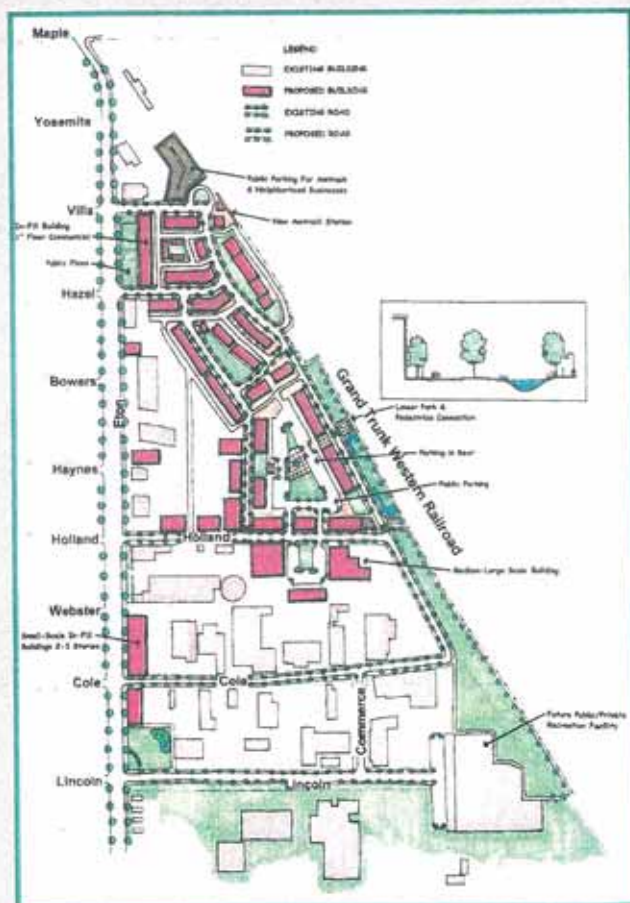


Update to the
Birmingham Master Plan:

ETON ROAD CORRIDOR PLAN



Birmingham, Michigan

**UPDATE TO THE
BIRMINGHAM MASTER PLAN:**

ETON ROAD CORRIDOR PLAN

Birmingham, Michigan



October, 1999

ACKNOWLEDGMENTS

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Gratitude is extended to the community leaders and citizens, especially those who participated in the planning process.

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1. INTRODUCTION

The future of the Eton Road Corridor has recently been the source of much deliberation. The Eton Road sub-area is located on the southeast boundary of the City of Birmingham. Since the City's first master plan in 1929, the sub-area bounded by Eton Road on the west, Maple Road on the north, the Canadian National on the east and Lincoln Road on the south has been designated as the only location in the City of Birmingham suitable for industrial uses. Proximity to the Canadian National Railroad has perpetuated a number of rail-oriented and industrial uses including lumber yards, repair, storage, and small-scale manufacturing facilities. The Amtrak station located within the corridor area currently experiences the highest ridership on the line between Pontiac and Dearborn. Map 1 and Map 2 depict the Eton Road area's location within the regional and local context.

Evolving market trends and changing community priorities have led to development pressure within this area of the City. Consolidation of one of the sub-area's largest operations, Erb Lumber, to a location outside the community has resulted in a redevelopment opportunity within the corridor. Private proposals for the redevelopment of this eleven acre site have included office/light industrial, retail, and multiple family residential. In response, the City seized the opportunity to undertake a comprehensive planning effort to determine the future of the Eton Road sub-area.

The potential transition of the Eton Road Corridor Area presents a challenge: how can Birmingham maximize the corridor's benefits and minimize the potential conflicts with the surrounding neighborhood? How can the City guide development within this area and maintain safe and efficient traffic conditions, while achieving high aesthetic standards? Also at question is whether maintaining the sub-area as the only industrial area in the City is critical as a means of providing a diverse and balanced mix of uses within the City.

This Plan addresses transition questions for Eton Road by providing a carefully prepared plan that will guide the future of Eton Road into the twenty-first century.

ZONE DISTRICTS

- ☐ R-1A SINGLE FAMILY RESIDENTIAL
- ☐ R-1 SINGLE FAMILY RESIDENTIAL
- ☐ R-2 SINGLE FAMILY RESIDENTIAL
- ☐ R-3 SINGLE FAMILY RESIDENTIAL
- ☐ R-4 TWO FAMILY RESIDENTIAL
- ☐ R-5 MULTIPLE FAMILY RESIDENTIAL
- ☐ R-6 MULTIPLE FAMILY RESIDENTIAL
- ☐ R-7 MULTIPLE FAMILY RESIDENTIAL
- ☐ R-8 ATTACHED SINGLE FAMILY
- ☐ O-1 OFFICE
- ☐ O-2 OFFICE
- ☐ B-1 NEIGHBORHOOD BUSINESS
- ☐ B-2 GENERAL BUSINESS
- ☐ B-2B GENERAL BUSINESS
- ☐ B-3 OFFICE - RESIDENTIAL
- ☐ B-4 BUSINESS - RESIDENTIAL
- ☐ I INDUSTRIAL
- ☐ P PARKING
- ☐ PP PUBLIC PROPERTY
- ☐ OVERLAY DISTRICT



Source: City of Birmingham

MAP 2 - LOCAL CONTEXT

Eton Road Corridor Plan, City of Birmingham, Michigan

2. THE PLANNING PROCESS

Successful plans -- the plans that are actually implemented -- require the participation of "stakeholders". The stakeholders are people who will be affected by the decisions being made and have the resources and ability to implement change. Eton Road stakeholders include property and business owners, the City Commission and other boards and commissions, City administration, residents from the adjacent neighborhoods, and other people from the community who shape policies and influence public opinion.

At the initiation of this planning process, over 250 stakeholders were identified, including City Commission members and other City board and commission members. Stakeholders were invited to attend an evening visioning session where they were asked to identify issues and draft vision statements for the corridor. More than fifty people participated in the session including several representatives from the City Commission, Planning Board, property owners, and nearby residents. Participants were divided into groups of seven to eight people to discuss issues affecting the sub-area including: opportunities and constraints; potential future land uses; vehicular and pedestrian circulation; and, design considerations. Following their individual discussions, each group was asked to develop a vision statement which reflected their view of how they wanted to see the corridor develop. These issues and vision statements were then presented to the group.

The issues identified through this exercise, and the vision statements that were created serve as the foundation for this plan.

Vision for the Eton Road Corridor

Creation of a vision began with the identification of opportunities and constraints within the corridor. Stakeholders expressed strong support for residential uses mixed with new, small-scale commercial development that would satisfy existing and future neighborhood residents. Minimizing the impacts of traffic on the existing residential neighborhoods was identified as a high priority. All of the stakeholders shared concern about the appearance of the corridor, as reflected by their desire for development that is visually compatible with the adjacent residential neighborhoods, streetscape improvements, quality architecture, and improved screening.

THE PLANNING PROCESS

The following vision statement is based on the issues and vision statements drafted by participants, and serves as the driving force guiding the remainder of the planning process:

Vision Statement: *“The Eton Road Corridor will be a mixed use corridor with a range of commercial, service, light industrial and residential uses that serve the needs of the residents of Birmingham. Creative site planning will be encouraged to promote high quality, cohesive development that is compatible with the existing uses in the corridor and the adjacent single-family residential neighborhoods.”*

3. CORRIDOR PROFILE

The Eton Road Corridor area contains approximately 65 acres, or 2.0 percent of Birmingham's land area. The area is designated as Industrial on the 1980 Future Land Use Plan and is primarily zoned Industrial. Several factors, including the disjointed ownership pattern, breadth of uses permitted in the Industrial zoning district, and piecemeal development of the corridor, have prevented the emergence of a cohesive image or identity for the corridor.

1980 FUTURE LAND USE PLAN

The 1980 Future Land Use Plan states:

"Future industrial development should not exceed the boundaries of this area. Future industrial use should be of a similar type to the small-scale facilities which are already there. Nonindustrial uses such as lumber yards, automobile repair establishments, car washes and similar uses, should also be accommodated in the industrial development area."

Implementation of these policies has dictated the function and appearance of the subject area as a mix of more intensive but unrelated uses that are not compatible with other areas of the community.

