certain markets. This is exacerbated by the low ratio of area that is within a five minute pedestrian shed. Taking the mile-square as a comparative matrix, such a shed includes only 17% of the gross developable area. The credible argument is made that the advantages of rail transit (as opposed to the bus mode of the other models) are sufficiently compelling that an effective pedestrian shed can be increased to a 10 minute half-mile radius. This raises the catchment to 40% of the developed area.

LIVABLE NEIGHBORHOOD PATTERN



- **The Livable Neighborhood** combines aspects of the TND and the TOD. It was conceptualized as a correction of the British Cell model, particularly as it was applied at Milton Keynes, a community held to have failed as the cells failed to coalesce into the greater social scale of a city, despite having the population and all the necessary elements (statistically) of one.

The Australian Livable Neighborhood has a pedestrian shed that appears to be eccentrically on a major edge thoroughfare, like the TOD; but actually, the neighborhood itself is centered on the regional thoroughfare. As with the TND and unlike the TOD, its pedestrian shed (this term itself derives from Australian usage) is conceptualized as a quarter-mile circle.

Like the TND, an advantage of this model is the high ratio of the neighborhood area that is within the pedestrian catchment. Taking the mile-square as a comparative matrix, the shed includes 70% of the developable area. Because a substantial proportion of the inhabitants are within walking distance of the center, transit will tend to work, even at relatively low densities. Also, the trajectory of bus transit is more direct than that of the TND.

The Australian Livable Neighborhood has the disadvantage that, because the center of the neighborhood is bisected by what is a high-capacity thoroughfare, its spatial quality as a social condenser may be degraded. A strategy to minimize this negative impact is the careful design of the thoroughfare as a boulevard. The strategy of the one-way pair proposed by the TOD may also apply. Note: in a repeated pattern of neighborhoods, with even dispersal of traffic, not all the neighborhood centers would have the traffic intensity to warrant either of these mitigating strategies.

NEIGHBORHOODS

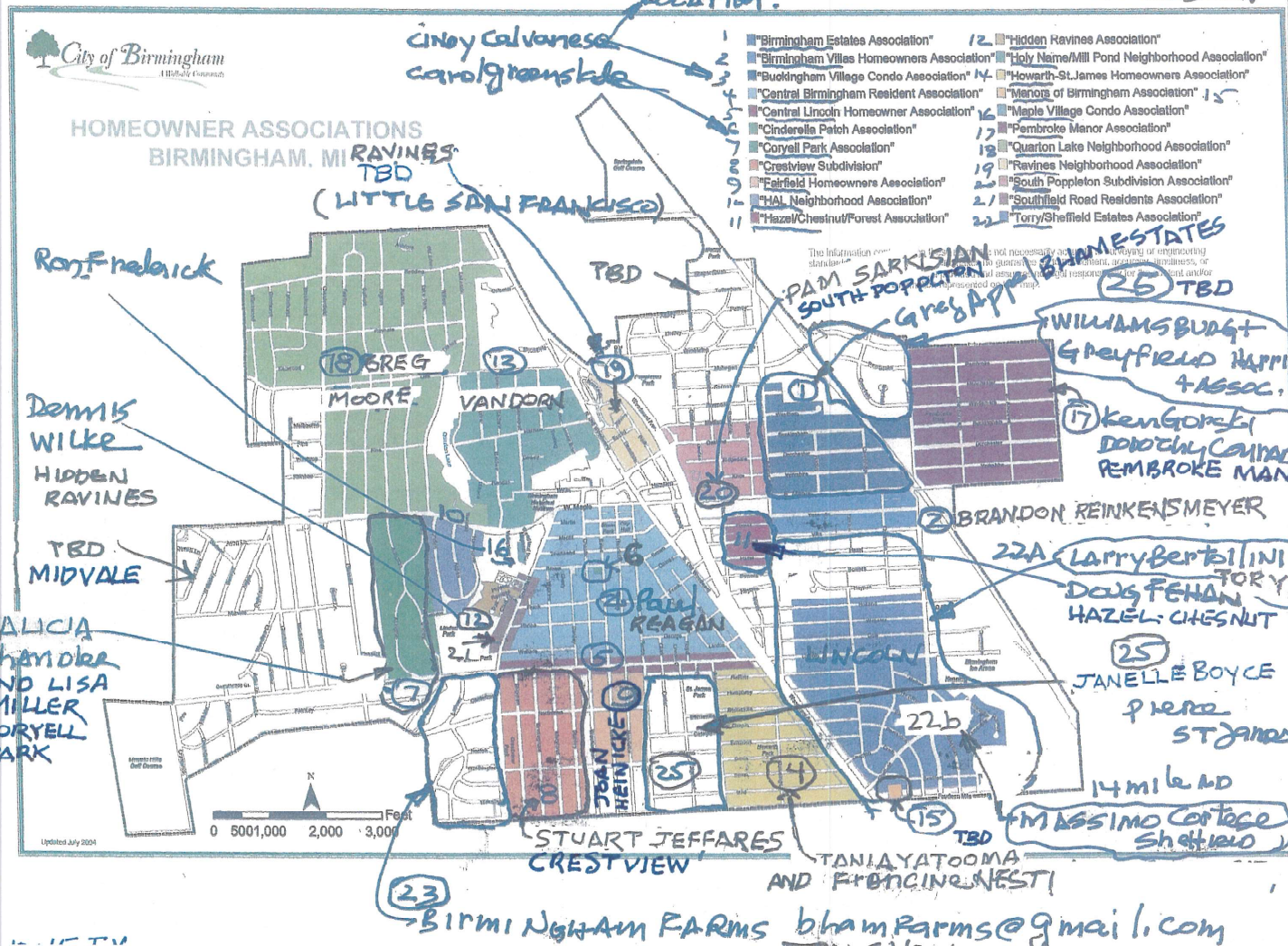
- SHARED NEIGHBORHOOD DESTINATIONS
- SHARED PARKS AND CIVIC AMENITIES

NEIGHBORHOOD STRUCTURE

(24) HIGHLAND VIEW Susan Foley (TBD LOCATION)

2015 PRESIDENTS COUNCIL MAP OF MEMBERS

JEFF VANDORN





- 1 Birmingham Estates Assn.
- 2 Birmingham Villas HOA
- 3 Buckingham Village Condo Assn.
- 4 Central Birmingham Resident Assn.
- 5 Central Lincoln HOA
- 6 Cinderella Patch Assn.
- 7 Coryell Park Assn.
- 8 Crestview Subdivision
- 9 Fairfield HOA
- 10 H&M Neighborhood Assn.
- 11 Hazel/Chestnut/Forest Assn.
- 12 Hidden Ravines Assn.
- 13 Holy Name/Mill Pond Neighborhood Assn.
- 14 Howarth Neighborhood Assn.
- 15 Manors of Birmingham Assn.
- 16 Maple Village Condo Assn.
- 17 Pembroke Manor Assn.
- 18 Quanton Lake Neighborhood Assn.
- 19 Little San Francisco Neighborhood Assn.
- 20 South Poppleton Subdivision Assn.
- 21 Southfield Road Residents Assn.
- 22 Torry Estates Assn.
- 23 Birmingham Farms HOA
- 24 Highland View Assn.
- 25 Pierce / St. James Assn.
- 26 Williamsburg - Graefield Assn.
- 27 Midvale

Citywide Mapping

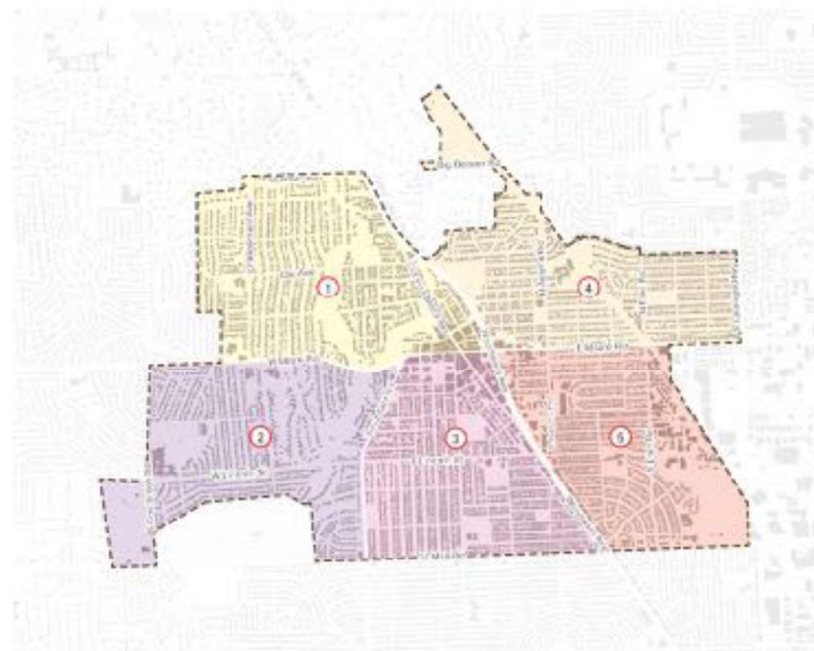


City Boundary

Birmingham's boundaries as shown above are primarily delineated by 14 Mile Rd. to the south, Querton Rd. and Big Beaver Rd. to the north, Cranbrook Rd. to the west and Coolidge Hwy to the east. Woodward Ave. is the primary transecting thoroughfare in the City with the center of town defined by Old Woodward Ave. and Maple Rd.



Citywide Mapping



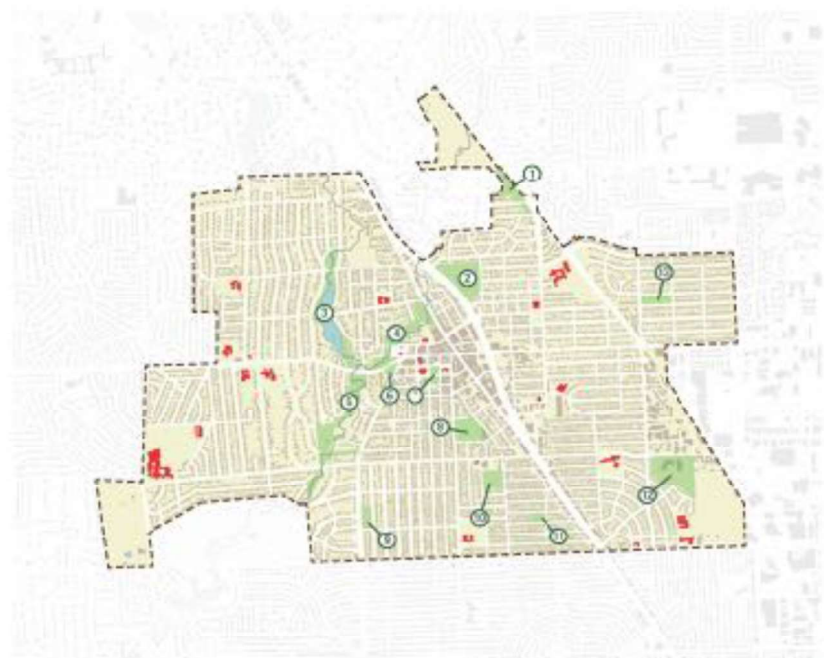
City Divisions

The above diagram assumes larger city divisions, using key thoroughfares to shape these boundaries.



- ① Northwest
- ② Outer Southwest
- ③ Inner Southwest
- ④ Northeast
- ⑤ Southeast

Citywide Mapping



Civic Institutions and Parks

Key civic and public service buildings, churches, schools, libraries and other public facilities are shown in the diagram above. Birmingham also has a number of parks throughout the City ranging from smaller downtown parks to shared use parks and larger greenways along the Rouge River.

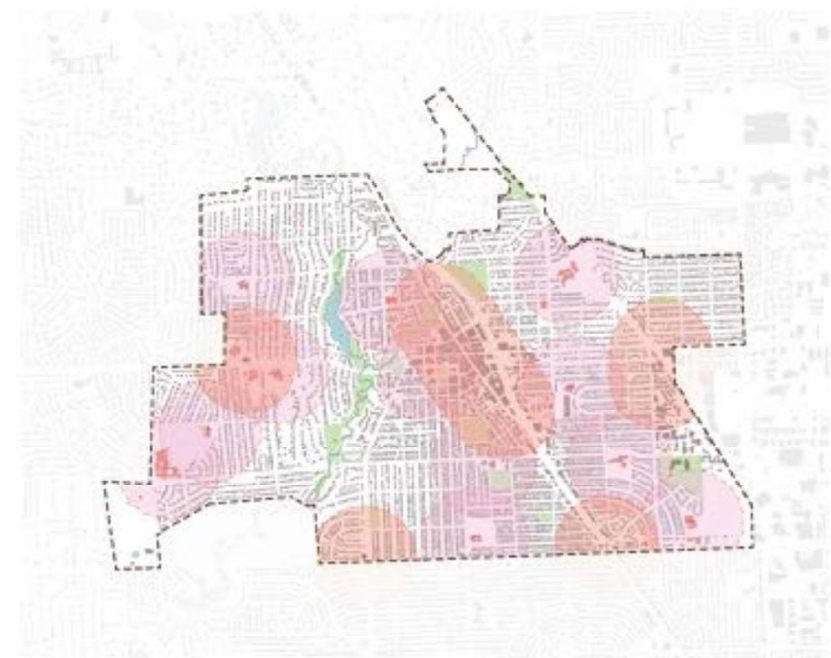


Civic Institutions

- | | |
|------------------------|------------------|
| ① Manor Park | ⑧ Bartram Park |
| ② Poppleton Park | ⑨ Chestwood Park |
| ③ Lower Baldwin Park | ⑩ St. James Park |
| ④ Booth Park | ⑪ Howards Park |
| ⑤ Linden Park | ⑫ Kinning Park |
| ⑥ Martha Beckwith Park | ⑬ Pontrooke Park |
| ⑦ Shale Park | |



Citywide Mapping



The 5 Minute Walk

Representing the average distance that people are willing to walk before opting to drive, the 5 minute (or 1/4 mile) walk, helps visualize proximity to neighborhood centers, schools, civic amenities and other points of commercial and social activity within the physically assumed neighborhoods.

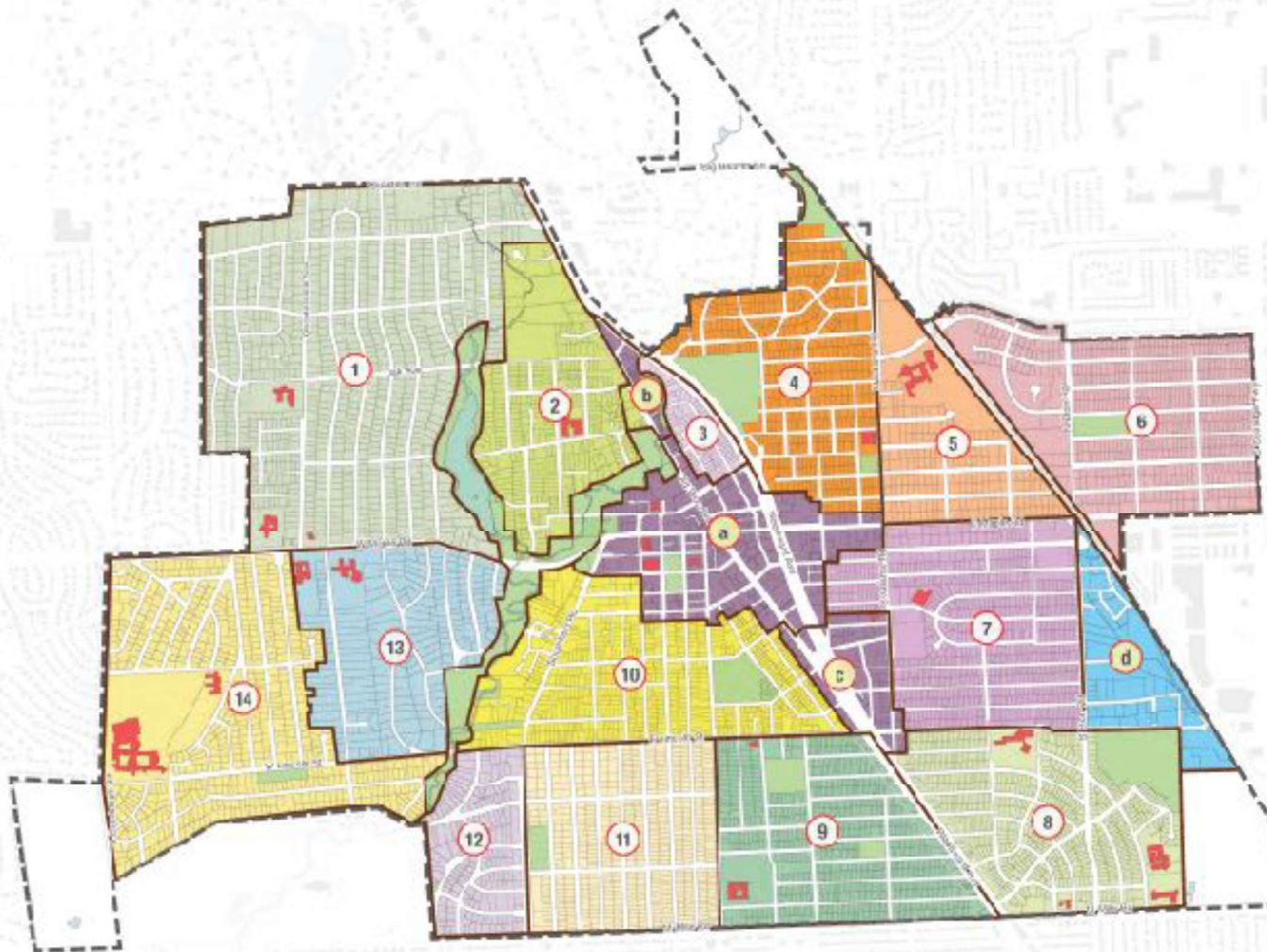


- ① Civic Points of Interest
- ② Commercial Points of Interest

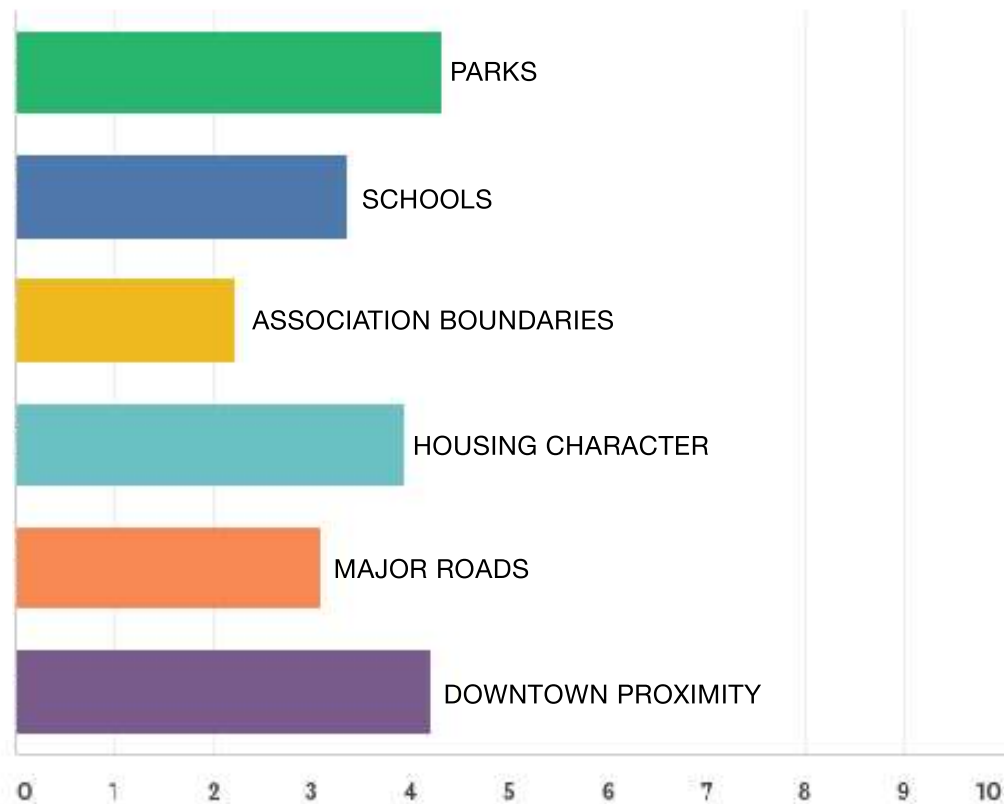


NEIGHBORHOOD & CENTER BOUNDARIES

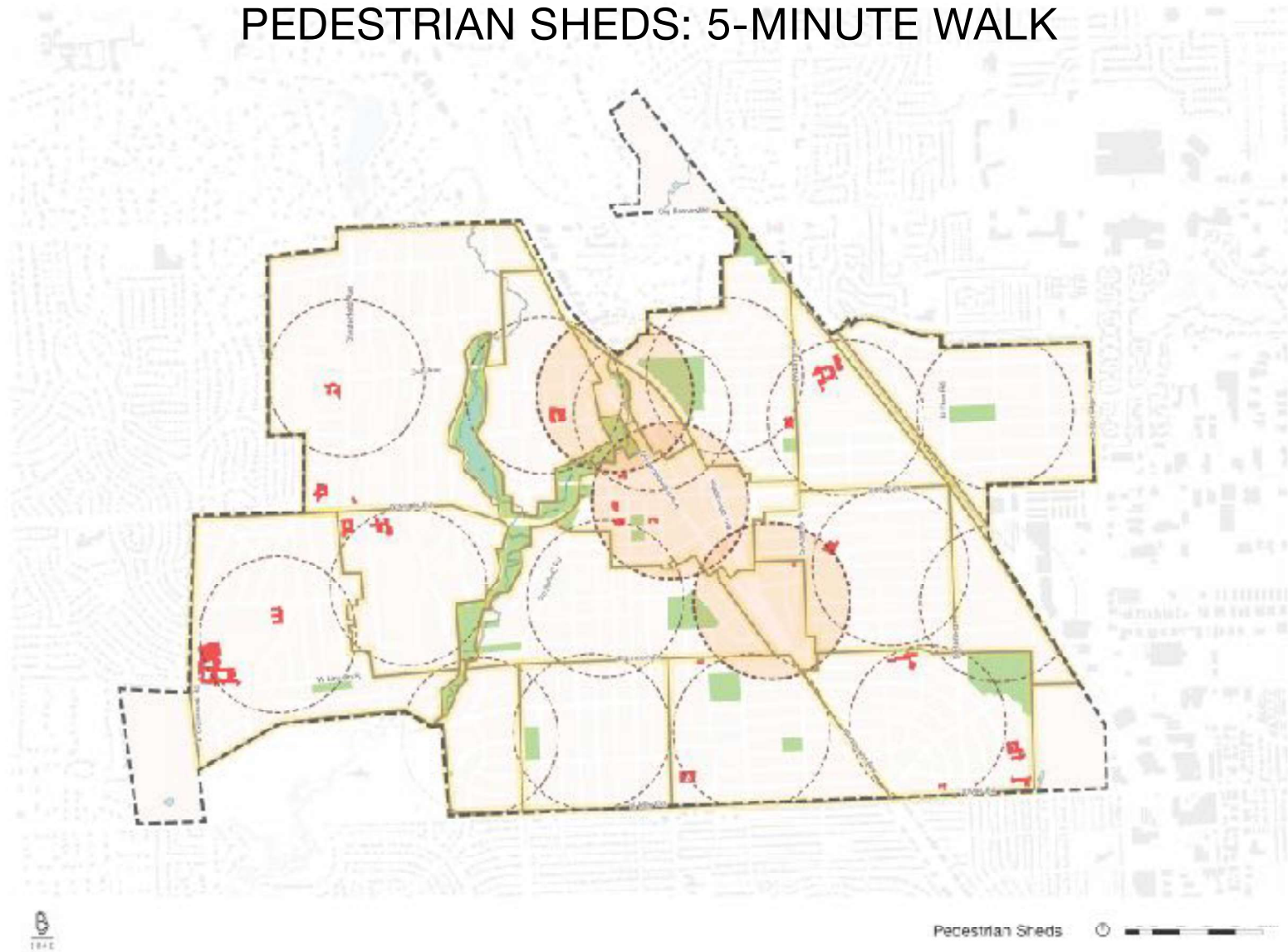
- 1 Quarters
- 2 Half Nelson
- 3 Little San Francisco
- 4 Poppleton
- 5 Betsy
- 6 Pembroke
- 7 Tony
- 8 Keweenaw
- 9 Piece
- 10 Barnum
- 11 Cradock
- 12 West Onstrew
- 13 Lincolnton
- 14 Sarnock
- a Downtown
- b North Woodmont
- c South Woodmont
- d Railroad District



Q8 Please rank the following elements based on how strongly you feel they define your neighborhood:



PEDESTRIAN SHEDS: 5-MINUTE WALK



NEIGHBORHOOD INTENSITY

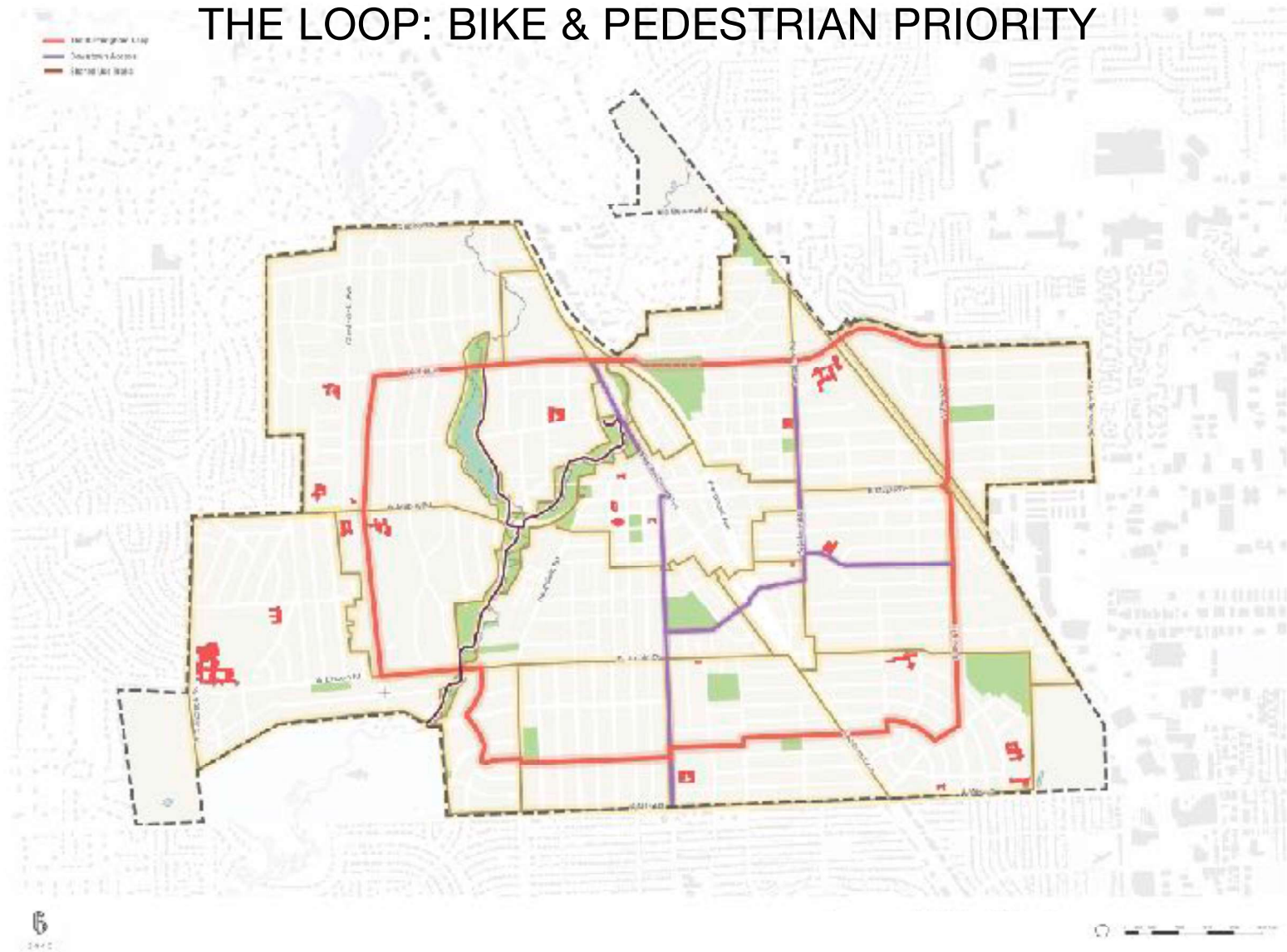
This map illustrates the intensity of various neighborhoods in the City of Knoxville. The map is color-coded to show different levels of intensity, with a legend at the bottom right indicating the scale. The map also includes a scale bar and a north arrow.

Neighborhood Intensity Legend:

- 0 (Lightest shade)
- 1
- 2
- 3
- 4
- 5 (Darkest shade)

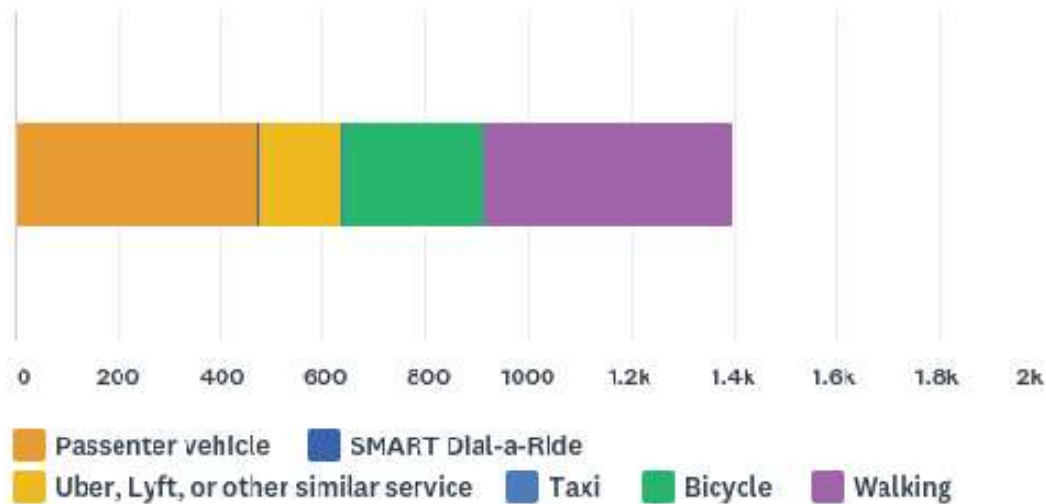
The map shows that the highest intensity (5) is concentrated in the central urban core, particularly around the downtown area. Intensity decreases as one moves away from the center, with the lowest intensity (0) found in the surrounding suburban and rural areas. The map also shows the locations of major roads and water bodies.

THE LOOP: BIKE & PEDESTRIAN PRIORITY



TRANSPORTATION MODES

Q21 Which methods of transportation do you use to travel within Birmingham (select all that apply)?



TRANSPORTATION MODES



TRANSPORTATION MODES



TRANSPORTATION MODES



KEY BIKE CONNECTIONS: LINCOLN LOOP JOG

FUTURE CONDITION



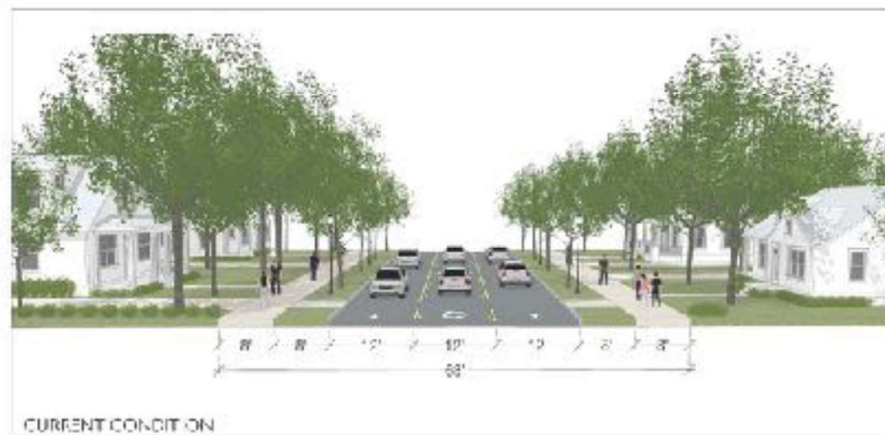
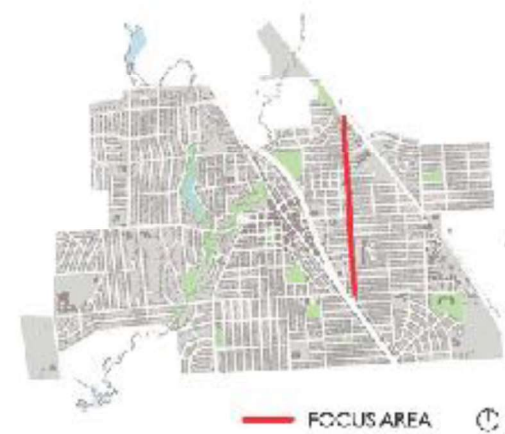
KEY BIKE CONNECTIONS: LINCOLN LOOP JOG

FUTURE CONDITION



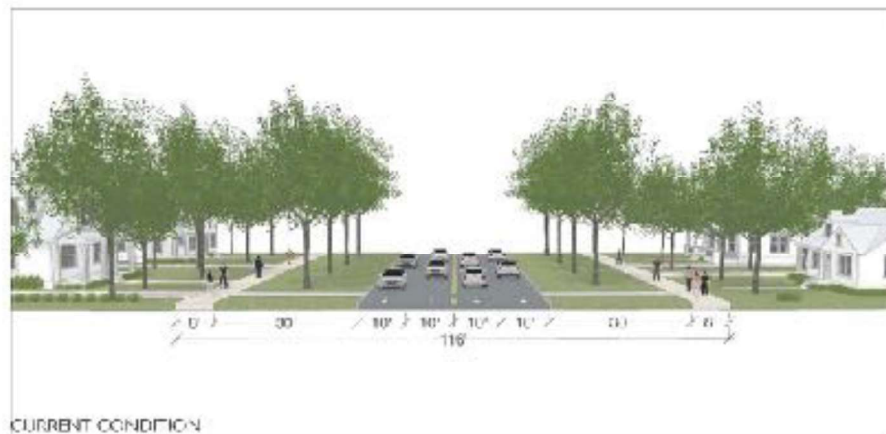
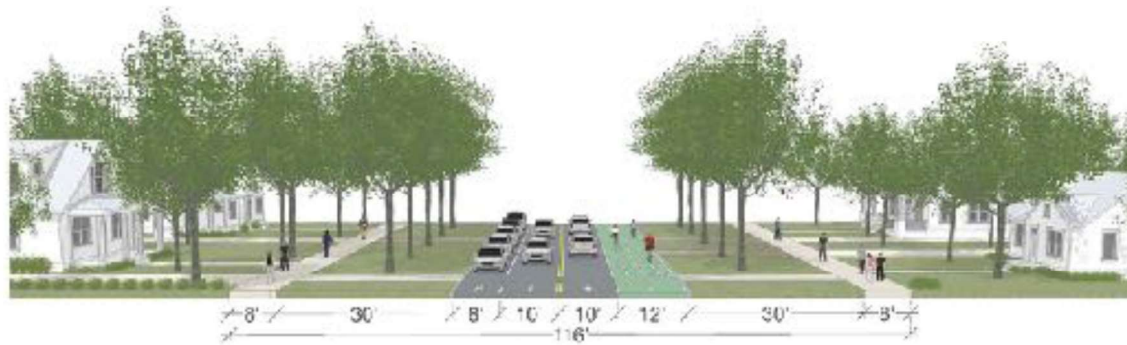
KEY BIKE CONNECTIONS: NORTH ADAMS

FUTURE CONDITION

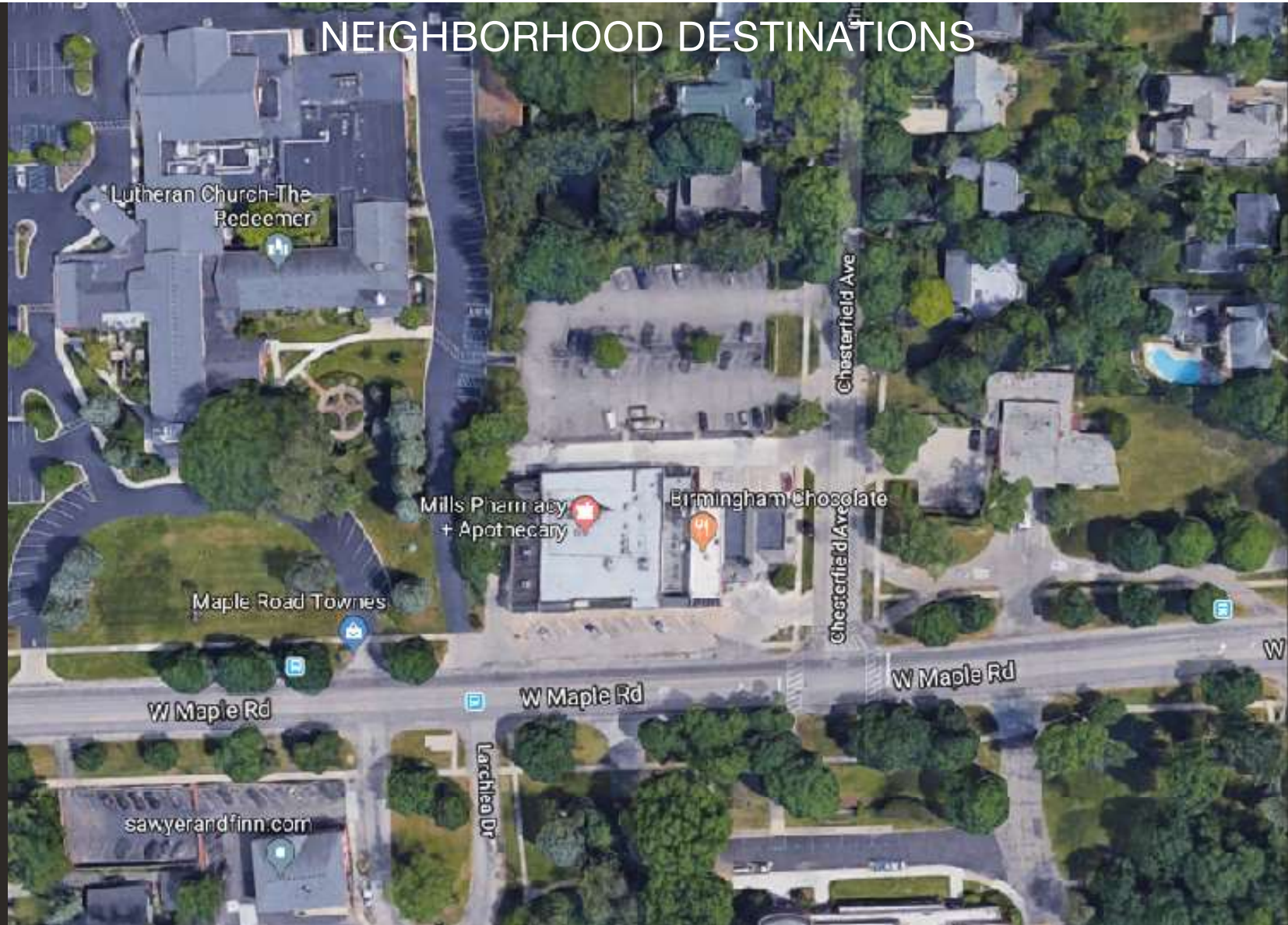


KEY BIKE CONNECTIONS: NORTH ADAMS

FUTURE CONDITION



NEIGHBORHOOD DESTINATIONS



NEIGHBORHOOD DESTINATIONS



NEIGHBORHOOD DESTINATIONS

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IDEAS

Having a Library or Café Down the Block Could Change Your Life

Living close to public amenities—from parks to grocery stores—increases trust, decreases loneliness, and restores faith in local government.