EXISTING ZONING

Virtually the entire corridor area is zoned "industrial", with the exception of: the City of Birmingham Department of Public Service facility located at Eton and Holland; the Big Rock Brewery at the intersection of Eton and Maple; Birmingham Ice Arena, Birmingham Racquet Club, and other public property south of Lincoln; and, the Forest Hills Swim Club located just to the east of the Birmingham Ice Arena. The "industrial" zoning designation permits a variety of manufacturing, storage, repair, public, and office uses. Over the years, a number of more intensive industrial uses in this area have been redeveloped for office/warehouse and commercial use. Non-conforming uses including a restaurant and retail operations have evolved within the sub-area. The existing zoning (Map 3), which allows a wide range of uses, perpetuates a mixed land use pattern

**Uses Permitted in
Industrial District:**

Business Offices
Storage Yards
Whole Sale Storage
Warehousing
Wholesale Distributing
Automotive Conversion
Light Manufacturing
Printing

Off-street Parking

Publicly Owned Buildings
Public Utility Buildings


Outside Storage

Municipal Uses

Public/Semiprivate
Swimming Pools

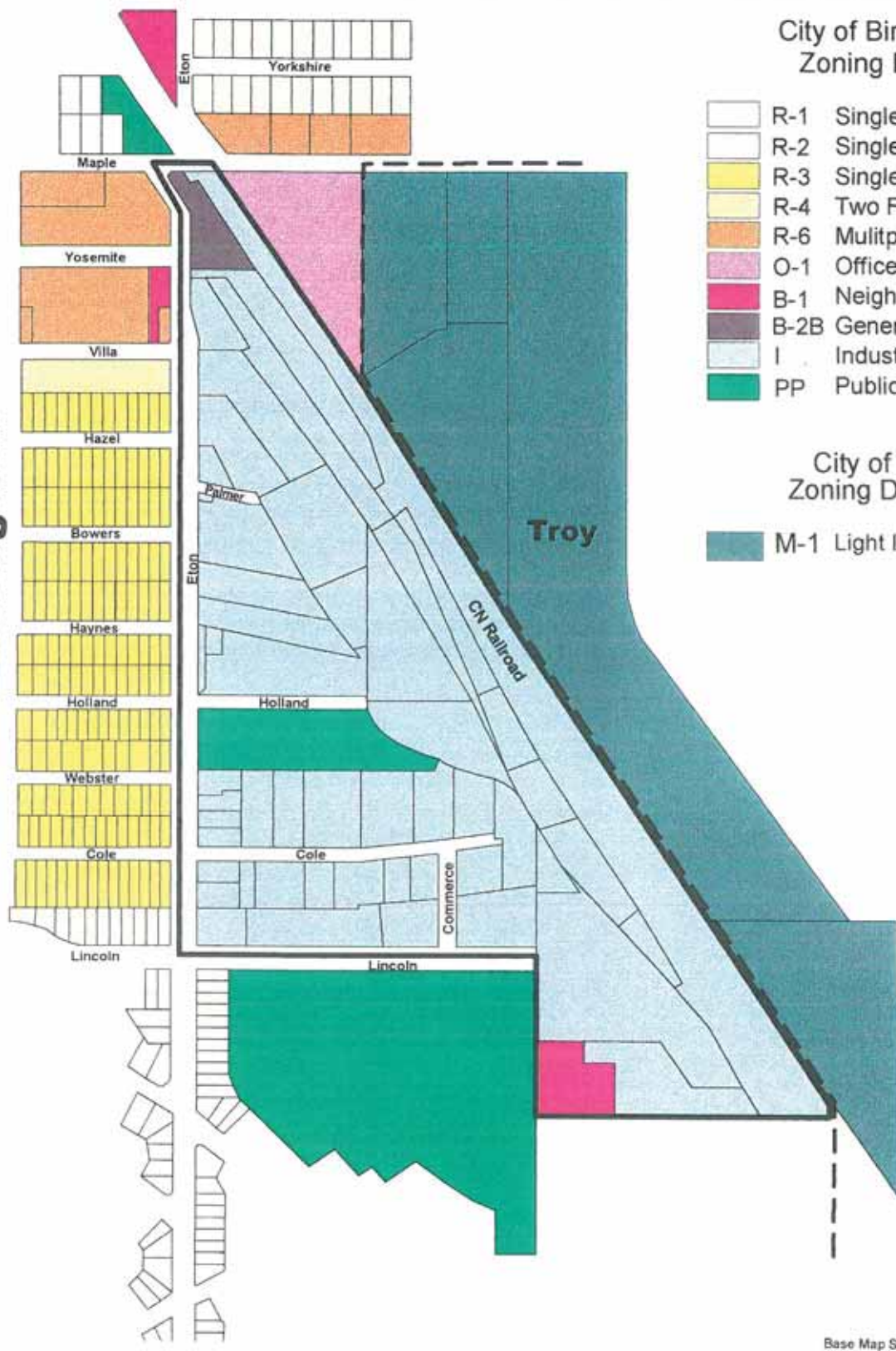
Birmingham

City of Birmingham Zoning Districts

-  R-1 Single Family Residential
-  R-2 Single Family Residential
-  R-3 Single Family Residential
-  R-4 Two Family Residential
-  R-6 Multiple Family Residential
-  O-1 Office
-  B-1 Neighborhood Business
-  B-2B General Business
-  I Industrial
-  PP Public Property

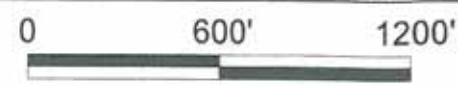
City of Troy Zoning Districts

-  M-1 Light Industrial



Base Map Source: Oakland Co. Development and Planning
Data Source: City of Birmingham, City of Troy

-  Municipal Boundary
-  Sub-Area Boundary



MAP 3 - ZONING DISTRICTS

Eton Road Corridor Plan, City of Birmingham, Michigan



CORRIDOR PROFILE

with the potential for land use conflicts. Mixed land use patterns are encouraged when the mix of uses creates a synergistic effect such as multiple family residential and neighborhood commercial. Multiple family supports the commercial that may not be viable just providing service to the existing single family neighborhood.

EXISTING LAND USE AND ANALYSIS

The existing land use analysis revealed that frontage on the east side of the Eton Road corridor consists of a diversity of uses including commercial, office/warehouse, industrial, and public uses. The west side of Eton Road is predominantly single family residential, with multiple family residential development and a single commercial use concentrated just south of Maple Road. The existing land use pattern is illustrated in Map 4. The characteristics of the various land uses within the sub-area are described, and illustrated in Map 6, Site Analysis.

Existing Land Use

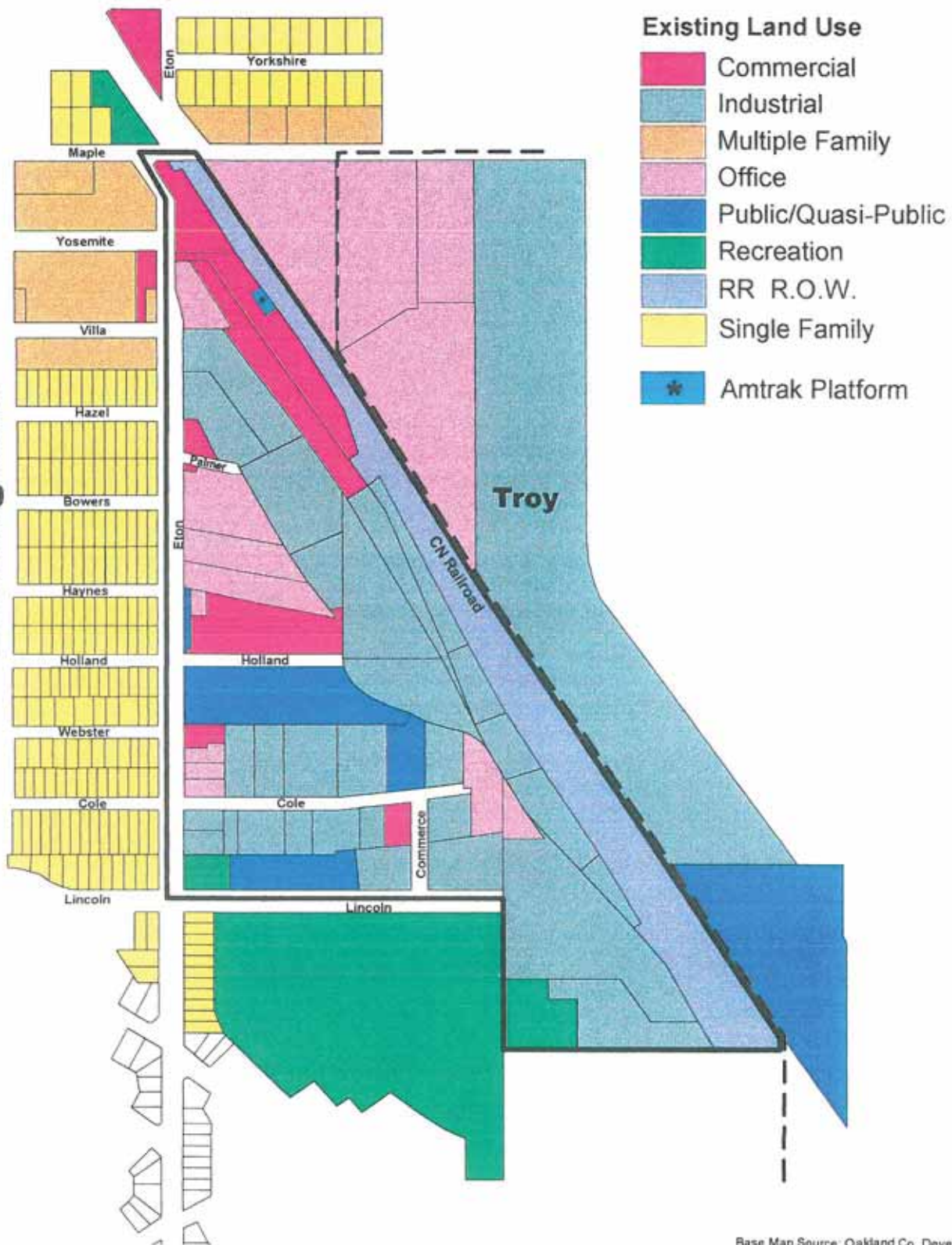
	Ac.s	%
Commercial	9.7	15
Industrial	38.4	59
Office/ warehouse	7.9	12
Public/ quasi Public	7.4	11
Open Space	1.7	3
Total	65.1	100