6:00 AM ET

Daniel Cox

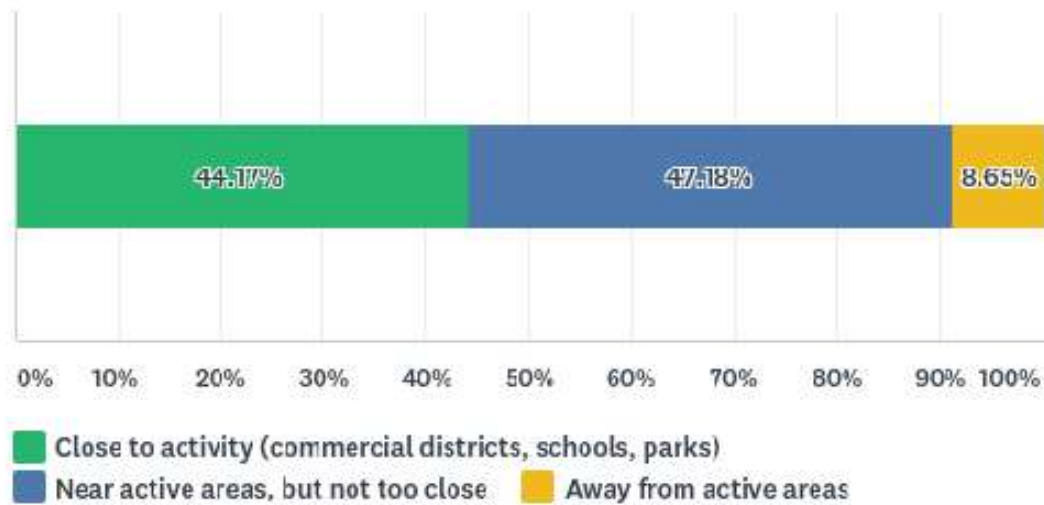
Research fellow at the American Enterprise Institute

Ryan Streeter

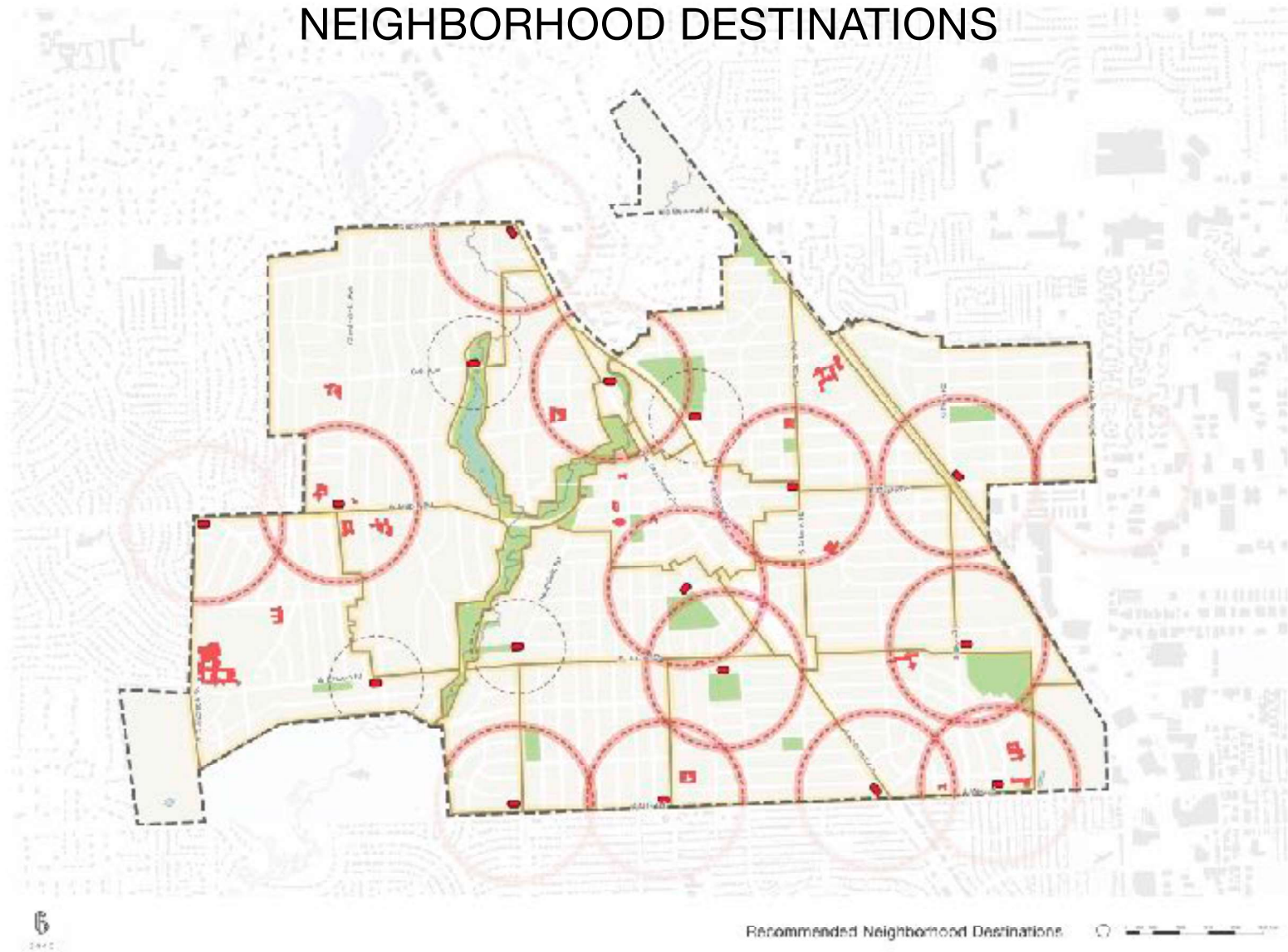
Director of domestic policy studies at the American Enterprise Institute

NEIGHBORHOOD DESTINATIONS

Q18 Where would you prefer to live?



NEIGHBORHOOD DESTINATIONS



NEIGHBORHOOD DESTINATIONS



Neighborhood Center Type - Convenience Stores

Neighborhood retail is rare in Birmingham. However, one beloved location, Mills Pharmacy, serves as an example of how small-scale commercial buildings can successfully function as a walkable destination that encourages neighborhood interaction while providing for one's daily needs and services.

CONVENIENCE STORES

- Single level commercial
- Built on the equivalent of 4 residential lots
- 6 Businesses
- 14,000sq ft retail
- Main parking in rear
- Convenience parking in front



Neighborhood Center Type - Convenience Store Improvements

Successful third places provide an alternative destination for people to spend time (besides home and work). Unfortunately, the parking lot at the front of the buildings, while convenient for drivers making a quick stop, does not send the message to neighbors/families out for a walk that they can spend time here—that their interests are prioritized. Sidewalk planters and street trees provide a better looking frontage for these businesses. Adding shaded tables at the front of the market gives customers an important option that they don't currently have, and would likely welcome.

NEIGHBORHOOD DESTINATIONS

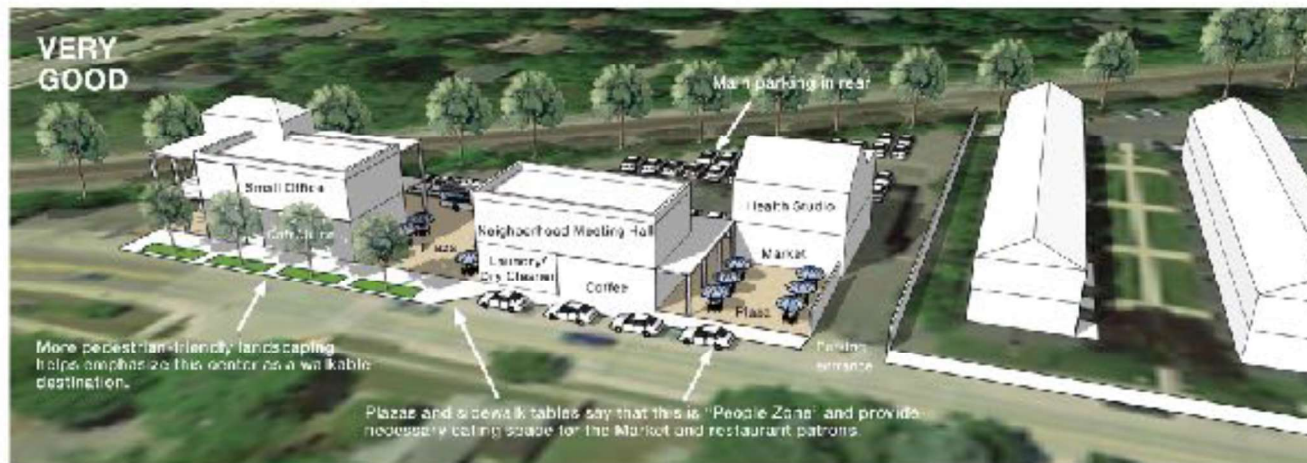


Neighborhood Center Type - Strip Malls

Strip Malls at the edges of Birmingham, and on high-speed streets are more common than they should be. Eton Market, for example, provides some commercial space in a less expensive area, but its looks and disposition add little value and character to the surrounding neighborhood.

STRIP MALL

- Single level retail strip mall
- Built on the equivalent of 4 badly sited lots
- 4 Businesses in multiple buildings
- 11,000 sq ft of retail
- Main parking in front



Neighborhood Center Type - Strip Mall Reform

The banality of the outdated strip mall is replaced by a simple grouping of three multi-story buildings arranged to create two intimately scaled plazas. Though the combined footprints are equal to the buildings replaced, the second level allows for additional office and studio space. The taller volumes better match the context of its two-story neighbors, making a better, more defined street frontage.

NEIGHBORHOOD DESTINATIONS



NEIGHBORHOOD SEAMS

Legend:

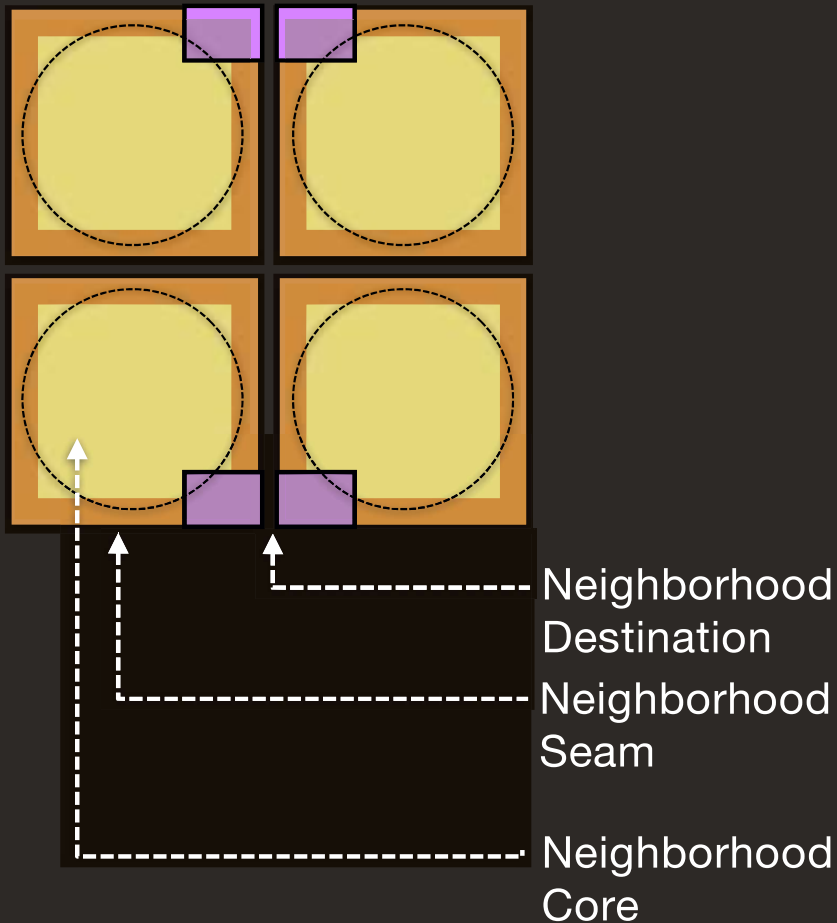
- Environmental Transition Zones (Green)
- Neighborhood Transition Development Potential (Yellow)
- Neighborhood Transition Core Development Potential (Orange)

Map Labels: Broadway Ave, 1st Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, 7th Avenue, 8th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, 12th Avenue, 13th Avenue, 14th Avenue, 15th Avenue, 16th Avenue, 17th Avenue, 18th Avenue, 19th Avenue, 20th Avenue, 21st Avenue, 22nd Avenue, 23rd Avenue, 24th Avenue, 25th Avenue, 26th Avenue, 27th Avenue, 28th Avenue, 29th Avenue, 30th Avenue, 31st Avenue, 32nd Avenue, 33rd Avenue, 34th Avenue, 35th Avenue, 36th Avenue, 37th Avenue, 38th Avenue, 39th Avenue, 40th Avenue, 41st Avenue, 42nd Avenue, 43rd Avenue, 44th Avenue, 45th Avenue, 46th Avenue, 47th Avenue, 48th Avenue, 49th Avenue, 50th Avenue, 51st Avenue, 52nd Avenue, 53rd Avenue, 54th Avenue, 55th Avenue, 56th Avenue, 57th Avenue, 58th Avenue, 59th Avenue, 60th Avenue, 61st Avenue, 62nd Avenue, 63rd Avenue, 64th Avenue, 65th Avenue, 66th Avenue, 67th Avenue, 68th Avenue, 69th Avenue, 70th Avenue, 71st Avenue, 72nd Avenue, 73rd Avenue, 74th Avenue, 75th Avenue, 76th Avenue, 77th Avenue, 78th Avenue, 79th Avenue, 80th Avenue, 81st Avenue, 82nd Avenue, 83rd Avenue, 84th Avenue, 85th Avenue, 86th Avenue, 87th Avenue, 88th Avenue, 89th Avenue, 90th Avenue, 91st Avenue, 92nd Avenue, 93rd Avenue, 94th Avenue, 95th Avenue, 96th Avenue, 97th Avenue, 98th Avenue, 99th Avenue, 100th Avenue.

NEIGHBORHOOD SEAMS



ZONING ADJUSTMENTS FOR SEAMS, DESTINATIONS, AND CORES



COMPLEXITY AND REDUNDANCY:

1. Simplify the zoning code language
2. Collapse zones and overlays
3. Minimize zones
4. Remove conflicting standards
5. Collapse and simplify uses
6. One standard for each purpose, not:
 1. 30% lot coverage
 2. 40% unimproved yard space
 3. 3,000 sq.ft. lot area per dwelling unit
 4. Setbacks...

USABILITY:

1. Revise and increase graphic content for usability
2. Revise language to increase public understanding:
 1. Neighborhood Core
 2. Neighborhood Seam
 3. Neighborhood Destination
 4. Downtown, etc...

EQUITABLY SERVED NEIGHBORHOODS

EACH NEIGHBORHOOD SHOULD HAVE:

1. A city-supported neighborhood board
2. Diversity
 1. Age
 2. Family composition
 3. Housing types
3. Safe and accessible routes for
 1. Pedestrians of all abilities
 2. Cyclists
4. Access to a neighborhood center
5. Accessible parks
6. Public art
7. Regular social activities (e.g. block party)
8. Connected and improved streets

EQUITABLY SERVED NEIGHBORHOODS: PARK ACCESS



EVALUATE SERVICES BY NEIGHBORHOOD

TORRY NEIGHBORHOOD

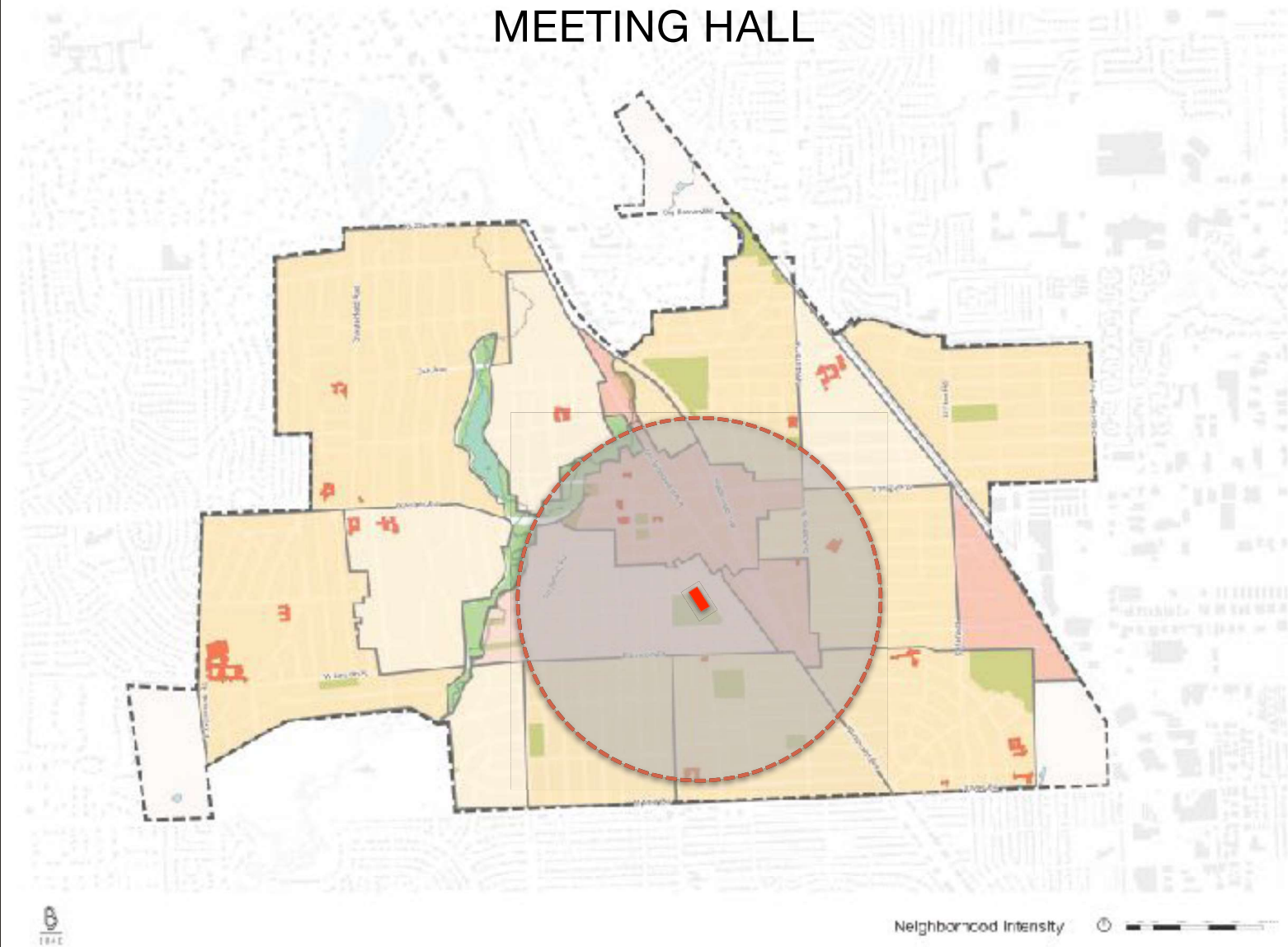
REQUIREMENTS FOR ASPIRATIONAL NEIGHBORHOODS	EXISTING CONDITION		
	Completely provided	Partially provided	Not provided
1. City-Supported Neighborhood Board			X
2. Diversity of housing types and prices		X	
3. Safe and accessible routes for pedestrians, cyclists, and persons of all abilities		X	
4. Access to a neighborhood destination		X	
5. Accessible parks			X
6. Public art			X
7. Connected and improved streets		X	
8. Regular social activities			

REINFORCE NEIGHBORHOOD IDENTITY



BARNUM PARK

MEETING HALL

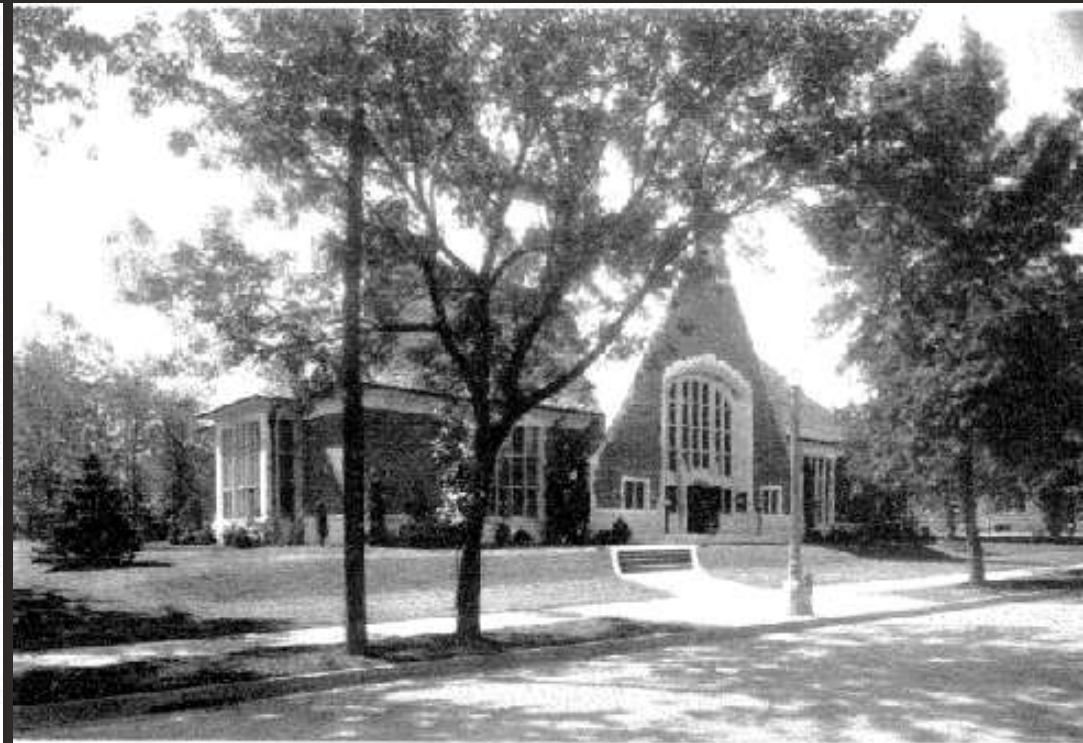


CIVIC FACILITIES

THE 1929 PLAN NOTES THAT A CITY OF 12,100 PEOPLE
HAD JUST BUILT TWO GRAND CIVIC BUILDINGS



Birmingham has just completed an excellent civic center, with administrative offices, central police and fire departments under one roof.

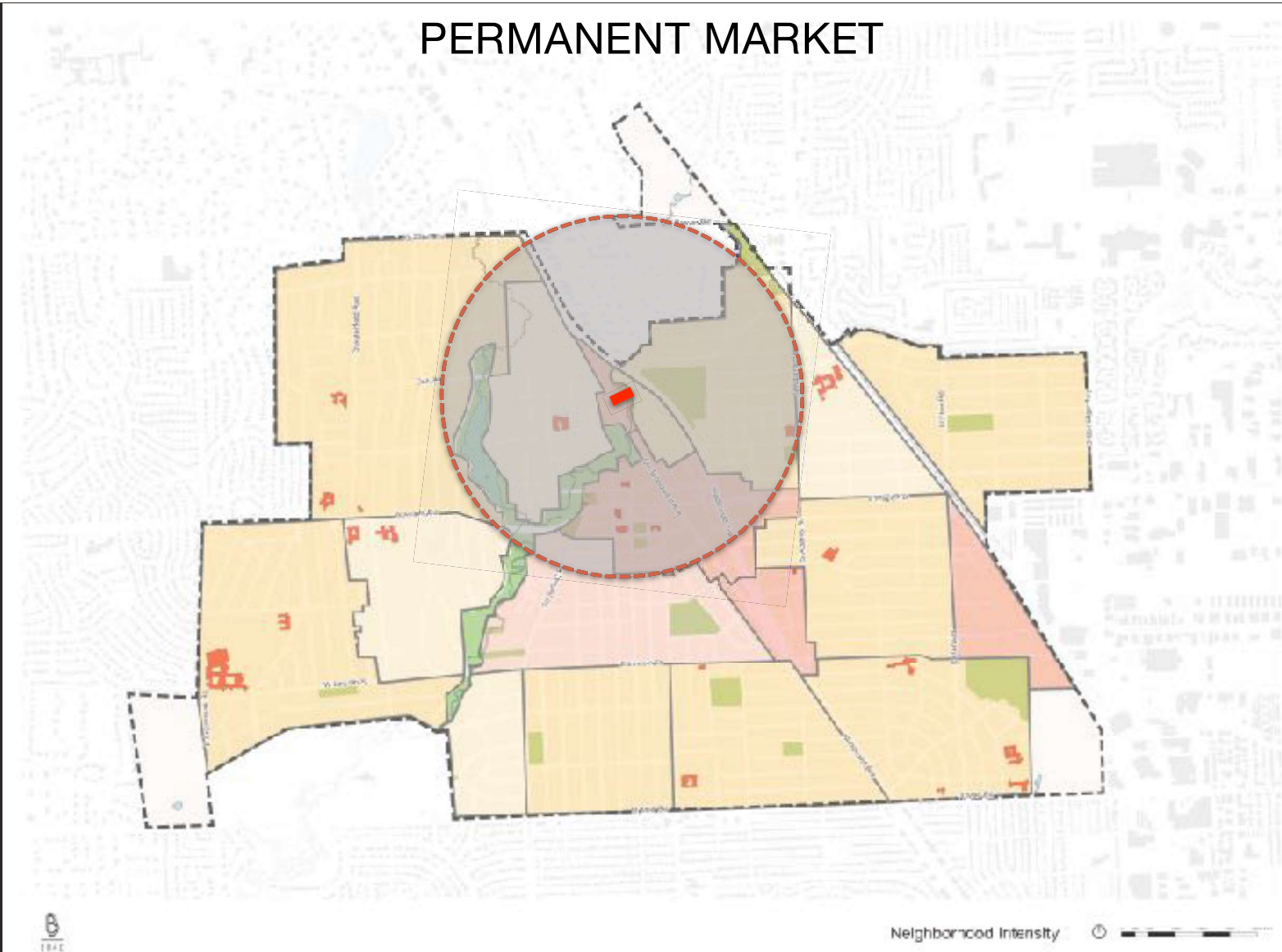


Beyond a block destined for park treatment lies the new library.

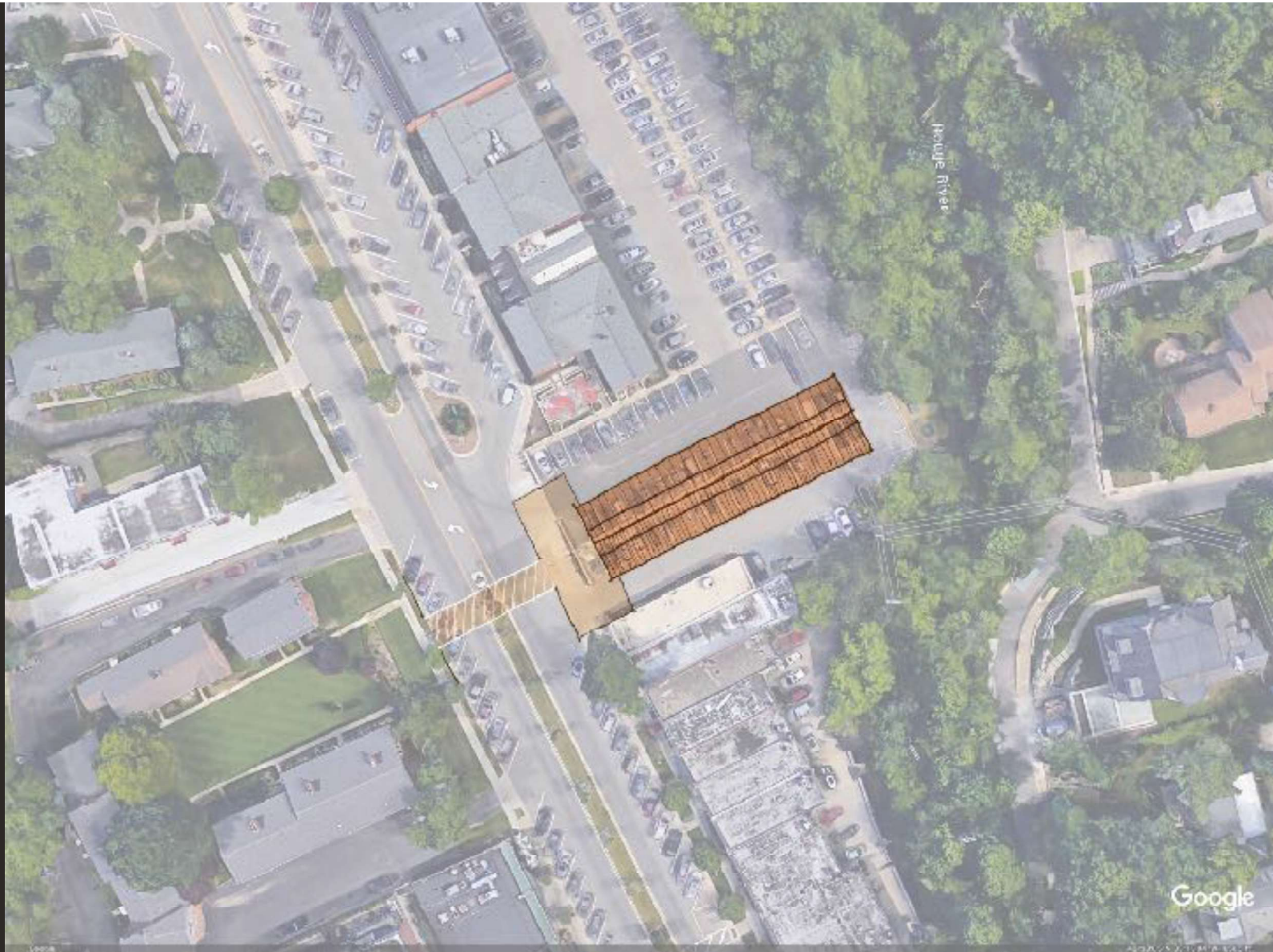
MEETING HALL



PERMANENT MARKET









[illegible]

INTRODUCTION

All data compiled from Acqua Informa or its parent should be
forwarded only to the City of Portland or
City of Portland, Oregon, after a 60-day notice.

NEIGHBORHOOD BOARDS

THE CITY SUPPORTS NEIGHBORHOOD BOARDS BY:

1. Maintaining membership directories
2. Convening board meetings
 1. Arranging for location & time
 2. Sending out meeting notice
3. Note taking at board meetings (not leadership)
4. Informing boards of city department activity at each meeting
5. Liaising between city departments and boards

SUPPORT IS PROVIDED BY:

1. A new staff position under the City Manager

NEIGHBORHOODS & CIVIC INSTITUTIONS

MEET THEM WHERE THEY ARE: CENTER FOR CIVIC LIFE



SUBSIDIARITY

DECISION	SCALE OF DECISION MAKING INPUT		
	Block	Neighborhood	City
Parking Restrictions	X		
Neighborhood centers		X	
Neighborhood civic art		X	
Neighborhood parks		X	
Housing needs			X
Commercial districts			X

4. DIVERSIFY HOUSING AT NEIGHBORHOOD SEAMS TO RETAIN POPULATION DIVERSITY



2040 Housing Demand: +1,710 Homes

Age of Householder	2017 Birmingham			2040 Birmingham			Percent Change		
	<i>Own</i>	<i>Rent</i>	<i>Total</i>	<i>Own</i>	<i>Rent</i>	<i>Total</i>	<i>Own</i>	<i>Rent</i>	<i>Total</i>
15-24	40	70	110	20	50	70	-50.0%	-28.6%	-36.4%
25-34	670	650	1,320	600	1,030	1,630	-10.4%	58.5%	23.5%
35-44	1,190	400	1,590	800	20	820	-32.8%	-95.0%	-48.4%
45-54	1,560	470	2,030	1,670	530	2,200	7.1%	12.8%	8.4%
55-64	1,490	340	1,830	1,490	940	2,430	0.0%	176.6%	32.8%
65-74	1,080	150	1,230	1,800	290	2,090	66.7%	93.1%	69.9%
75-84	440	120	560	180	720	900	-59.1%	500.0%	60.7%
85+	240	80	320	320	240	560	33.3%	200.0%	75.0%
Total	6,710	2,280	8,990	6,880	3,820	10,700	25%	67.6%	19.0%



REASONABLY PRICED HOUSING

City Employee Median Income: \$63,300

*Reasonably Priced
Rent: \$950/month*

*Reasonably Priced
For-Sale: \$185,000*



REASONABLY PRICED HOUSING

City Median Household Income: \$114,500

*Reasonably Priced
Rent: \$1,715/month*

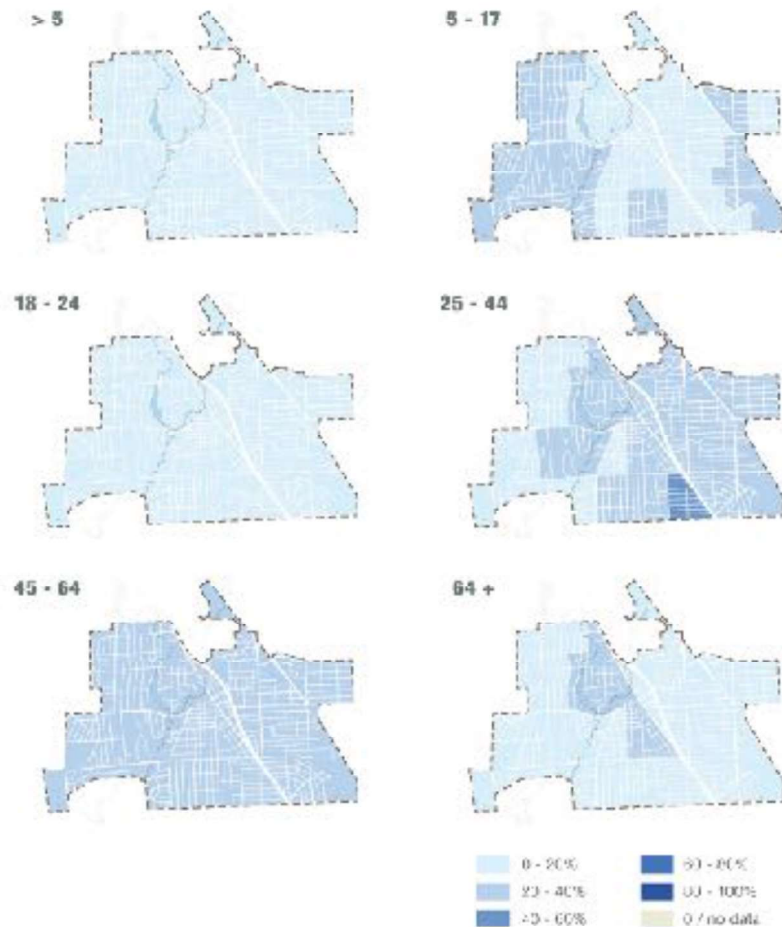


*Reasonably Priced
For-Sale: \$405,000*

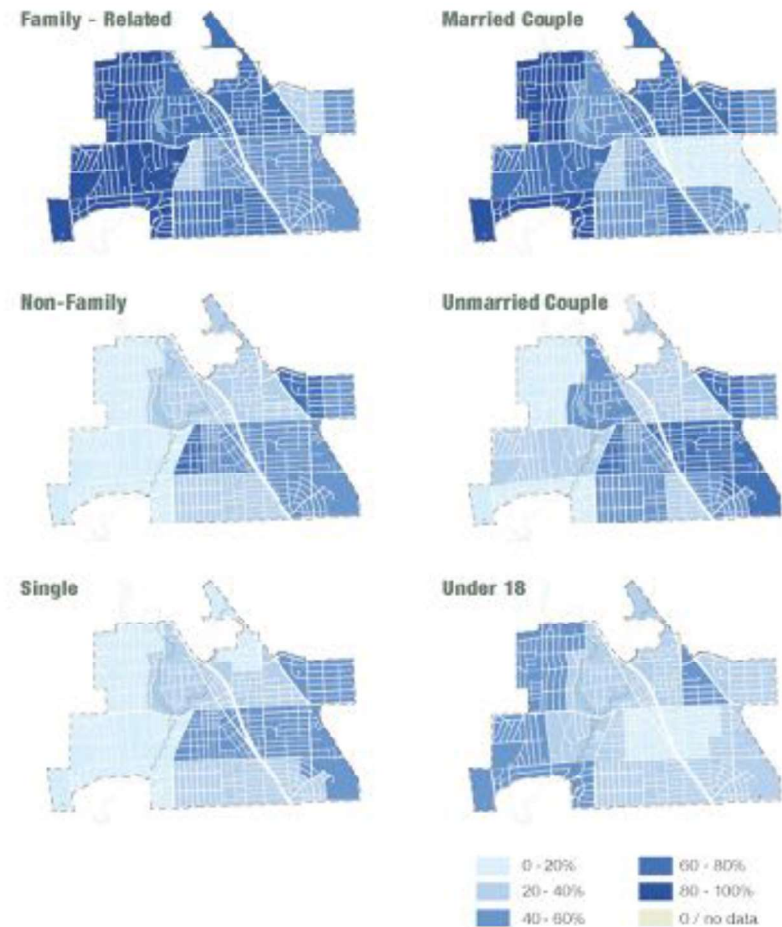


AGE AND HOUSEHOLD TYPE DIVERSITY

Citywide Mapping - Age Groups



Citywide Mapping - Household Makeup



ROLE OF THE REGION



Regional Aspects - In order to plan intelligently for the village itself some attention must first be given to its relation to the region within which it lies. Only after effectively meeting the problems of regional origin that occur within the village limits can a sound and enduring solution to the local village problems themselves be found