Industrial

Virtually the entire land area between south Eton Road and the Canadian National Railroad has historically been utilized for industrial use. Much of the area was under the control of large landholders which have more recently ceased or downsized operations and divided large parcels for sale. In addition, entire or portions of rights-of-way providing access to the interior of the sub-area have been vacated by the City. Consequently, the ownership pattern is disjointed and irregular lot configuration prevails in the sub-area as illustrated in Map 5. Industrial uses are concentrated in two primary locations with distinct characteristics: 1) small scale industrial uses are located on the north and south sides of Cole Avenue and on the north side of Lincoln, and 2) heavy industrial uses are located on the interior of the sub-area, particularly along the Canadian National Railroad.

The industrial area located on the north and south sides of Cole Avenue and north of Lincoln Avenue primarily consists of small scale industrial uses on approximately 23 parcels generally ranging in size from 0.25 to 1.5 acres. Industrial uses in this area include: moving business; food product distribution operation; painting business; architectural furnishings warehouse; and, tool and gage manufacturing facility. These industrial uses are often located on overcrowded sites

Birmingham



Base Map Source: Oakland Co. Development and Planning
Data Source: McKenna Associates, Inc. 9/17/97

--- Municipal Boundary
□ Sub-Area Boundary

0 600' 1200'



10/1999

MAP 4 - EXISTING LAND USE

Eton Road Corridor Plan, City of Birmingham, Michigan

McKenna
ASSOCIATES, INC.
COMMUNITY PLANNING • URBAN DESIGN

CORRIDOR PROFILE

and are characterized by unscreened outdoor storage of goods, materials, and vehicles, limited parking facilities, and reliance on truck and vehicular traffic.

Heavy industrial uses are concentrated along the Canadian National Railroad. Industrial uses in this area include: railcar repair and storage operation; fuel storage facility; towing facility; AT & T Communications' switching station; MediaOne distribution and storage yards for service vehicles; and, construction and landscape materials storage and distribution facilities. The industrial operations in this area are located on medium-sized parcels ranging from 1 to 6 acres. Most of the heavier industrial uses are not visible from Eton Road. Many of these industrial operations are dependent upon fenced-in areas and locked gates, to secure and screen long-term outdoor storage of materials, vehicles, and equipment, and in some cases, rail transport. Access to these uses is limited to the stub streets of Palmer, Holland, and Cole and easements across private property.

Commercial

Commercial development within the sub-area is limited to approximately six commercial uses, scattered along the Eton Road corridor. With the exception of the auto body repair facility located on Cole Avenue, commercial uses in the sub-area have frontage on Eton Road. These uses vary in character and size, ranging from intensive commercial uses that are more industrial in character to service-oriented establishments and restaurants.

Two restaurants are located within the sub-area. The Big Rock Brewery is a recognizable landmark located on the southeast corner of Eton and Maple Roads. The restaurant is a regional destination and high traffic generator that currently relies on a linear off-site parking area located along the Canadian National Railroad to the south of the site. Unlike Big Rock Brewery, the Whistle Stop Restaurant, located on Eton north of Palmer, serves the immediate neighborhood. The restaurant's residential scale, quality building materials, and shallow front setback is particularly pedestrian-friendly.

The balance of commercial development in the sub-area consists of a kitchen window store, refrigeration supply store, auto body repair facility, and lumber yard and sales showroom. These uses are more



Owners of parcels with a total area greater than one acre

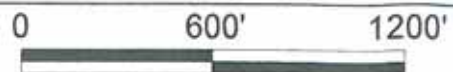
- 2100 East Maple Rd LLC - 4.85 ac.
- Adams (R&J/R&M/T&S) - 1.39 ac.
- Bailey & Bailey - 1.22 ac.
- Birmingham School District - 5.87 ac.
- Bloomfield Management Co. - 3.27 ac.
- Carnik Investments - 1.10 ac.
- City of Birmingham - 24.86 ac.
- Cole Business Center, LLC - 1.45 ac.
- Edgemere Enterprises Inc. - 14.35 ac.
- Erb Lumber Inc. - 2.66 ac.
- Eton Associates - 1.36 ac.
- Eton Street Real Estate, Inc. - 1.22 ac.
- Forest Hills Swim Club Inc. - 1.69 ac.
- Grand Trunk Western Railroad - 1.39 ac.
- Howard P & Catherine Atesian - 1.26 ac.
- Joann Shwayder Clayman 1.45 ac.
- J./R./W. Welch - 1.44 ac.
- Maskill Hardware - 1.83 ac.
- Product-Sol Inc. - 1.00 ac.
- Prudential Investments - 2.49 ac.
- RKA Inc. - 3.00 ac.
- Reliant Management Co. - 2.41 ac.
- Burton Share Management - 1.62 ac.
- Whistler Automation - 6.52 ac.
- William Klein - 2.14 ac.
- Parcels under one acre

Birmingham

Troy

Data Source: McKenna Associates, Inc. 9/17/97

-  Municipal Boundary
-  Sub-Area Boundary



10/1999

MAP 5 - PARCEL OWNERS

Eton Road Corridor Plan, City of Birmingham, Michigan

CORRIDOR PROFILE

industrial in character requiring outdoor storage, and do not rely on high visibility locations nor on walk-in customers. The brick colonial buildings located on the 2.7- acre Erb Lumber site at Eton Road and Holland Avenue are used primarily for retail and office functions and contrast with the unscreened loading area and lumber yard, also visible from Eton Road. Intensive commercial uses, such as the lumber yard, rely heavily on truck traffic.

Office/Warehouse

Office/Warehouse uses constitute approximately 8 acres of land area within the sub-area. These uses function as either offices for industrial operations or as warehousing and distribution facilities. Office/warehouse uses typically generate a high volume of truck traffic, and require on-site storage of waste products and materials.

Such uses are primarily interspersed among the commercial and public uses on Eton Road. Larger buildings occupied by multiple tenants are located south of Palmer on Eton Road, and at the eastern terminus of Cole Avenue. Office/warehouse uses within the sub-area include a floor covering warehouse and showroom, and office operations for Erb Lumber and MediaOne.

Public/Quasi-Public

Approximately 7 acres within the sub-area are utilized for public and quasi-public uses. Although the facility is industrial in character, the City of Birmingham Department of Public Service facility has an attractive street frontage consisting of a well-maintained greenbelt, street trees, concrete sidewalk, and masonry and wrought iron-like security fence and screen wall that partially screens the site.

The Birmingham School District school bus storage and maintenance facility located on the north side of Lincoln serves the entire school district. Although the facility is partially buffered from Eton Road by a vacant corner parcel, the storage yard is clearly visible from Lincoln Avenue. The 2.0-acre site is unable to accommodate employee parking, and consequently vehicles must utilize the ice arena/racquet club shared parking lot on the south side of Lincoln Avenue.

CORRIDOR PROFILE

The third significant quasi-public use in the sub-area is the Amtrak train station located immediately south of the historic depot building. The Amtrak facility consists of an elevated concrete platform and shelter. Parking for this facility is provided through designation of a limited number of parking spaces in an adjacent shared parking lot owned by Edgemere Enterprises. The need for an expanded parking area for Big Rock Brewery jeopardizes Amtrak's continued use of the site. Identification of an alternative site for the Amtrak facility is critical for ensuring continued passenger rail service for the City of Birmingham.

TRAFFIC AND CIRCULATION

Vehicular Circulation

Maple Road, the northern boundary of the sub-area, is the major thoroughfare that provides regional access to and from Eton Road. Traffic counts conducted by Barton Aschman (1996) and Reid, Cool & Michalski (1993) indicate that peak hour volumes on Maple have decreased slightly from 1987 when counts were performed for the Birmingham Master Traffic Study. This decline is partially due to the opening of I-696 which provides a more direct east-west route for regional traffic, and the closing of the Ford Motor plant located to the east of Eton Road in Troy.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Delay/Vehicle (Seconds)	Description
A	<5.0	Most vehicles do not stop at all.
B	5.1 to 15.0	More vehicles stop than for LOS A.
C	15.1 to 25.0	The number of vehicles stopping is significant, although many pass through without stopping.
D	25.1 to 40.0	Many vehicles stop. Individual cycle failures are noticeable.
E	40.1 to 60.0	Considered to be the limit of acceptable delay. Individual cycle failures are frequent.
F	>60.0	Unacceptable delay.

EXISTING P.M. PEAK HOUR TRAFFIC

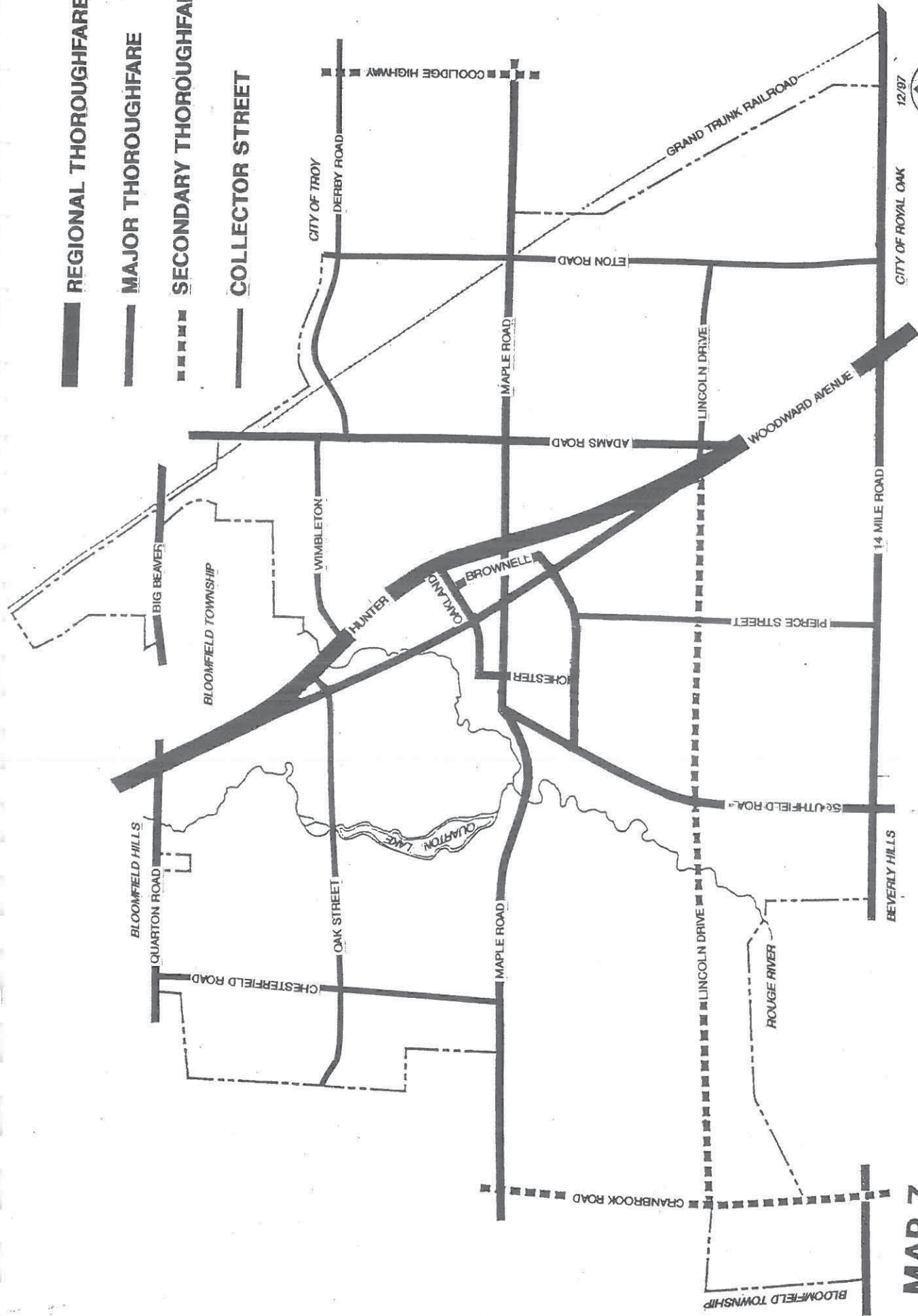
	1987	1996
Eton/Maple		
North Bound		
Left Turns	72	60
Right Turns 318	331	
East Bound		
Through	1282	966
Right Turns	71	51
West Bound		
Through	1348	1062
Left Turns	287	320
Eton/Lincoln		
North Bound		
Through	--	168
Right Turns	--	14
Left Turns	--	32
South Bound		
Right Turns	--	327
Left Turns	--	122
East Bound		
Through	--	18
Right Turns	--	38
Left Turns	--	105
West Bound		
Through	--	115
Right Turns	--	31
Left Turns	--	27
Left Turns	--	35
Eton/14 Mile		
North Bound		
Through	26	23
Right Turns	20	21
Left Turns	2	17
South Bound		
Through	14	18
Right Turns	54	61
Left Turns	190	295
East Bound		
Through	887	761
Right Turns	10	11
Left Turns	48	80
West Bound		
Through	1112	1180
Right Turns	75	101
Left Turns	9	9

REGIONAL THOROUGHFARE

MAJOR THOROUGHFARE

SECONDARY THOROUGHFARE

COLLECTOR STREET



12/97

CITY OF ROYAL OAK

BEVERLY HILLS

14 MILE ROAD

PIERCE STREET

ADAMS ROAD

WIMBLETON

DERBY ROAD

COOLIDGE HIGHWAY

GRANBROOK ROAD

QUANTON LAKE

ROUGE RIVER

CHESAIREFIELD ROAD

QUARTON ROAD

BIG BEAVER

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12/97

14 MILE ROAD

PIERCE STREET

ADAMS ROAD

CORRIDOR PROFILE

The level of service (LOS) at the intersection of Eton Road and Maple Road ranges from B to D (northbound left turns). Projections provided by Barton Aschman in the Master Traffic Study indicate that regional non-residential development to the east and residential development to the west will ultimately increase traffic on Maple Road to the point where the level of service of at least one approach will be reduced to level F. In addition, the low clearance of the railroad overpass and the acute angle of the intersection will also make access to and from Maple difficult.

Eton Road is classified as a collector street that extends north from 14 Mile Road to Derby Street. Eton Road, north of Maple to Derby Street, serves single and multiple family development. Eton Road, within the sub-area, serves both residential neighborhoods as well as commercial and industrial development. Eton Road provides 2 hour parallel parking on both sides of the street to serve the commercial uses within the sub-area. This mix of residential, commercial, and industrial traffic along with on-street parking have resulted in significant concerns from the adjacent residential neighborhoods regarding truck traffic on Eton Road and non-residential traffic using the adjacent residential road network.

The second main approach to Eton Road is from 14 Mile Road. Eton Road from Lincoln Road south to 14 Mile Road is primarily single family in character with a small retail node at the intersection of 14 Mile Road and Eton Road. Coolidge Road, which forms a T-intersections one block to the east, provides the most immediate access to I-696 leading to trucks on Eton Road south of Lincoln. Although trucks are prohibited on Eton Road south of Lincoln residents have indicated that there is still a substantial number of trucks using this route.

Access to properties within the Eton Road Corridor is limited to a series of disconnected public roads that have had all or portions of the rights-of-way vacated. Many properties within the corridor have access only from private access easements. Poor interior circulation is a major limiting factor for future development in this area.

Pedestrian Circulation

Eton Road contains single family residential, multiple family residential, and limited commercial uses along the western frontage.

FUNCTIONAL CLASSIFICATIONS

Major Thoroughfares

- Maple Road
- (15 Mile Road)
- 14 Mile Road

Secondary Thoroughfares

- Lincoln Drive
- (W. of Adams)

Collector Streets

- Eton Road
- Lincoln Drive
- (E. of Adams)

Local Roads

- Yosemite
 - Villa
 - Hazel
 - Bowers
 - Haynes
 - Holland
 - Webster
 - Cole
-

CORRIDOR PROFILE

Commercial and industrial uses predominate the eastern frontage which also includes neighborhood commercial uses. There is a continuous sidewalk along the western side of Eton Road that accommodates pedestrian access throughout the residential neighborhood and provides a connection to neighborhood businesses on the west side of the road. The east side of Eton Street consists of a discontinuous sidewalk system that is non-existent in some areas and interrupted by private parking within the ROW in other areas. A more pedestrian-friendly environment consisting of a unified sidewalk and streetscape system would enhance pedestrian circulation and provide improved access to neighborhood businesses on the east side of Eton Street.