ROLE OF THE REGION

MICHIGAN HOMEOWNERSHIP STUDY

*DEFICIT OF
237,280
HOMES VALUED
OVER \$450,000*

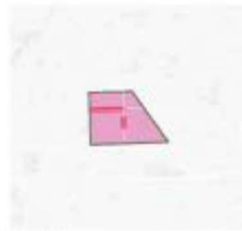


Table 6: Owner Households and Housing Units Falling Under HUD AMI Levels, 2016					
AMI Thresholds	Median Incomes	Number of Owner Households	Fee Simple Home Price	Owner-Occupied Units	Surplus/Deficit
30% AMI	\$20,780	84,710	\$72,788	209,039	124,329
50% AMI	\$31,950	75,339	\$111,915	115,610	40,271
80% AMI	\$51,050	133,980	\$178,819	203,591	69,611
120% AMI	\$76,575	165,128	\$268,228	168,197	3,069
200% AMI	\$127,625	214,666	\$447,046	137,149	-77,517
Greater than 200% AMI	\$127,626	214,264	\$447,047	54,501	-159,763
Source: HUD, ACS, and RKG Associates					

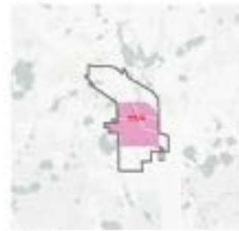
ROLE OF THE REGION



Birmingham



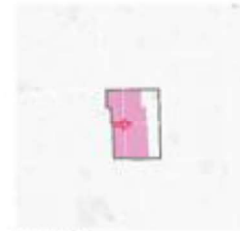
Berkeley



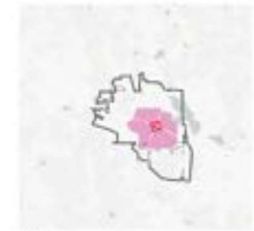
Brighton



Hamtramck



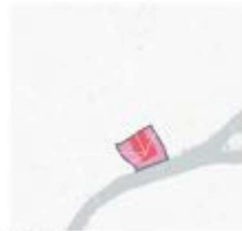
Hazel Park



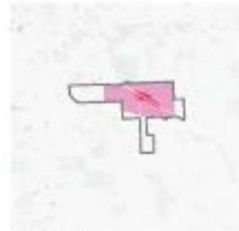
Howell



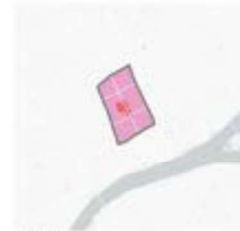
Corkdown



Downtown



Farmington



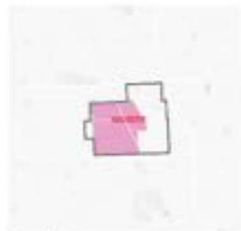
Midtown



Northville



Pontiac



Ferndale



Grosse Pointe



Grosse Pointe Farms



Plymouth



Rochester



Royal Oak



Grosse Pointe Park



West Village / Indian Village



UNDERSERVED LOCAL DEMAND

Missing Middle Demand: +570 Units

***Moderate-Priced
Units: 310***

*Rent: \$950/month
For-Sale: \$185,000*

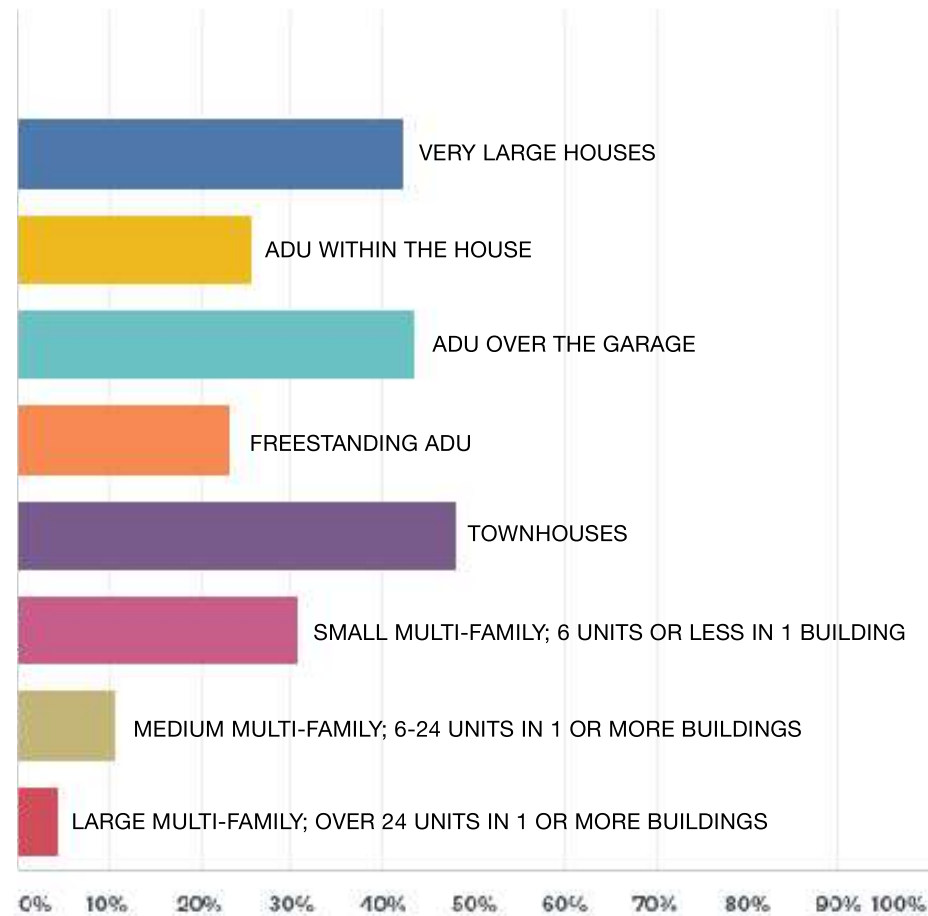


***Reasonably-Priced
Units: 260***

*Rent: \$2,450/month
For-Sale: \$450,000*



Q17 Would you support any of the following housing types being added in your neighborhood? Please select all that apply:



PERMIT ACCESSORY DWELLING UNITS (ADU)

- Provides moderate income housing
- Provides additional income for the property owner
- Downsizing option that avoids Proposition A tax increases
- Rental housing which is better monitored by the owner

+1 NET UNITS

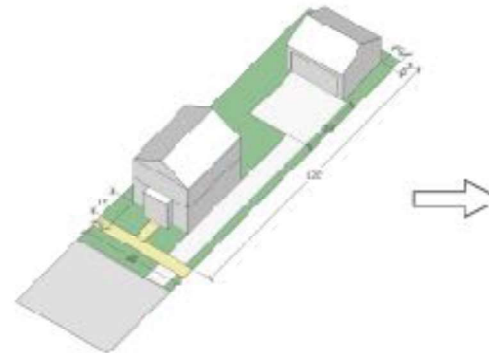
REASONABLY PRICED HOUSING TYPES



NEIGHBORHOOD SEAMS IN BIRMINGHAM

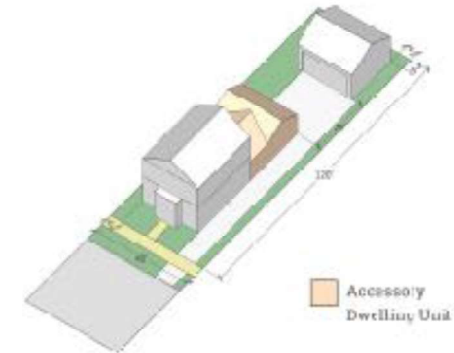
Birmingham has expressed a desire for reasonably priced residential units in order to attract younger workers, accommodate municipal employees that say that they cannot afford to live in town, and stave off a potential reduction in population diversity. Birmingham, however, requires an almost surgical precision in locating potential areas for these housing types. Several corridors were identified by locals as 'neighborhood seams', areas where identified neighborhoods converge and are going through a transition. There is already some conversion of single-family housing lots into multi-family units in these areas. Instead of building low cost mid-rise apartment buildings (the kind that is currently being built throughout the Detroit metro area), it is recommended for Birmingham to build so called "missing middle" housing--small to medium sized buildings that previously were constructed throughout the country, but now versions are now relatively rare. Some examples:

- Accessory Dwelling Units
- Granny Flats (over-the-garage apartments)
- Duplexes
- 4 - Plex Apartment buildings
- Townhouses
- Cottage Courts



TYPICAL CONDITION - INDIVIDUAL 40' LOTS

SMALL SINGLE FAMILY LOTS	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 sf
Lot Coverage	40%
Unit Size	1,500 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Tot Residential Density	10 du/ac

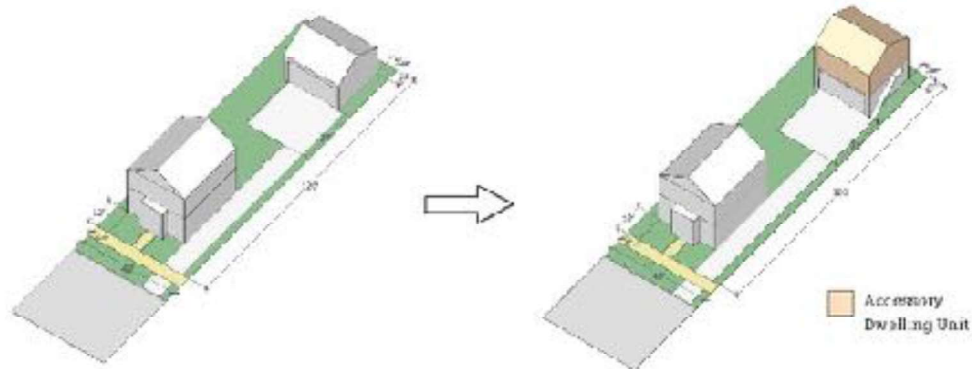


PROPOSED - ATTACHED ACCESSORY DWELLING UNIT (A.D.U.)

ATTACHED A.D.U.	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 sf
Lot Coverage	50%
Unit Size	1,500 sf
Residential Stories	2
Total Stories	2
Total Dwelling Units	2
Tot Residential Density	20 du/ac

+1 NET UNITS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 40' LOTS

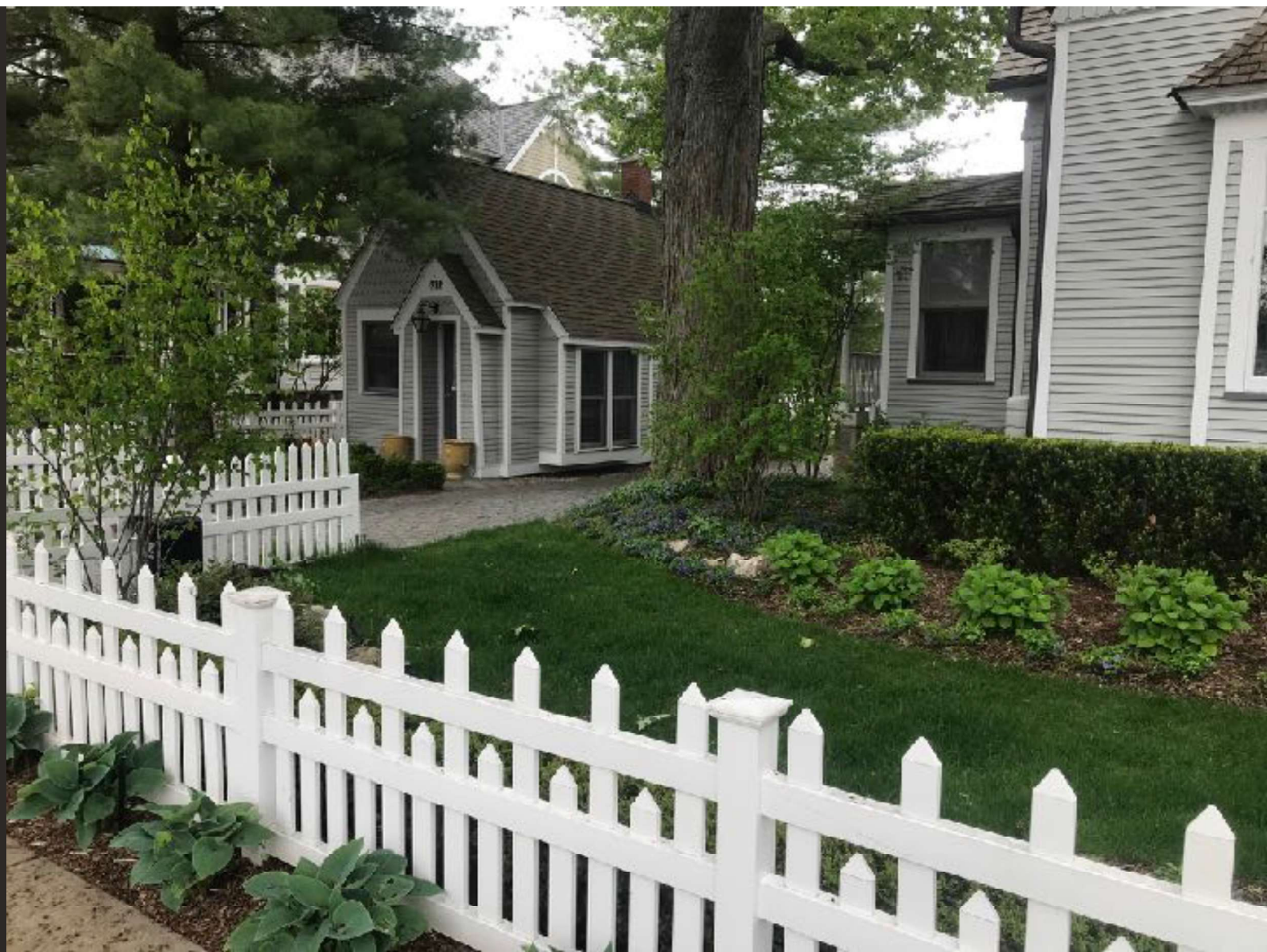
PROPOSED - OVER-GARAGE ACCESSORY DWELLING UNIT (A.D.U.) OR "GRANNY FLAT"

SMALL SINGLE FAMILY LOTS	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft ²
Lot Coverage	40%
Unit Size	1,500 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Total Residential Density	10 du/ac

OVER-GARAGE A.D.U.	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft ²
Lot Coverage	40%
Unit Size	750 sf
Residential Stories	2
Total Stories	2
Total Dwelling Units	2
Total Residential Density	20 du/ac

ACCESSORY DWELLING UNIT EXAMPLES



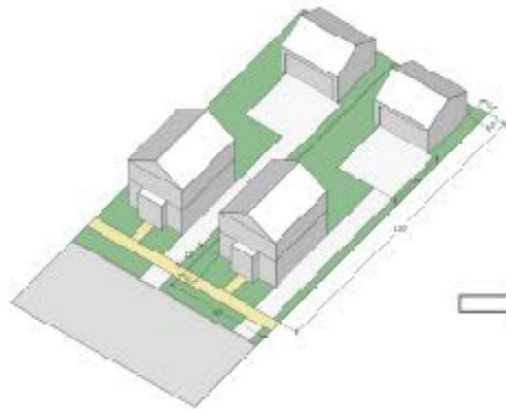


PERMIT SMALL MULTI-FAMILY BUILDINGS IN THE NEIGHBORHOOD SEAM

- Multi-family at 6 and fewer units per lot have little impact
- Significant amounts of rental housing already exists in every neighborhood
- Design standards are required to ensure compatibility

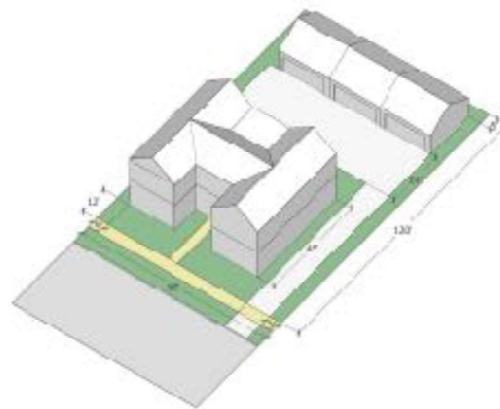
+2 NET UNITS, 40FT LOTS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 40' LOTS

SMALL SINGLE FAMILY LOTS	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft ²
Lot Coverage	40%
Unit Size	1,500 sq ft
Residential Stories	2
Total Stories	2
Dwelling Units	1
Residential Density	10 du/ac



PROPOSED - COMBINING TWO LOTS
TO BUILD A 4-PLEX APARTMENT BUILDING

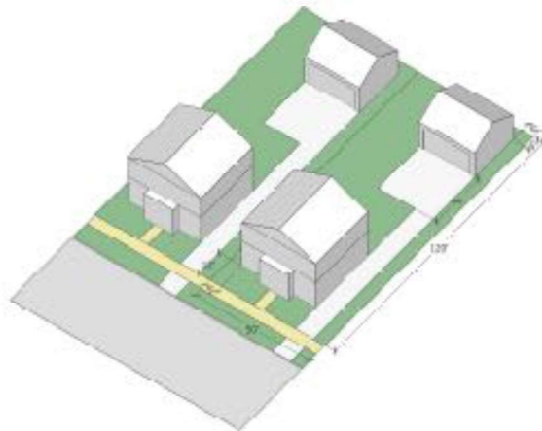
4-PLEX APARTMENTS	
Lot Width	80 ft
Lot Depth	120 ft
Lot Area	9,600 ft ²
Lot Coverage	40%
Unit Size	1,200 sq ft
Residential Stories	2
Total Stories	2
Dwelling Units	4
Residential Density	20 du/ac

4-PLEX APARTMENTS



+2 NET UNITS, 50FT LOTS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 50' LOTS

MEDIUM SINGLE FAMILY LOTS	
Lot Width	50 ft
Lot Depth	120 ft
Lot Area	6,000 ft ²
Lot Coverage	30%
Unit Size	2,000 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Residential Density	9 du/ac



PROPOSED - COMBINING TWO LOTS
A 4-PLEX APARTMENT BUILDING

4-PLEX APARTMENTS	
Lot Width	50 ft
Lot Depth	120 ft
Lot Area	6,000 ft ²
Lot Coverage	40%
Unit Size	1,200 sf
Residential Stories	2
Total Stories	2
Dwelling Units	4
Residential Density	18 du/ac