Bicycle Circulation

A designated bike route runs along the west side of the corridor. This route is part of a regional bike path system that connects bike traffic from the west on Lincoln to Eton north of Maple. The addition of bike traffic within the Eton Road Corridor creates the potential for unsafe conditions and additional traffic conflicts. Eton Road lies within a ROW that ranges from 50 feet between Maple Road and Villa Road to 80 feet between Villa Road and Lincoln Drive. The current pavement width is 43 feet which accommodates two lanes of traffic with parking on both sides of the street. This dimension is sufficient to accommodate traffic safely and efficiently in this area provided that proper channelization and separation of vehicle, pedestrian, and bicycle traffic is provided.

The industrial and service uses that predominate the area are located on small sites with limited parking facilities. In many cases, property owners have paved their entire property and portions of the ROW to provide additional parking, detracting from the appearance of the area. On street parking and shared parking are heavily relied upon within the area.

MARKET POTENTIAL AND IMPACT

The ultimate goal in preparing this plan is to facilitate the development of a stable sub-area that's positive physical characteristics will endure changing uses that may be subject to short term changes in market trends. As a result, it is essential to review the existing market potential of the sub-area as well as the potential impacts of the various land use options on the overall market conditions of the community.

Residential Market Potential

Similar to many mature communities, Birmingham has experienced a gradual population decline over the past twenty-five years, from 26,450 in 1970 to a projected population of just under 19,000 in 1995. Declining population is primarily the result of two trends: decreasing household sizes and a minimal decrease in the number of households. Household sizes are declining (over 27% between 1970 and 1995), in part, as a result of a maturing population. The number of households in Birmingham is

declining as a result of the lack of vacant land available for single family development and increased development pressure for larger homes justified by

Population Trends

	1970	1980	1990est.	1995proj.
Population	26,450	21,689	19,640	18,916
Hholds	8,820	8,979	8,754	8,640
Persons/Hhold	3.01	2.42	2.24	2.19

Source: SEMCOG, 1994

increasing property values within the community. The decline in population, household size, and number of households translates into an increase in market demand for certain types of residential development that appeals to empty nesters, active seniors, and young families with no children. Single family attached homes and townhomes are becoming increasingly popular.

Residential Market Impacts

Housing developed to appeal to these sectors of the market must be compatible with the quality and character of the overall housing stock

CORRIDOR PROFILE

in Birmingham, where over 75% of the homes were built prior to 1960. Residential development that is not of similar quality and character may not withstand long-term shifts in the economy potentially resulting in declining property values and increased redevelopment pressure. Continued industrial uses within the corridor area and on the east side of the tracks may adversely affect residential housing values of new residential development east of Eton Road on the west side of the tracks over the long-term. This trend is likely to occur if building materials and techniques commonly used in mid-priced housing are utilized for new construction. Conventional materials and techniques have shorter useful life expectancy and begin to deteriorate faster than depreciation occurs. This will act as a disincentive for reinvestment and make it more difficult to renovate and restore the properties when they begin to deteriorate. This eventual decline may ultimately impede ongoing improvements within the neighborhood to the west of Eton that are currently justified by increasing property values.

Non-Residential Market Potential

Limited availability of sites throughout Birmingham for residential development puts pressure on other uses to convert to residential uses and may preclude commercial or corporate developments that could achieve greater long-term benefits for the community. Multiplier/spin-off effects of commercial and corporate development can enrich the overall community by providing a greater benefit to the tax base when personal property taxes and state revenue sharing are factored into the analysis.

OFFICE VACANCY RATES

Market	Total Sq.Ft.	Vacant Sq.Ft.	Asking Rates	Vacancy Rates	Absorption 1/97 - 6/97
Birmingham/ Bloomfield Hills					
Class A	1,040,615	20,307	\$22.65	1.95%	5,716
Class B	3,769,962	223,134	\$18.47	5.92%	44,407
Class C	199,671	15,235	\$17.97	7.63%	(793)

Source: Trerice Tosto Management Information Systems, 1997

CORRIDOR PROFILE

The Detroit metropolitan office market is strong as indicated by declining vacancy rates in the class A market and increased demand for space in the class B market. Existing office space within the corridor would be classified as class C space. Compared to the region and other communities, Birmingham has lower vacancy rates and higher rent rates for class C space. The overall office vacancy rate for Birmingham/Bloomfield Hills is just over 5% as compared to the regional average of 9%. Communities with good access to I-696 are experiencing significant market activity and exceptional increases in both commercial and residential property values.

Within the sub-area there is approximately 30,000-40,000 square feet of office/light industrial/warehouse space available for sale or lease, much of which is the former Erb Lumber operation. Factors limiting the appeal of this area for significant redevelopment include lack of cohesive ownership, irregular shaped lots, and poor access. The size of the industrial area may not be large enough to provide sustaining conditions for large scale commercial or corporate development. The primary office/research/light industry market demand is for one story buildings between 10,000 and 40,000 square feet. Without more direct regional access, and the land area to accommodate buildings of this size and their required parking, light industrial developments can decline. The existing condition of many of the buildings and current uses are indicative of this declining state.

Smaller scale corporate development opportunities may arise from business incubators which could be technology-based or arts-oriented. This would take advantage of the entrepreneurial spirit evident among many residents and provide upstream capabilities for the art industry in Birmingham. There are many successful models of technology based incubators throughout the United States which should be explored. Examples of incubator programs in Michigan have been included in Appendix G.

MARKETING OPPORTUNITIES AND CONSTRAINTS

Several operational factors influence the scope and validity of the development alternatives identified in the Development Alternative section. Many opportunities and constraints, some of which are summarized below, will require additional study. The complexity of the circumstances is consistent with mature developments elsewhere in the region except that in Birmingham, the opportunities far outweigh the constraints.

Office Market Classifications

Class A: New Construction, high profile with good visibility and accessibility.

Class B: Older buildings, fewer amenities, and generally less visibility.

Class C: Older buildings, few if any amenities, moderate quality construction, poor access and visibility.

Marketing Opportunities

1. In general, there are sufficient buildings and sites available for redevelopment within the sub-area that could have a material effect on the future of the City and contribute to the further development of the regional area.
2. The sub-area has good access to public utilities and amenities, such as Amtrak, SMART, parks and recreational facilities, and Birmingham's central business district.
3. Michigan Public Act #381 of 1996 known as the Brownfield Redevelopment Financing Act allows a million dollar credit against single business taxes for up to 10 % of investments in land, buildings and equipment with a ten year carry forward.
4. High tech redevelopment can provide more tax benefits and multiplier effects than other types of reuse.
5. High density residential development could attract empty nesters and young professionals who expand the diversity of residential use without placing additional burdens on school resources and facilities.
6. The popularity of specialty operations like the Big Rock Brewery and the Whistle Stop Restaurant and Bakery could accelerate the development of other similar uses.
7. Arts-oriented manufacturing and distribution businesses such as shared studio spaces, material supply facilities, or wholesale and warehousing, could benefit from proximity to the CBD.
8. Entrepreneurs within the community at large could be attracted to an incubator facility which allows new businesses to share office space and resources such as meeting facilities and clerical assistance to reduce overhead costs. The terms and services should be specialized to meet their needs.
9. Incubator tenants can set the tone and create the impetus for future expansion and development especially if the incubator is oriented toward technology based companies.

CORRIDOR PROFILE

10. Encouraging and assisting in land assembly to create larger redevelopment sites will provide a greater long term benefit than piecemeal development that current site specific conditions and ownership patterns would allow.

Marketing Constraints

1. The business base in the industrial area could decline further unless the potential for reuse and redevelopment is improved.
2. Access to major roads is limited. Secondary road systems are overburdened especially in the morning, the evening and the lunch hour.
3. Adjacent residential neighborhoods are concerned about higher levels of development.
4. The limited availability of sites for residential development escalates the pressure to convert industrial and commercial to residential uses.
5. Industrial uses east of the railroad tracks in Troy may adversely affect residential development to the west within the sub-area if adequate design considerations are applied or if buffers are not provided.
6. Environmental conditions may preclude residential and some commercial development.
7. High density residential development for occupants with mid-level incomes could have a positive effect on neighboring residential areas in the next 5-10 years but may precipitate decline after 15 years because current mid-level construction may be more difficult to remodel and rehabilitate than higher quality, more durable construction.
8. Residential development is not typically compatible with industrial uses and may result in conflicts between new residents and existing businesses.