4-PLEX APARTMENTS

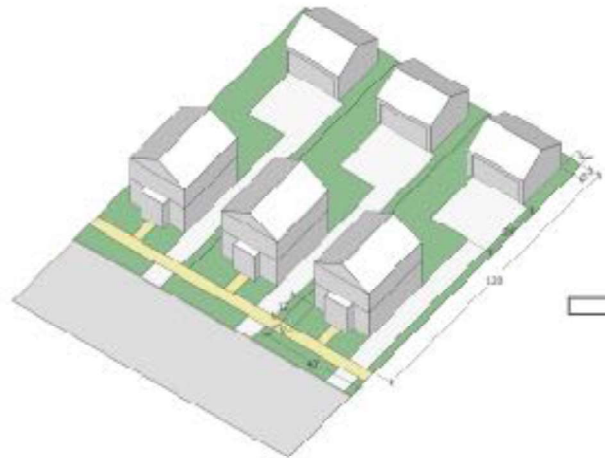


PERMIT TOWNHOUSES AND DUPLEXES IN THE NEIGHBORHOOD SEAM

- Increases housing with very little overall impact
- Creates beautiful streetscapes
- Existing townhouses near the Community House provide a model
- Duplexes exist in many neighborhoods already
- Design standards are required to ensure compatibility

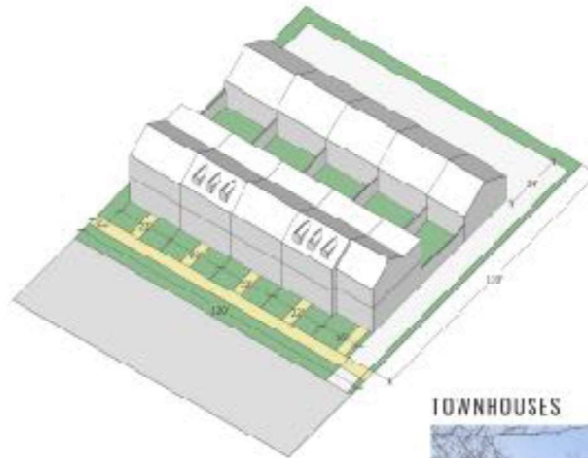
+2 NET UNITS, 40FT LOTS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 40' LOTS

SMALL SINGLE FAMILY LOTS	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft ²
Lot Coverage	40%
Unit Size	1,500 sq ft
Residential Stories	2
Total Stories	2
Dwelling Units	1
Residential Density	10 du/ac



PROPOSED - COMBINING THREE LOTS TO BUILD FIVE TOWNHOUSES

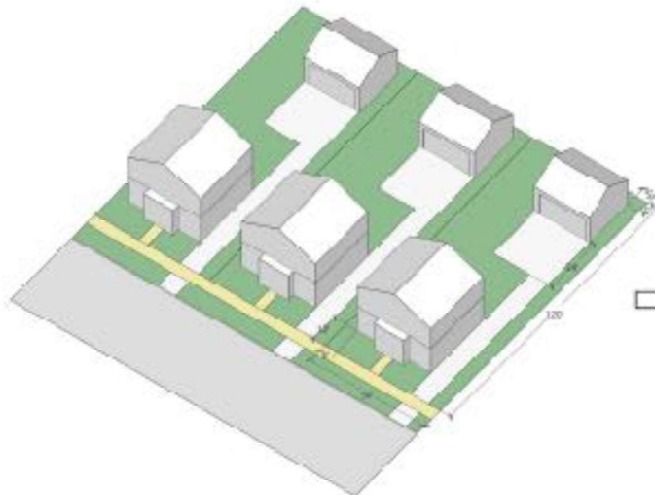
TOWNHOUSES	
Lot Width	120 ft
Lot Depth	120 ft
Lot Area	14,400 ft ²
Lot Coverage	50%
Unit Size	1,350 sq ft
Residential Stories	2
Total Stories	2
Dwelling Units	5
Residential Density	16 du/ac

TOWNHOUSES



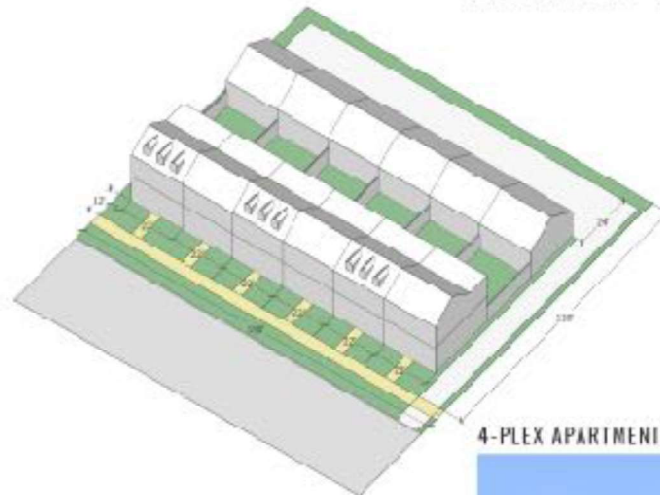
+3 NET UNITS, 50FT LOTS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 50' LOTS

MEDIUM SINGLE FAMILY LOTS	
Lot Width	50 ft
Lot Depth	120 ft
Lot Area	6,000 ft ²
Lot Coverage	30%
Unit Size	2,000 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Residential Density	9 du/ac



PROPOSED - COMEINING THREE LOTS TO BUILD SIX TOWNHOUSES

SIX TOWNHOUSES	
Lot Width	150 ft
Lot Depth	120 ft
Lot Area	18,000 ft ²
Lot Coverage	40%
Unit Size	1,200 sf
Residential Stories	2
Total Stories	2
Dwelling Units	6
Residential Density	18 du/ac

4-PLEX APARTMENTS





DUPLEX IN BARNUM



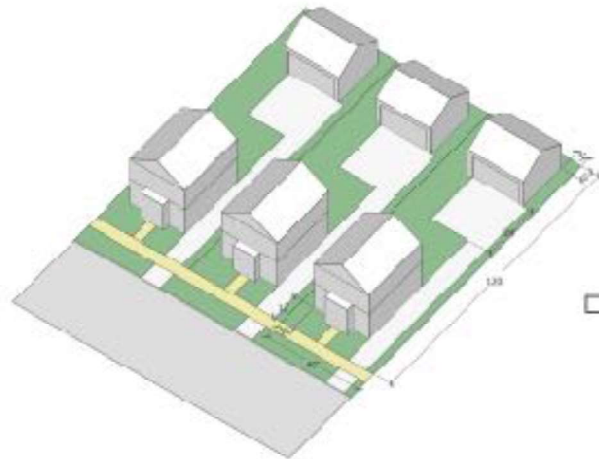
DUPLEX IN HOLY NAME

PERMIT COTTAGE COURTS IN THE NEIGHBORHOOD SEAM

- Significant increase in housing with very low impact
- Severely underserved category of small single family
- Current housing cluster allowances are overly complicated
- Design standards are required to ensure compatibility

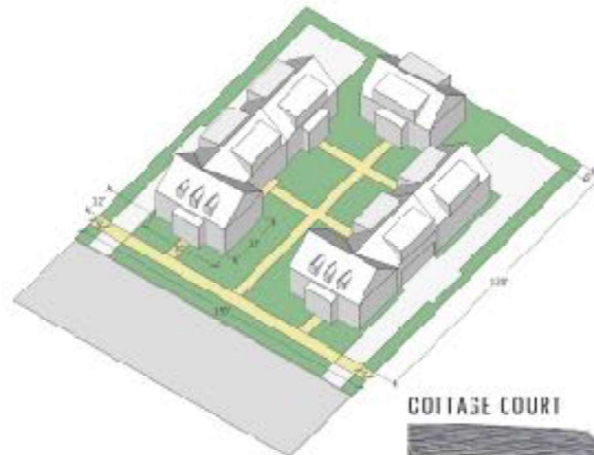
+4 NET UNITS, 40FT LOTS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 40' LOTS

SMALL SINGLE FAMILY LOTS	
Lot Width	40 ft
Lot Depth	120 ft
Lot Area	4,800 ft
Lot Coverage	40%
Unit Size	2,000 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Residential Density	10 du/ac



PROPOSED - COMBINING THREE LOTS TO BUILD A COTTAGE COURT

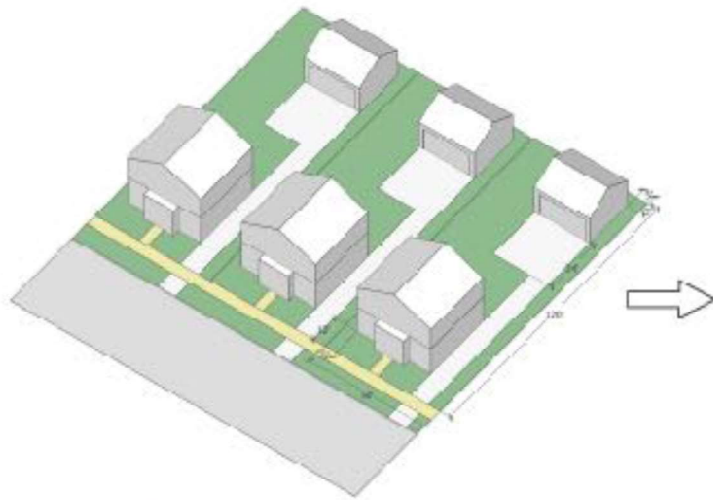
COTTAGE COURT	
Lot Width	120 ft
Lot Depth	120 ft
Lot Area	14,400 ft
Lot Coverage	50%
Unit Size	750-1500 sf
Residential Stories	2
Total Stories	2
Dwelling Units	7
Residential Density	23 du/ac

COTTAGE COURT



+5 NET UNITS, 50FT LOTS

REASONABLY PRICED HOUSING TYPES



TYPICAL CONDITION - INDIVIDUAL 50' LOTS

MEDIUM SINGLE FAMILY LOTS	
Lot Width	50 ft
Lot Depth	120 ft
Lot Area	6,000 ft ²
Lot Coverage	30%
Unit Size	2,000 sf
Residential Stories	2
Total Stories	2
Dwelling Units	1
Residential Density	9 du/ac



PROPOSED - COMBINING THREE LOTS TO BUILD A COTTAGE COURT

COTTAGE COURT	
Lot Width	150 ft
Lot Depth	120 ft
Lot Area	18,000 ft ²
Lot Coverage	40%
Unit Size	750-1500 sf
Residential Stories	2
Total Stories	2
Dwelling Units	3
Residential Density	20 du/ac

COTTAGE COURTS





5. INVEST IN THE FUTURE OF THE TRIANGLE DISTRICT

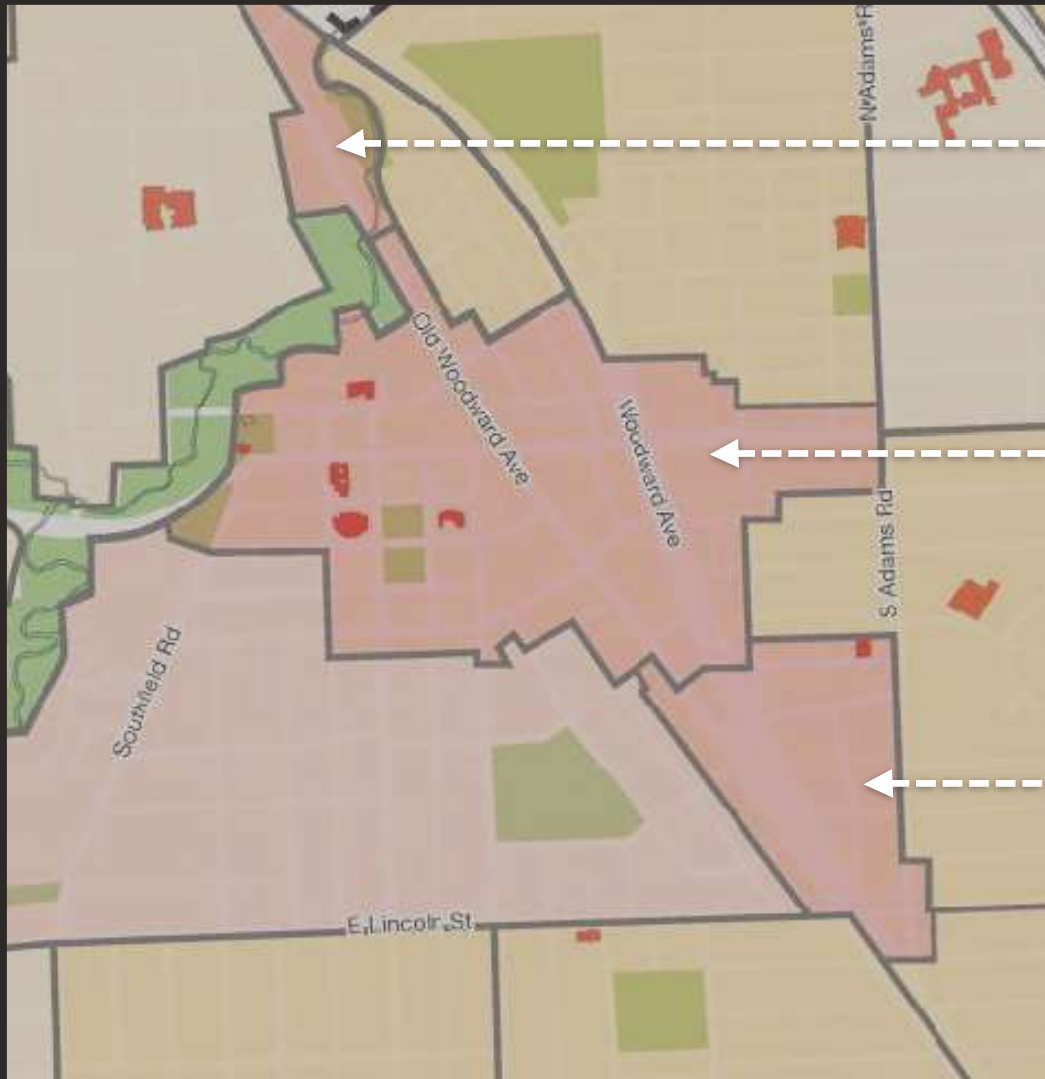


An aerial photograph of a city street intersection. A white rectangular box highlights a specific area on the east side of the street, just south of the intersection. A dashed white arrow points from the text 'Build a parking garage to incentivize development' to this highlighted area. The surrounding area is a mix of residential houses, commercial buildings, and trees. A baseball field is visible in the lower-left quadrant.