REDEVELOPMENT OPPORTUNITIES

Eton Road is well built out and does not contain substantial vacant property for future development. Future development within this area will come as the result of the redevelopment or reuse of existing facilities. One of the largest property owners in the area is Edgemere Properties which controls the former Erb Lumber site consisting of over 10 acres. The facility is no longer in operation at this site and Edgemere has been actively marketing the site to developers.

This site, more than any other in the corridor, has the potential to permanently change the character of this area. The City has reviewed proposals for the development of this site including community level retail and multiple family residential. Development proposals on this site must be thoroughly reviewed to avoid unwanted impact on the surrounding area and remainder of the corridor. Design and traffic impacts can be alleviated with appropriate development standards, as noted later in this plan.

LAND USE ANALYSIS AND REJECTION MATRIX

This section of the report summarizes our site evaluation to determine the best uses for the Eton Road Corridor. Our use study is summarized in the Land Use Alternative Rejection Matrix on page 30. Eleven important considerations were evaluated for each land use and our evaluation for each consideration for each potential land use is stated as positive, negative or questionable. A positive indicates that the consideration was favorable for the land use tested, whereas a negative indicates that the consideration does not favor the land use tested. A questionable designation indicates that the tested land use is not notably favorable or unfavorable under that consideration.

The weight of any individual consideration is not noted in the matrix nor is there an attempt to quantify an analysis result because we believe this could be misleading. The rejection matrix is a communication device for a best use analysis, not a determinant factor in itself. Some considerations are particularly critical, others may be particularly critical if negative, but not as important if positive. For example, if the current zoning is negative for a particular land use, than that use could not be developed without a change in zoning. Thus, even if all considerations point to such land use, it cannot be developed without a zoning amendment, which may not be possible.

CORRIDOR PROFILE

On the other hand, a positive current zoning means the use is permitted, but this may not be so important if most of the other considerations show the use is not feasible.

Public facilities, multiple family residential, neighborhood commercial, light industrial/research, and the maintenance of exiting commercial operations which are properly sited appear to be the best uses for the subject area.

Our analysis clearly indicated that most of the consideration variables are favorable for each of these uses. We will explore the neighborhood commercial land use rejection matrix analysis to illustrate how each consideration is analyzed.

- ☐ The current zoning does not permit commercial uses by right, therefore, it is an unfavorable consideration.
- ☐ Abutting zoning includes R-3 single family residential to the west which supports the concept of neighborhood oriented businesses so it is a favorable consideration.
- ☐ The adjacent land uses reflect the abutting zoning and do not constrain neighborhood commercial.
- ☐ The existing Master Plan calls for the area to be industrial. Neighborhood commercial uses are not permitted in industrial areas so this consideration is negative.
- ☐ During the visioning session many residents of the adjacent neighborhood indicated that they would like to see neighborhood oriented commercial uses in this area. There has been an increasing demand to locate smaller scale commercial uses that provide neighborhood services in close proximity to residential areas to minimize dependence on longer vehicle trips to more regional commercial facilities. There is a significant amount of frontage available on Eton Road that would provide excellent exposure and access to residents in the adjacent neighborhoods, therefore the site considerations are positive.

CORRIDOR PROFILE

- ☐ The location is well suited for neighborhood commercial with good local access. Orientation toward serving the surrounding residential neighborhood will reduce reliance on auto traffic, minimizing potential traffic impacts.

4. ETON ROAD FUTURE LAND USE PLAN

Overview

The preceding analysis of the subject area, input received at the visioning session, and discussions with City representatives have led to the creation of the following Future Land Use Plan. The Future Land Use Plan responds to specific goals related to land use, traffic/circulation, and building and site design identified through the initial planning process. Description of the recommended building and site design implementation strategies are included in a separate section of the Plan.

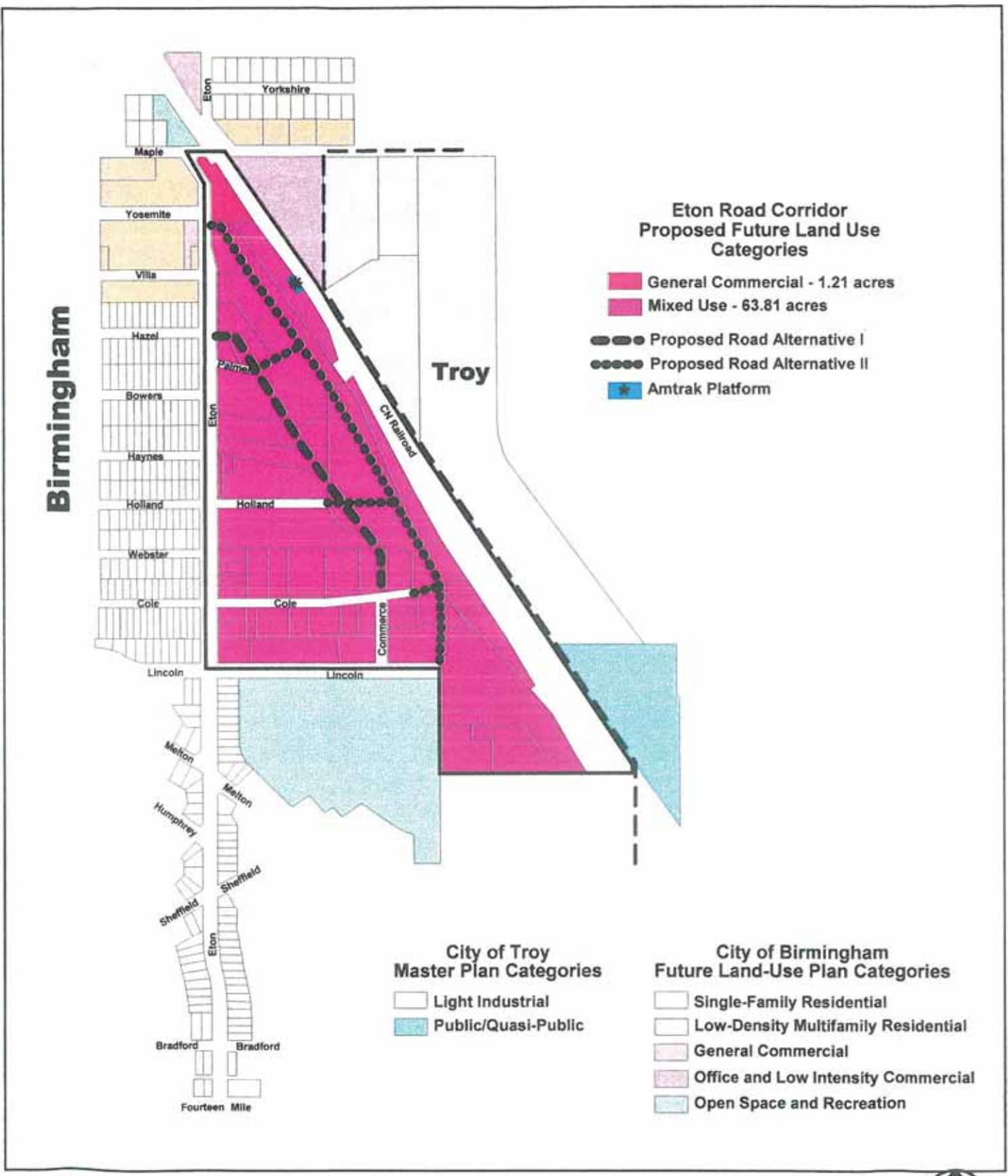
The intent of Eton Road Future Land Use Plan is to promote the mixed use development of the sub-area with a range of uses that will continue to provide necessary services to the community in a development pattern and scale that is compatible with the surrounding residential neighborhoods. Map 8, The Future Land Use Plan, includes a mix of recommended land uses which are compatible and which will continue to serve the needs of the residents of Birmingham. Potential land uses in the sub-area include, light industrial/office/research, service, neighborhood commercial, public facilities, recreation, and parking. Although specific locations for these uses are not identified in the Future Land Use Plan, general guidelines for the appropriate location of these uses are discussed in the Future Land Use section below. Recommendations for improved traffic and circulation patterns as well as design guidelines are also presented in subsequent sections. Map 6 highlights recommendations for improving a number of the existing uses and conditions which help create the existing character of the sub-area.