INVESTMENT

Build a parking garage to
incentivize development

DISTRICT DIFFERENTIATION



Market North

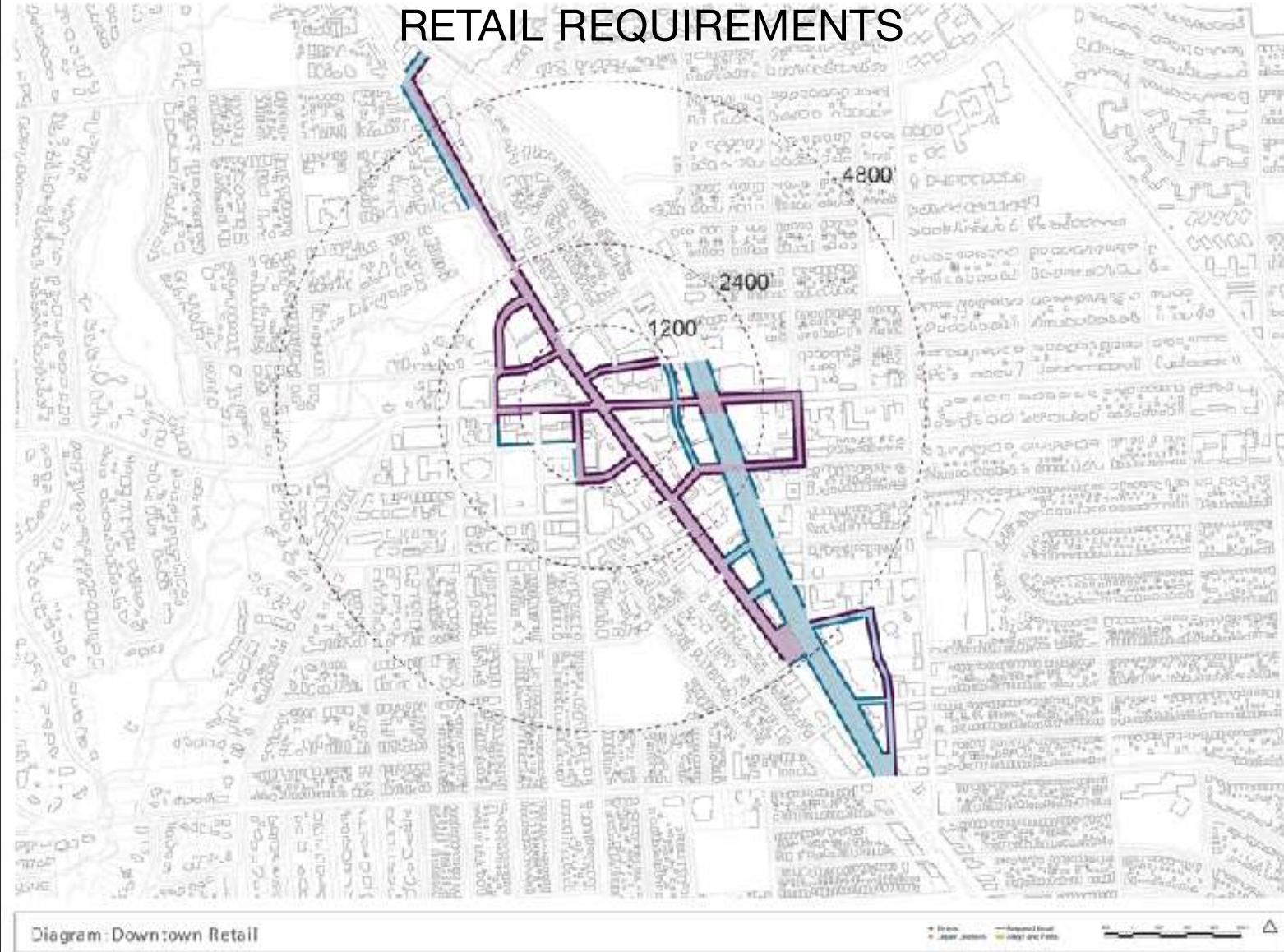
Downtown

Haynes Square

RETAIL REQUIREMENTS



RETAIL REQUIREMENTS



6. PRESERVE THE LOWER RAIL DISTRICT AND ENABLE FUTURE RAIL CONNECTIVITY



MAPLE

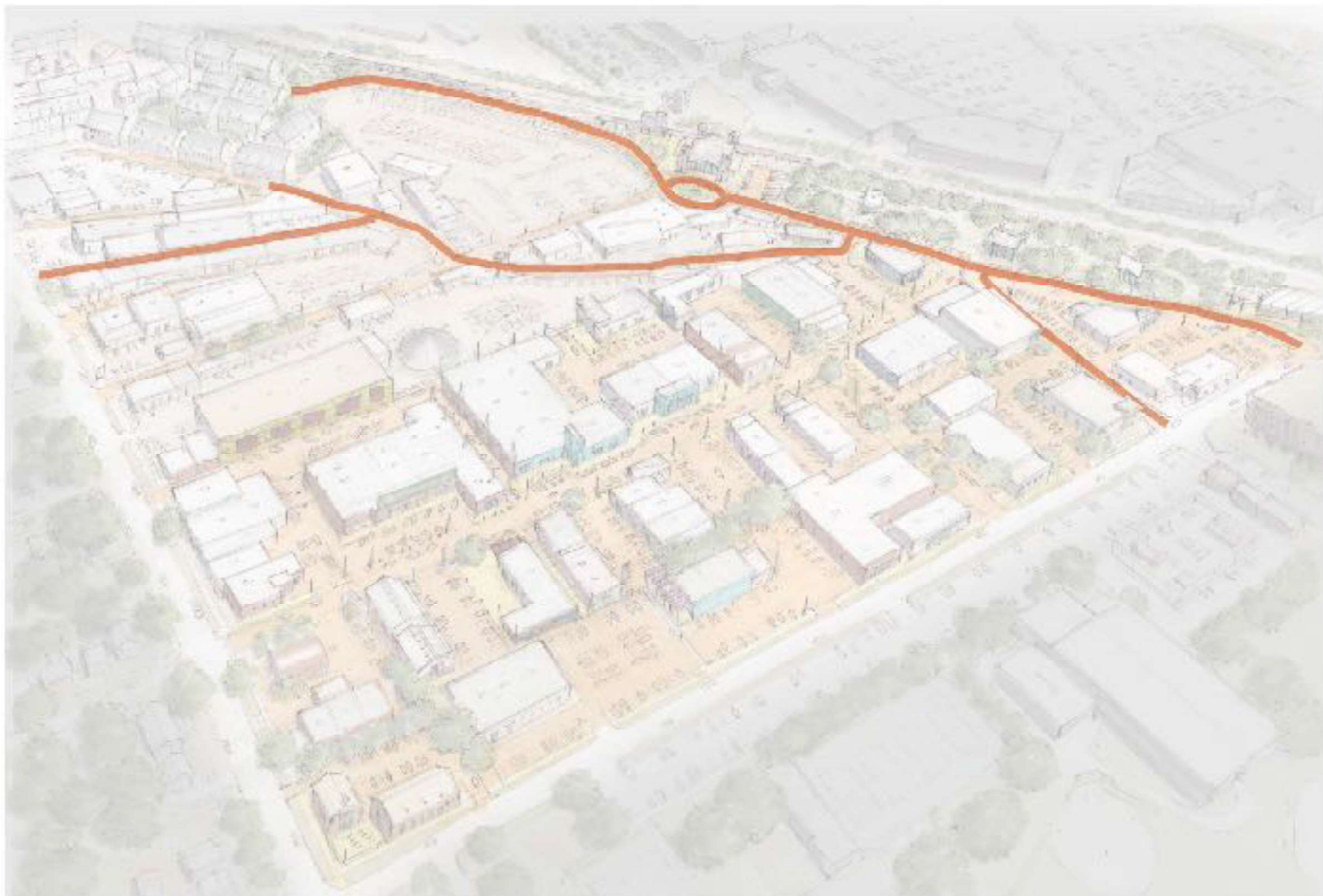


LINCOLN

ETON







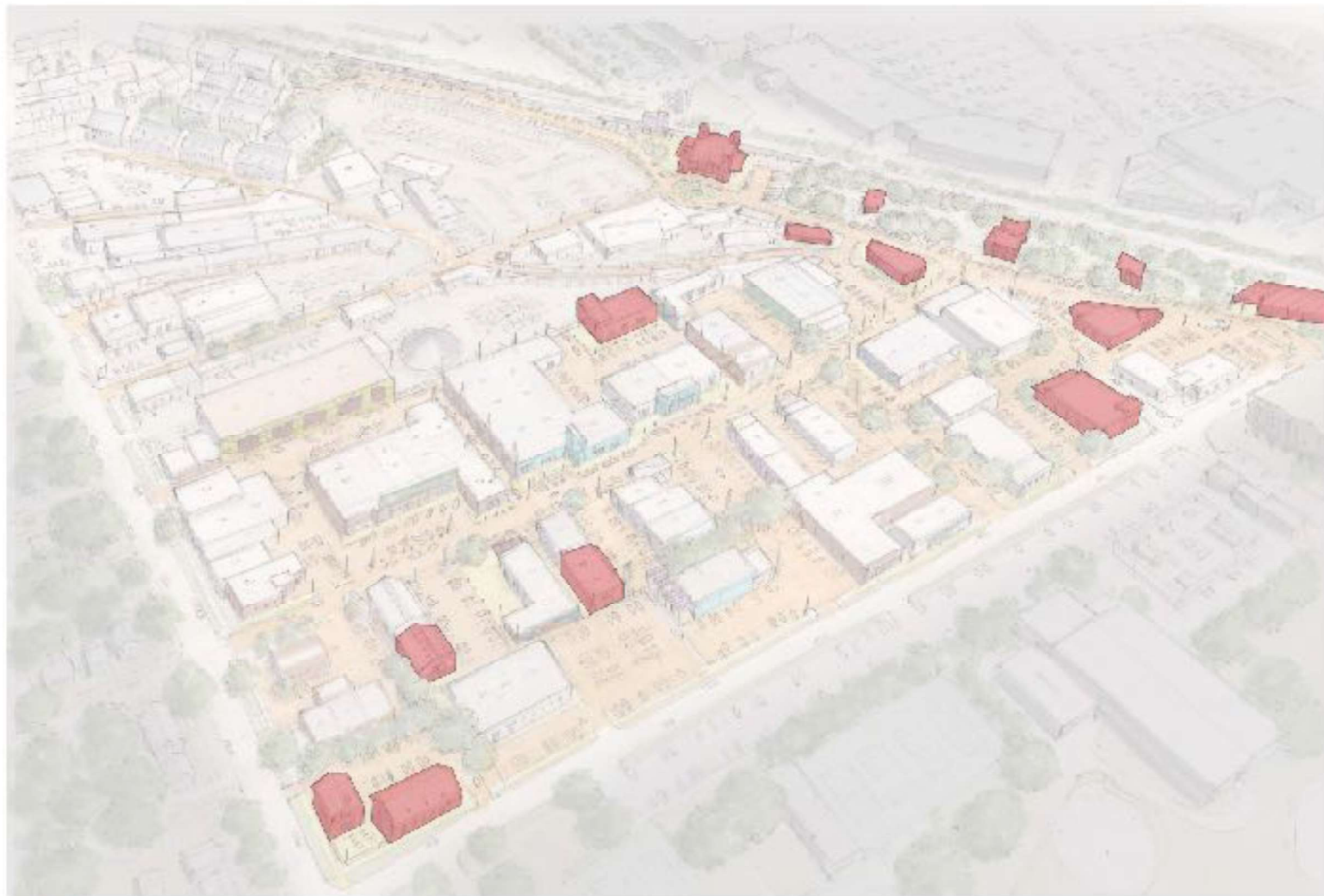
 New Roads


The Rail District Neighborhood



 Pedestrian Connections

The Rail District Neighborhood



 New Buildings


The Rail District Neighborhood



 Art Graffiti Walls

The Rail District Neighborhood



 Additions: Towers, Canopies, and Signage

The Rail District Neighborhood

7. IMPROVE THE WOODWARD EDGE AND CROSSINGS TO KNIT THE COMMUNITY TOGETHER

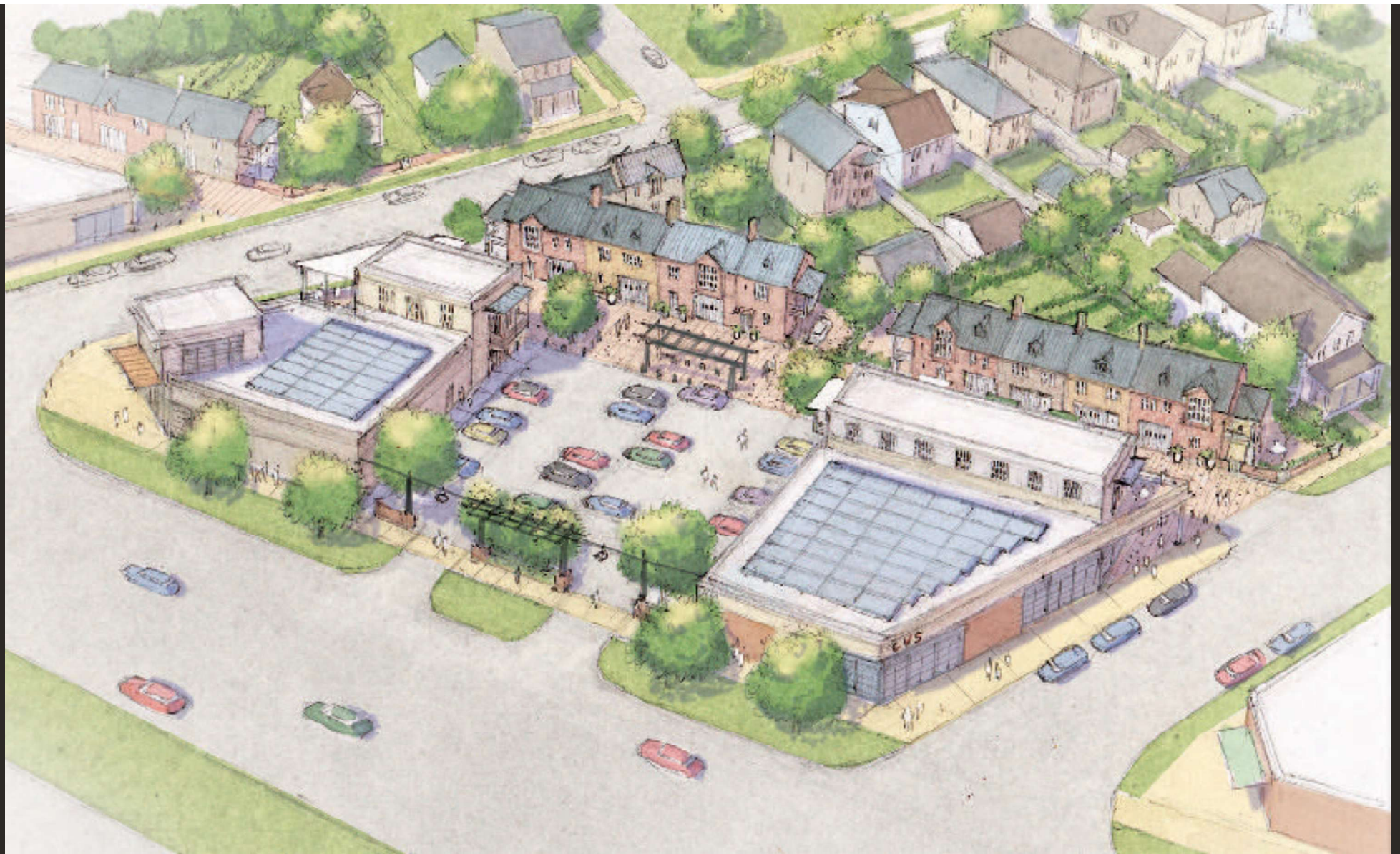


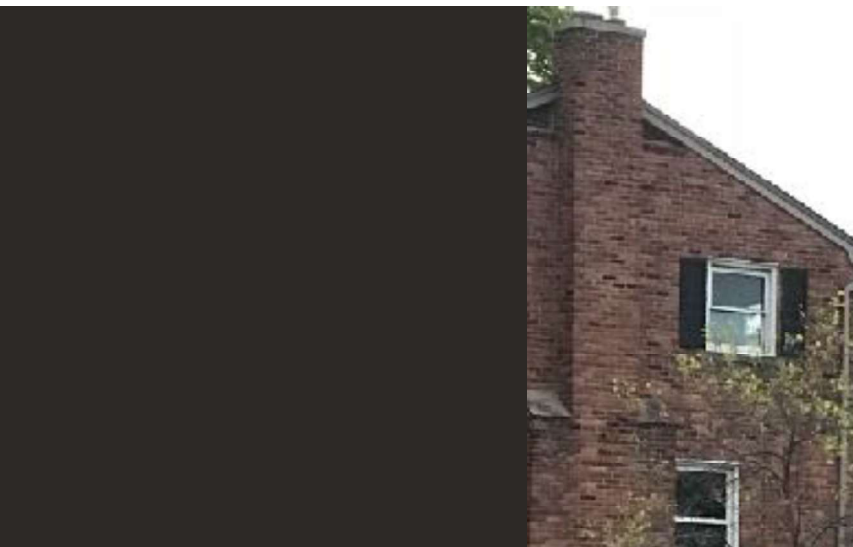
SOUTH WOODWARD













Google Earth

Image NOAA

© 2010 Google

Image Landsat / Quaternary



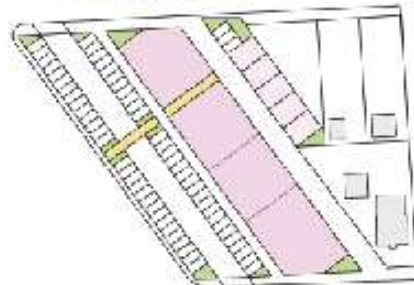
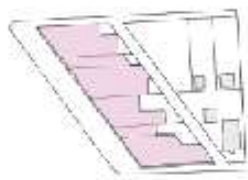
BLOCK TYPES - SOUTHEAST WOODWARD

EAST SIDE

BLOCK TYPE I - ALLEY

CURRENT CONDITION

FUTURE CONDITION



- PEDESTRIAN PATH
- GREEN
- RESIDENTIAL
- RETAIL



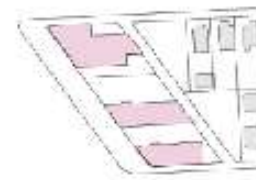
CURRENT V. FUTURE CONDITIONS

	CURRENT	FUTURE
# OF PARKING SPACES	33	62
# OF RESIDENTIAL UNITS	-	17
RESIDENTIAL SF	-	19,629
RETAIL SF	23,155	16,327

BLOCK TYPE II - SLEEVE

CURRENT CONDITION

FUTURE CONDITION



- GREEN
- RESIDENTIAL
- RETAIL



CURRENT V. FUTURE CONDITIONS

	CURRENT	FUTURE
# OF PARKING SPACES	41	64
# OF RESIDENTIAL UNITS	-	16
RESIDENTIAL SF	-	16,523
RETAIL SF	15,177	16,559

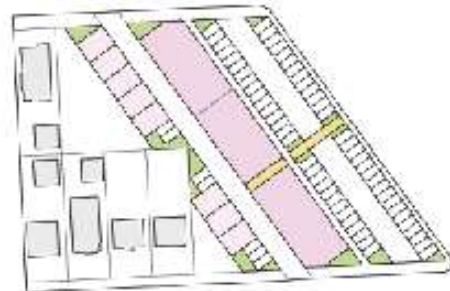
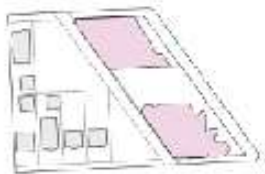
BLOCK TYPES - SOUTHWEST WOODWARD