**FUTURE LAND USE
PLAN:
Potential Land Uses**

Light Industrial/
Office/Research
Service
Neighborhood Commercial
Public Facilities
Recreation
Parking
Residential

Future Land Use Goals

- ☐ *Promote the continued mixed use and redevelopment of the corridor area.*
- ☐ *Ensure that public and recreational uses, and their accessory uses remain compatible with and accessible to the single-family residential neighborhood.*



MAP 8 - FUTURE LAND USE

Eton Road Corridor Plan, City of Birmingham, Michigan

ETON ROAD FUTURE LAND USE PLAN

- ☐ *Discourage large-scale commercial and industrial uses that are incompatible with the adjacent single-family neighborhood.*
- ☐ *Continue to preserve the adjacent stable single-family residential district to the west.*
- ☐ *Encourage the retention and expansion of existing uses that help define the corridor area including the continued use of the historic depot landmark building and the existing passenger rail service facility.*
- ☐ *Allow mixed use developments that include residential uses.*
- ☐ *Enhance the image of the sub-area by creating entrance features consisting of landscaping, lighting and low profile signage.*

Future Land Use Plan

The 65 acre Eton Road Corridor sub-area currently provides the City of Birmingham with a wide range of light industrial, service, neighborhood commercial, and recreational uses. Designating this area as mixed use, as illustrated in Map 8, will allow these light industrial and service uses to be provided while also allowing new uses that are compatible with the existing development pattern to be incorporated as demand for new and compatible uses evolve.

Light Industrial/Office

The proposed mixed use designation for the sub-area will allow for the preservation of the existing small-scale commercial and light industrial uses located in the southern portion of the sub-area that currently serve the needs of the community. Arts-oriented facilities such as working studios where artists share facilities and distribute their work from their studios and small business incubators would be compatible uses that could create a unique and exciting environment within the sub-area without displacing some of the existing uses. Existing and future similar uses should be encouraged to re-locate toward the interior of the sub-area taking advantage of newly created access roads as discussed below. Service uses such as communications facilities should also be encouraged to locate toward the interior of the sub-area.

Approximately 20 acres of under utilized land, including the eleven acre former Erb Lumber property, offer an immediate opportunity for

improved access would make several acres of land available for shared parking between the businesses along Cole and the recreational facilities on the south side of Lincoln.

Residential Development

The Future Land Use Plan proposes a mix of uses ranging from industrial to neighborhood commercial and residential development. Any residential development occurring within the corridor area such as townhomes and live-work units should be an integrated component of an overall mixed use development consisting of those uses permitted within the mixed use district. Buildings containing a mix of uses, such as studio or office space on the ground floor with living units on the upper floors, are encouraged. Creative site planning concepts that avert potential land use conflicts and promote the long term compatibility of the wide range of existing and future uses within the corridor area are encouraged. Site planning for mixed use developments with residential uses should respect the existing mixed use character of the corridor area. Developments which include residential uses should not create isolated enclaves that restrict the potential growth and expansion of the non-residential uses within the corridor area.

Heavy Industrial Uses

Approximately 9.6 acres along the Canadian National Railroad consist of more intensive industrial uses, some of which are dependent on the adjacent rail line. These more intensive uses are currently limited to an area that will have minimal impact on surrounding uses and should not be permitted to expand without careful site planning consideration.

Preserve Recreational Uses Located South of the Sub-Area

South of Lincoln is a combination of public and private recreational facilities including the swim club, racquet club, ice arena, ball fields, and police training facility. These recreational uses provide an excellent transition to the single family neighborhood to the south.

Maintain the Amtrak Station

One of the major assets of the corridor is the Amtrak passenger station. This facility has the highest ridership on the line and represents a regional facility that could enhance Birmingham's regional exposure. The presence of an active passenger rail line that transports riders to and from Birmingham has the potential of augmenting Birmingham's existing image as an exciting community to live in and shop in. It could also serve as the center of a *Transportation Oriented Development* where the uses around the station, residential, commercial, office, etc., would benefit from the location adjacent to an active passenger station bringing customers, employees, and residents to and from the area. Every effort should be made to retain this facility within the sub-area and to increase its visibility and accessibility. The City should continue to work with property owners in the area of the existing station to provide adequate parking for the station and other uses which require substantial parking facilities such as the Big Rock Chop and Brew House. Shared parking arrangements should be encouraged between uses.

Preservation of Historic Depot

The historic depot that is now the Big Rock Chop and Brew House and the multiple family development on the west side of Eton Road form the primary entrance into the corridor. Provisions have been made in the Plan to allow for the continued use and expansion of the historic depot as a regional destination use. Providing shared parking facilities will allow existing or future users of this facility the ability to expand and maintain a viable use of this landmark building.

The expansion of this general commercial area at the north end of the corridor will likely have minimal impacts on the single family residential neighborhoods to the west and south, provided the parking area continues to be buffered from Eton Road and access to the site is improved.

Provide a Southern Gateway

The northeast corner of Lincoln and Eton consists of a vacant parcel currently owned by the City of Birmingham. This provides an excellent opportunity to establish a gateway into the corridor from the south by creating a landscape entrance feature similar in character to the landscaping at the north end of the corridor at Eton and Maple. An entrance feature at this location would improve the image of the corridor and provide directional information for the recreational uses on the south side of Lincoln.

Traffic and Circulation Goals

- ☐ *Minimize the adverse effects of truck traffic on the adjacent residential neighborhood.*
- ☐ *Continue to explore methods for improving access to and from the sub-area through improvements at the Maple/Eton intersection.*
- ☐ *Improve access and circulation within the interior of the sub-area.*
- ☐ *Limit curb cuts and require shared access where appropriate to improve circulation on Eton Road.*
- ☐ *Implement "traffic calming" techniques, where appropriate, to reduce speeds and discourage "cut through" traffic on residential streets.*
- ☐ *Provide adequate, well-located, and properly screened off-street parking.*
- ☐ *Install a continuous sidewalk on the east side of Eton Road to protect pedestrians from vehicular traffic flow.*
- ☐ *Improve accommodations for bicycle traffic on Eton Road.*

Traffic and Circulation Plan

One of the most vocalized concerns of businesses within the sub-area and residents to the west of Eton Road was the issue of truck traffic. Residents expressed concern over trucks using residential streets to travel west because of the congestion at the intersection of Eton and Maple Roads. The main constraints for traffic into and out of the sub-area are the physical configuration of the Eton Road and Maple Road intersection and the low clearance of the railroad overpass. Additional evaluation should be undertaken to identify potential methods for reconfiguring or improving the signalization at this intersection to allow for better access into and out of the sub-area for both truck and auto traffic.

Cut through-traffic, especially truck traffic should be discouraged. One method for minimizing cut-through traffic is to provide a "choker" at the intersections of residential streets. A choker is a set of two curb bulbs that extend out into the street. This alternative should be further evaluated by the City's traffic engineer.

ETON ROAD FUTURE LAND USE PLAN

In order to enhance the development potential of the sub-area, improved access to the property within the sub-area must be provided. Map 8 illustrates how this can be accomplished by developing one or two possible road configurations. The Eton Road Sub-Area Plan (Map 9) further illustrates how these connections can be made to connect the uses within the sub-area.

One road could intersect with Eton Road at Villa, south of the two existing Erb Lumber office buildings, run east and then southeast to intersect the eastern end of Cole. Holland and Cole should be improved and extended to intersect the proposed road. The proposed road would be parallel to the CN Railroad tracks and provide access to businesses as well as a buffer between the tracks and the businesses.

A second road configuration could be one that intersects Eton Road at Hazel Road. This road would also provide east/west access within the sub-area. In addition, it would provide access to a second north/south road that provides access through the north half of the sub-area from Hazel to Holland. This road would also provide significant opportunities for development within the district.

Each of these internal road configurations would provide improved access to the property within the sub-area and would facilitate future development. These alternative layouts will also provide improved access and visibility to the Amtrak station which is currently only accessible through a series of private access easements. New roads should be developed according to the standards of the City's Engineering Department in conjunction with future development proposals as they are submitted for City approval.

Direct access to Eton Road should be limited on the east side of the street and access drives serving new development should align with existing roads. Residential driveways directly accessing Eton Road should also be eliminated, if possible, to reduce the potential for vehicular conflict caused by vehicles backing out onto Eton Road.

As stated earlier, Eton Road is an important link in a regional urban bike route system. The current pavement width is more than adequate to accommodate a designated bike lane. Bicycle lanes provide dedicated space and increase motorist's awareness that bicyclists are welcome and encouraged on roadways, reducing the potential for conflicts.

Eton Road Sub-Area Plan

The synthesis of the land use and traffic circulation plans is the Eton Road Sub-Area Plan. The Sub-Area Plan illustrates the concepts and principals discussed in the land use and traffic sections of the plan. It is intended as a visual guide in making day to day policy decisions regarding development proposals within the corridor. It is not meant as a final development plan for the Eton Road Sub-Area.

Many public meetings were held to develop the Sub-Area Plan. There was a tremendous amount of discussion from the public as well as staff and appointed officials. The result is a plan that embodies a truly creative mixed use district that meets the land use and circulation goals and promotes the compatible development of the Eton Road Sub-Area.