WEST SIDE

BLOCK TYPE I - ALLEY

CURRENT CONDITION

FUTURE CONDITION



- PEDESTRIAN PATH
- GREEN
- RESIDENTIAL
- RETAIL



CURRENT V. FUTURE CONDITIONS

	CURRENT	FUTURE
# OF PARKING SPACES	66	66
# OF RESIDENTIAL UNITS	-	17
RESIDENTIAL SF	-	17,090
RETAIL SF	17,278	11,938

BLOCK TYPE II - SLEEVE

CURRENT CONDITION

FUTURE CONDITION



- GREEN
- RESIDENTIAL
- RETAIL



CURRENT V. FUTURE CONDITIONS

	CURRENT	FUTURE
# OF PARKING SPACES	52	52
# OF RESIDENTIAL UNITS	-	17
RESIDENTIAL SF	-	16,815
RETAIL SF	19,852	14,399

HAYNES & WOODWARD









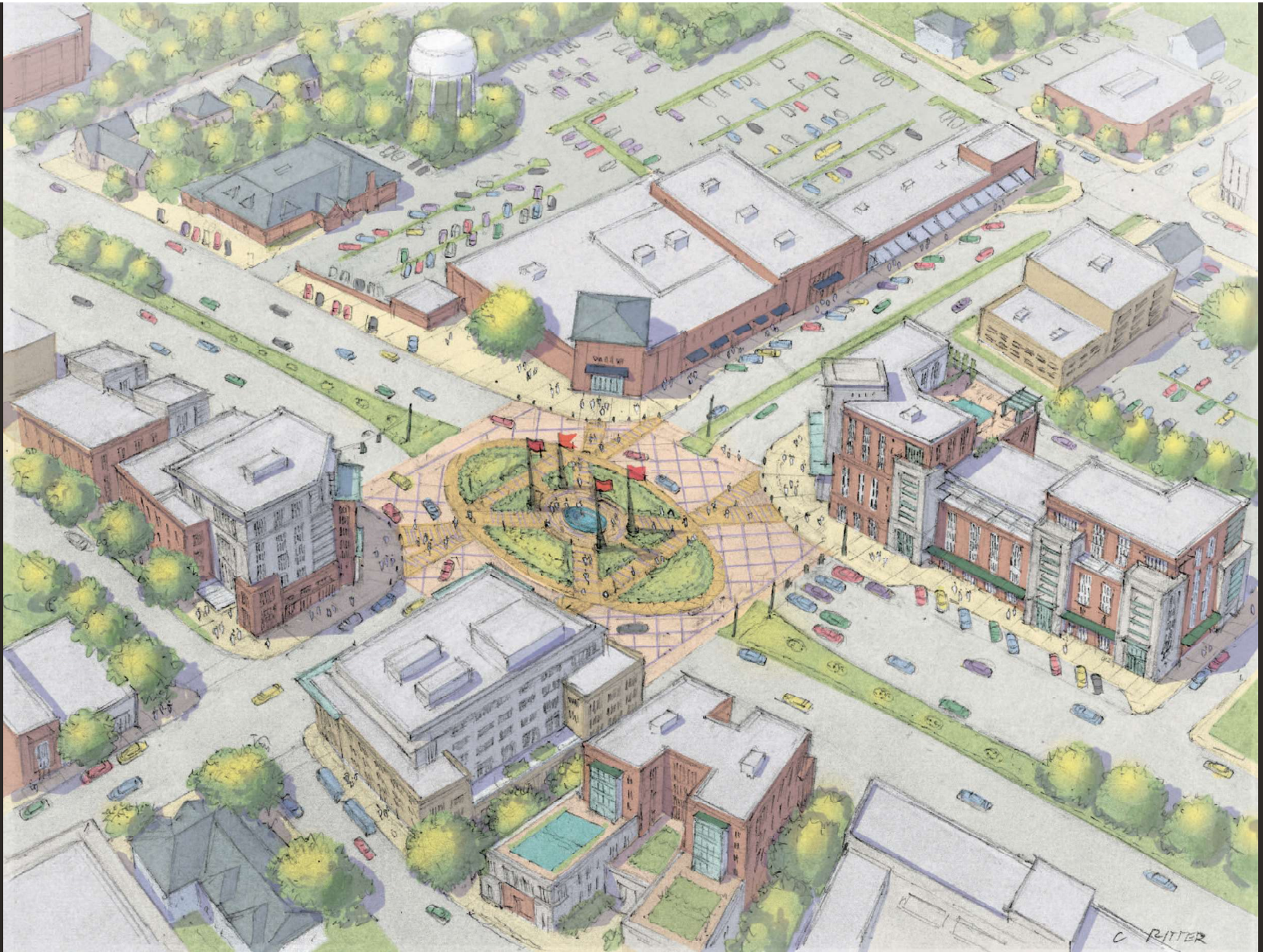




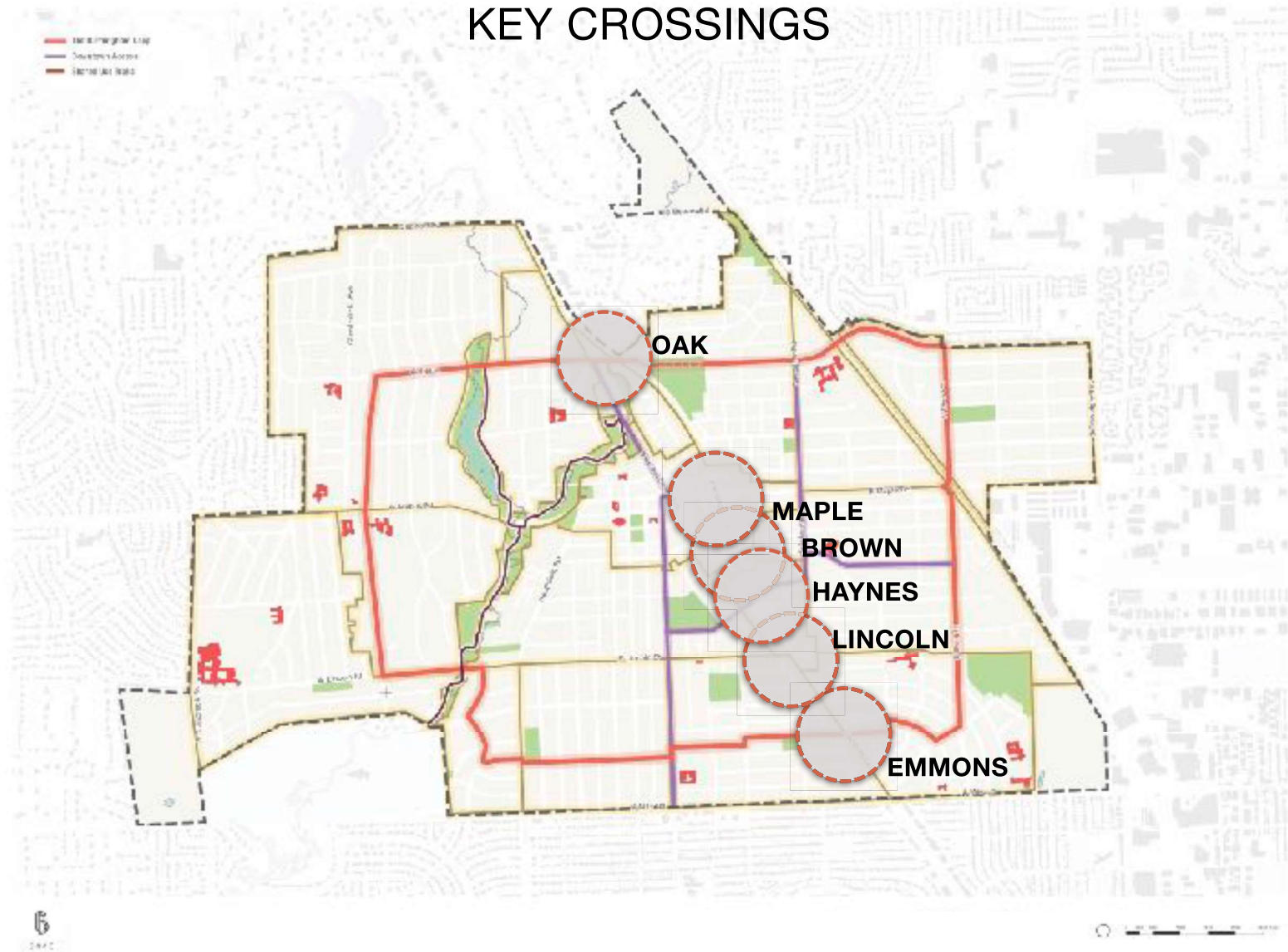
MAPLE & WOODWARD



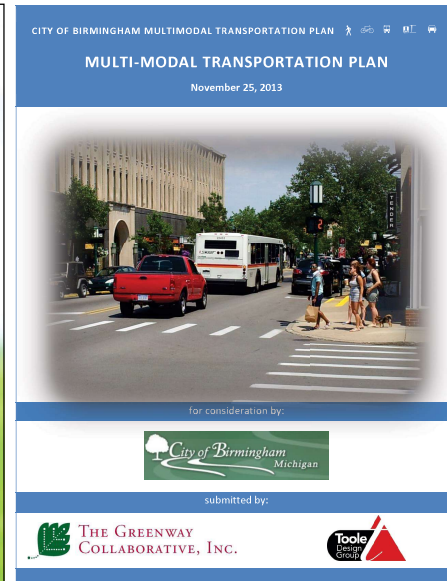
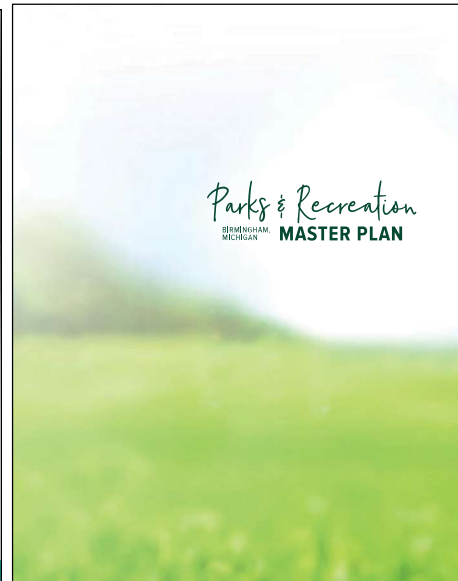
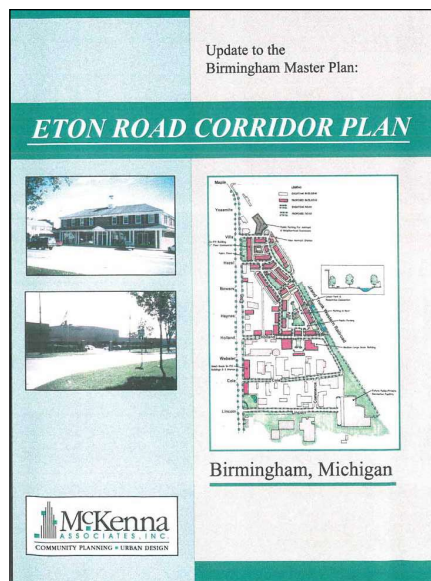
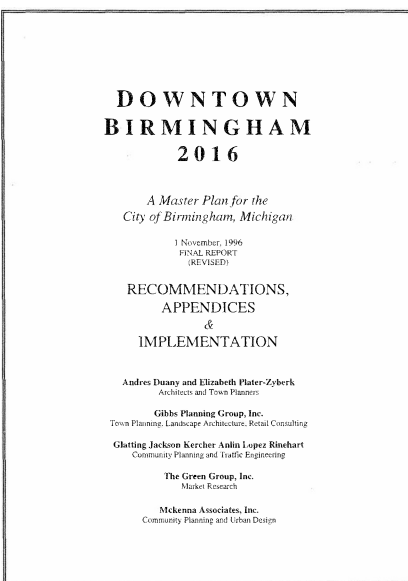




KEY CROSSINGS



8. CONTINUE IMPLEMENTING THE EXISTING PLANS



SUSTAINABILITY



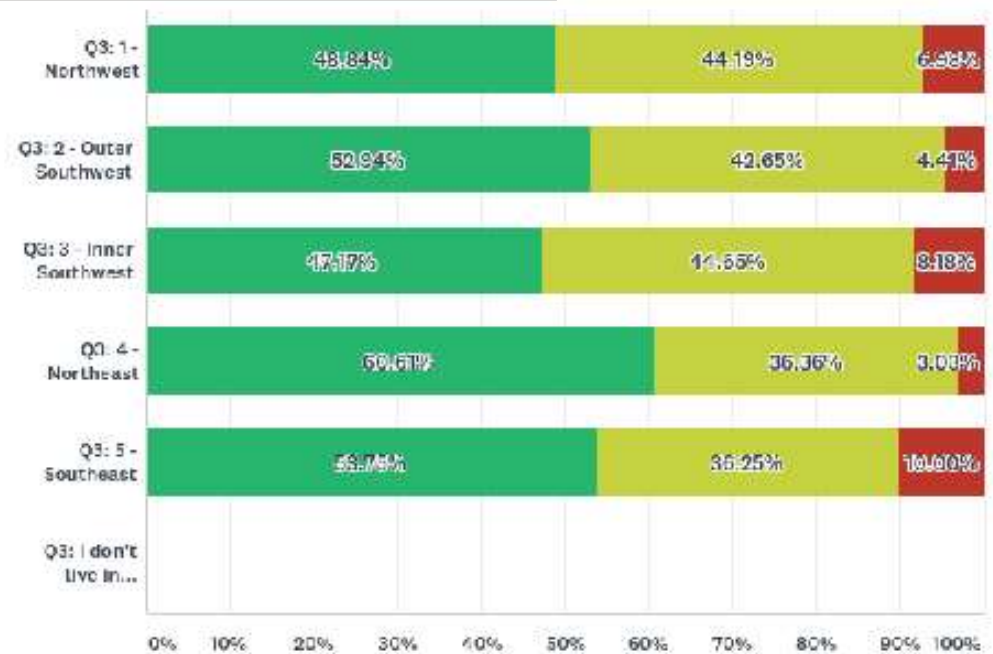
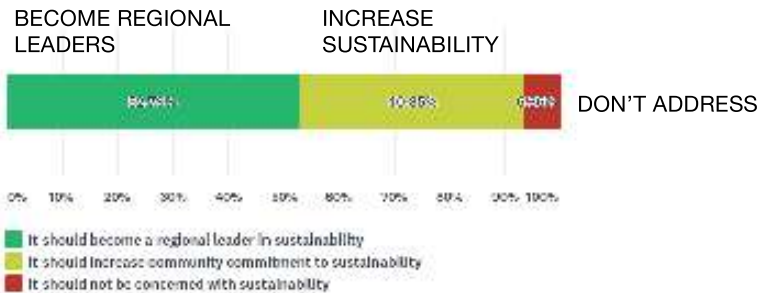
SUSTAINABILITY

THE PRIMARY PROPOSAL REDUCES CO2 EMISSIONS BY:

1. Increased population living in a walkable environment
2. Increasing the ability to walk and bike to daily needs
3. Securing access for future rail along the Amtrak line
4. Increasing the downtown population which will better support public transportation along Woodward

SUSTAINABILITY

Q44 Should Birmingham further sustainable community practices (e.g. recycling, stormwater management, composting, renewable energy)?



SUSTAINABILITY

ADDITIONAL RECOMMENDED ACTIONS:

1. Develop and adopt a Climate Action Plan
2. Building Requirements
 1. Develop energy efficiency requirements for new municipal and commercial buildings
 2. Require new single family residential buildings be Net Zero by 2024
3. Business Requirements
 1. Develop sustainable requirements for retail & restaurant operations
4. Streets
 1. Incrementally replace street trees with future-resilient species
 2. Increase root area for street trees in commercial districts
 3. Add sustainable stormwater management in rights-of-way when improving streets
5. City Services
 1. Develop sustainable requirements for municipal and contractors' operations
 2. Improve recycling availability throughout commercial districts and parks
 3. Expand compost services to include food waste for residential and commercial customers
6. Rouge River
 1. Improve water quality, including leaching of salts and fertilizers
 2. Lawn care and park maintenance requirements to reduce pesticides
 3. Naturalize embankments



July 8-10, 2019

9:00 AM – 7:30 PM

Drop-In Clinic for Master Plan Progress Update

255 S. Old Woodward Ave

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DRAFT Planning Board Action List – 2019 – 2020

	TOPIC	SPECIFIC DIRECTION/ PROBLEM DEFINITION	STUDY SESSION	PUBLIC HEARING	STATUS	NOTES
1	Master Plan Update	See RFP.	Charrette May 14-21, 2019		In Progress	DPZ team hired to complete Master Plan in early 2020
2	Definition of Retail – Long Term Study		8/10/16 3/29/17 5/10/17 6/14/17 1/10/18 3/14/18 4/11/18 5/9/18 6/13/18 6/18/18 7/11/18 7/25/18 8/3/18 (CC) 8/27/18 (CC) 10/24/18		On Hold Pending Master Plan	Recommend be considered as part of the Master Plan process

3	Parking Issues:					
	<ul style="list-style-type: none"> Shared Parking Parking Requirements 	<ul style="list-style-type: none"> Evaluate the success/difficulties encountered in other communities Require a formal shared parking agreement Review parking requirements for residential uses 	8/10/16 2/8/17 3/29/17 5/10/17 7/12/17 7/11/18 7/25/18 8/13/18(CC) 2/13/19		On Hold Pending Master Plan On Hold Pending Master Plan	Recommend be considered as part of the Master Plan process
4	Rooftop Uses & Structures	<ul style="list-style-type: none"> Allow use and occupation of rooftops in the MX District consistent with other mixed use zone districts Draft regulations to address the size, height and placement of permitted rooftop structures and / or enclosures 	10/24/18 12/12/18 2/13/19 3/13/19 4/10/19 5/8/19	6/12/19 (PB)	In Progress	<ul style="list-style-type: none"> As discussed at the joint meeting of the City Commission / Planning Board on 10/15/18
5	Encourage Housing Options that Young People and Empty Nesters can Afford	<ul style="list-style-type: none"> Study methods and ordinance amendments that could encourage and promote the creation of smaller dwelling units at lower prices 			Related to Aging in Place	Recommend be considered as part of the Master Plan Process

6	Aging in Place	<ul style="list-style-type: none"> Consider ordinance amendments to allow existing homes to be modified for increased accessibility Consider allowing multi-generational housing stock Encourage affordable housing opportunities Enhance public spaces to accommodate an aging population 			Related to Affordable Housing Options	<ul style="list-style-type: none"> As discussed at the joint meeting of the City Commission / Planning Board on 10/15/18
7	South Woodward Gateway	<ul style="list-style-type: none"> Study the area along Woodward from 14 Mile Road to Lincoln to address parking and future development needs 				Recommend be considered as part of the Master Plan process
8	Study Potential D5 Parcels	<ul style="list-style-type: none"> Consider whether to extend the D5 zoning from Hazel to Brown 				Recommend be considered as part of the Master Plan process

9	Study Mixed Use Requirements	<ul style="list-style-type: none"> Consider changing the requirements for the stacking of mixed uses 				Recommend be considered as part of the Master Plan process
10	Consider looking at principal uses allowed and add flexibility ("and other similar uses")	<ul style="list-style-type: none"> Evaluate the current system of listing only permitted uses in each zone district Determine whether to continue this system, or switch to broad use categories (ie. retail is permitted, instead of listing drugstore, shoe store, grocery store 				
11	Potential residential zoning changes; MF & MX garage doors	<ul style="list-style-type: none"> Consider adding garage placement standards and/or garage and garage door size or design standards for mixed use and multi-family residential developments 				

12	Sustainable Urbanism (Green building standards, pervious surfaces, geothermal, native plants, low impact development etc.)	<ul style="list-style-type: none"> · Incentive option in Triangle District · Guest speakers in LEED Certification, Pervious Concrete, LED Lighting, Wind Power, Deconstruction · Sustainability website & awards · Native Plant brochure 	2/09/2005 7/11/2007 8/08/2007 9/12/2007 1/9/2008 9/10/08 1/14/09 1/28/09 2/10/09 (LRP) 5/13/09 8/12/09 11/11/09 1/23/10 (LRP) 5/12/10 6/9/10	2/25/09 (PB - Solar) 1/13/10 (PB-Wind) 2/10/10 (PB-Wind) 6/14/2010 (CC-Wind)	Solar ordinance completed. Wind ordinance completed.	Recommend be considered as part of the Master Plan process
13	Additional Items to be Considered during Master Plan Process	<ul style="list-style-type: none"> · Woodward Avenue Gateway Plan (Lincoln to 14 Mile Road) · Parking · Complete Streets · Regional Planning 	7/12/17		On Hold	
14	Review Process for Public Projects	<ul style="list-style-type: none"> · Clarify review process for projects on public property · Consider requiring same site plan review process as that for private projects 				

Completed Items 2018 – 2019

Commercial Projections onto Public Property / Architectural Allowances	<ul style="list-style-type: none"> Clarify in the Zoning Ordinance which, if any, projections are permitted into the ROW Draft regulations to address the height, projection or permitted materials for architectural features projecting into the ROW 	1/10/18 8/8/18 10/10/18 10/24/18 11/14/18 11/28/18 2/13/19	3/13/19 (PB) 5/6/19 (CC)	Completed	<ul style="list-style-type: none"> As directed by the City Commission on 7/10/17
Renovation of Commercial Properties	<ul style="list-style-type: none"> Amend the review procedures for new construction and/or the Renovation of existing buildings Clarify the distinction between a renovation and new construction Clarify the distinction between a site plan review and a design review Consider PB review for use changes 	8/19/17 10/13/17 1/10/18 4/11/18 1/9/19 2/13/19	3/13/19 (PB) 5/6/19 (CC)	Completed	<ul style="list-style-type: none"> As directed by the City Commission 7/10/17
Overlay Signage Standards	<ul style="list-style-type: none"> Consider consistent signage standards inside and out of the Downtown Birmingham Overlay District Consider quality of signage and fastening systems 	6/18/18 7/11/18 7/25/18	9/12/18 (PB) 2/11/19 (CC)	Completed	<ul style="list-style-type: none"> As discussed at the joint meeting of the City Commission / Planning Board on 6/18/18

Bistro Parameters	<ul style="list-style-type: none"> Review bistro regulations on the location or number of outdoor dining seats permitted Clarify and/or provide additional regulations for the operation of bistros Consider different standards for different districts 	7/12/17 8/9/17 9/13/17 1/10/18 3/14/18 6/13/18 7/11/18 8/18/18	4/11/18 (PB) 8/18/18 (PB) 9/7/18 (CC) 10/8/18 (CC) 12/3/18 (CC)	Completed	<ul style="list-style-type: none"> As directed by the City Commission on 7/10/17
Amend cost of parking space for payment-in-lieu of parking to allow additional building height in the Triangle District	<ul style="list-style-type: none"> Update cost of parking space to today's cost Build in automatic cost increase / year into ordinance language 	8/8/18 9/12/18	10/10/18 (PB) 11/19/18 (CC)	Completed	<ul style="list-style-type: none"> As directed by the City Manager
Church / Religious Institutions	<ul style="list-style-type: none"> Add definitions for Church and/or Religious Institutions Clarify in which zone district(s) each use is permitted 	8/8/18	9/12/18 PB	Completed	<ul style="list-style-type: none"> As directed by the City Manager
Window Tinting Standards	<ul style="list-style-type: none"> Consider allowing clear glass only on first floor storefront windows Consider adding tint standards for upper story windows 	3/29/17 5/10/17	6/14/18 PB	Completed	<ul style="list-style-type: none"> As directed by the City Manager
Site Plan Submittal Requirements	<ul style="list-style-type: none"> Add requirement that all applicants submit a plan showing adjacent properties to review context 	1/10/18	2/28/18 PB 3/14/18 PB	Completed	<ul style="list-style-type: none"> As directed by the City Manager
Creation of Hotel Liquor Licenses	<ul style="list-style-type: none"> Add a new category of liquor license to allow the City Commission to grant approval of liquor licenses for hotel uses in the City 		3/28/18 PB	Completed	<ul style="list-style-type: none"> As requested by owner of the Daxton Hotel