5. SITE DESIGN GUIDELINES

The primary purpose of these policies is to develop a sense of compatibility with neighboring businesses, and residential uses and create a strong identity for the community. In addition, to establish a continuity to the site features of each redevelopment/development project.

The objectives for the following design standards are to:

1. Promote quality site design and building architecture consistent with the predominantly residential character of the City.
2. Promote an understanding that the changes in commercial sites that occur periodically may be small, but the cumulative impact over time could alter Eton Road's physical character.
3. Facilitate development and redevelopment, which strives for quality site design on an individual parcel, and relates to its surroundings and the City overall.
4. Provide sufficient flexibility to allow architects and site designers to use creativity and still retain a sensitivity to overall community design goals.

Site Design Goals

- ☐ Introduce appropriate urban design elements such as entrance features, streetscape, lighting, and facade improvements, that create a pedestrian--friendly environment.
- ☐ Encourage the use of high quality building materials.
- ☐ Continue to require screening of parking areas that are visible from Eton Road
- ☐ Screen unsightly outdoor storage and loading areas.
- ☐ Develop and implement detailed standards for signage, lighting, and maintenance.

DESIGN POLICIES

- ☐ Provide a continuous sidewalk and cohesive streetscape design along the east side of Eton Road and along existing and proposed interior streets.

ENTRANCE FEATURES

- ☐ Incorporate landscape entrance feature into future development of the northeast corner of Lincoln and Eton.
- ☐ Maintain well landscaped entrance image at Maple and Eton by prohibiting encroachment of inappropriate development or signage.
- ☐ Reinforce the unified image of the corridor by implementing a banner program along the east side of Eton Road.

BUILDING AND PARKING PLACEMENT

- ☐ A high-quality facade design can attract customers and contribute to the desired image. Generally, commercial buildings should relate to the dominant residential character in the neighborhood so businesses fit into the fabric of Eton Road. Retail store fronts are encouraged to make extensive use of windows on the ground floor front facade. Windows should be used to create interest and reinforce rhythm.
- ☐ Commercial and residential buildings should be moved closer to the road with little or no front parking. Placing the building closer to the road will allow parking in the rear of the building and allow enough space to adequately landscape between the building and the road. This use of landscaping will serve many functions including improving the aesthetics of the Eton Road Corridor, defining curb cuts, reducing the amount of glare reflected by pavement and providing shade.
- ☐ Adequate setbacks should be provided for office and light industrial uses while maintaining pedestrian friendly landscaping along Eton Road.

DESIGN POLICIES

SIGNAGE

- ☐ Signs should be designed to enhance the building architecture and/or the site. Signs should be related to the building scale or style and use similar site/building elements.
- ☐ Businesses are encouraged to consider the broader impact on the appearance of the Eton Road and on the overall community image.
- ☐ The following sign design guidelines are encouraged:

Wall Signs: Wall signs should be an integral design element relating to the building/architecture and shall be compatible with the building's style in terms of location, scale, color and lettering. Wall signs should not project above the roof.

Freestanding and Monument Signs: Freestanding and monument signs should consist of materials and colors similar to the primary structure. Monument signs, along major corridors, should be integrated into the landscaping of the site.

Freestanding signs relating to an assemblage of businesses should be grouped and visually coordinated to reduce confusion. For example, a common sign for clusters of small commercial businesses is encouraged.

The Message: It is important to keep the message simple and direct. The number of words and graphic elements should be held to the minimum needed to convey the sign's message and prevent confusion.

Color: Sign colors should be chosen based upon compatibility with the exterior colors of the building. The use of contrasting colors with light images on dark backgrounds generally make signs easier to read. Signs with white backgrounds and box signs are discouraged.

Lettering: Lettering styles and graphic symbols should be bold and simple and should reflect the nature of the business.

DESIGN POLICIES

Illumination: Signs should not be flashing, intermittently illuminated or oscillating. Sign lighting should not be overly intense so as to cause annoying glare. Generally, they should not include changeable messages. Signs should not have moving parts or the appearance of moving parts.

SITE ACCESS, SIDEWALKS, PARKING LOT DESIGN STANDARDS

- ☐ Sidewalks should be provided for all uses along all street frontages within the Eton Road Corridor and between entrances, parking areas and the sidewalk. The goal is to provide a continuous pedestrian system.
- ☐ Pedestrian access is an important part of the neighborhood ambiance. All buildings have a primary pedestrian entry but each is articulated differently. Primary pedestrian entrances of commercial buildings should face the street or other public space and provide a strong sense of place.
- ☐ Pedestrian circulation systems should be insulated from vehicular flow. A sidewalk should be provided from the public sidewalk to the front entrance of the building.
- ☐ Walkways should be provided to allow people to move safely through the parking areas. They also lend a pleasant visual pattern to the parking areas.
- ☐ All sidewalks and walkways should be designed to be barrier-free.

LANDSCAPING AND WALLS

- ☐ All parking, loading, and outdoor storage must be screened from the public ROW with a combination of decorative screen walls, landscaping, and berming.
- ☐ On-site landscape screening is recommended to screen outside storage areas, mechanical equipment, loading and service bays, and similar operations.
- ☐ Landscaping in parking lots should be utilized to screen the parking compound from the road, improve and define traffic

DESIGN POLICIES

circulation, reduce solar heating of the parking surface and cars, and improve the overall appearance of the parking compound.

- ☐ The interior area adjacent to proposed or existing structures should be developed as landscaped open space. This landscape area provides balance to site landscaping and enhances the exterior appearance of the building.

LIGHTING

- ☐ Lighting can be used to enhance site features and the overall appearance of the site. Lighting can be used to accent landscaped areas, emphasize building textures and architectural features, highlight pedestrian walkways and building entrances, and establish a special character.
- ☐ Lighting must be designed to withstand all weather conditions, extreme temperatures, corrosion, and dirt. In addition, the fixture must be mounted in a fixed position to assure the direction of the glare from the light does not shift over time.
- ☐ Overall lighting levels should be compatible with the neighborhood ambient light level. Area lighting should be predominantly down-directed and should be designed so that no light is directed off site. Landscape or landform screening should be used to control headlight glare into areas adjacent to parking lots.
- ☐ No light source should be placed higher than the maximum permitted building height for the district in which it is located. Lighting used to illuminate off-street parking areas in any district should typically not be placed higher than 12 feet above grade.
- ☐ Exterior lighting fixtures should be of a design and size compatible with the building. The use of floodlights, wall-pack lights, or other types of bright, diffused lighting is discouraged.

DESIGN POLICIES

UTILITIES

- ☐ Every development has utility areas and uses which often are not very attractive and which may generate noise, odors, or other undesirable side effects. These utility uses include trash collection areas, loading and service bays, transformers, electric and gas meters, and similar uses. These areas should be screened by landscaping or a masonry wall.
- ☐ Visible utility lines detract from the character of an area. Whenever feasible, utility lines should be buried or rerouted to an unobtrusive location.

MAINTENANCE

- ☐ It is recommended that the property owner maintain site landscaping in a healthy condition, free from debris and refuse. All unhealthy installed plant material should be replaced within one year, or the next appropriate planting season. Provisions for irrigation will help ensure healthy plant materials and should be an integral part of any landscape design.

APPENDIX

APPENDIX A

Inventory

Parcel Information Eton Road Sub-Area

Sidwell #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-30-379-043	Commercial				Jet's Pizza	Eton St. Market				
20-30-378-006	Single Family									
20-30-378-007	Single Family									
20-30-378-014	Single Family									
20-30-378-015	Single Family									
20-30-378-016	Single Family									
20-30-378-018	Recreation									
20-30-453-012	Single Family									
20-30-453-013	Single Family									
20-30-453-014	Single Family									
20-30-453-015	Single Family									
20-30-453-016	Single Family									
20-30-453-017	Single Family									
20-30-453-018	Single Family									
20-30-453-019	Single Family									
20-30-453-020	Single Family									
20-30-453-021	Single Family									
20-30-453-022	Single Family									
20-30-455-001	Single Family									
20-30-455-002	Single Family									
20-30-455-003	Single Family									
20-30-455-004	Single Family									
20-30-455-005	Single Family									
20-30-455-006	Single Family									
20-30-455-007	Single Family									
20-30-455-008	Single Family									
20-30-455-009	Single Family									
20-30-455-010	Single Family									
20-30-455-011	Single Family									
20-30-455-013	Multiple Family				Maple Gardens Apartments					
20-30-455-014	Multiple Family				Maple Gardens Apartments					
20-30-455-018	Multiple Family									
20-30-455-029	Multiple Family									
20-31-179-055	Single Family				Maple Gardens Apartments					
20-31-179-056	Single Family									
20-31-179-057	Single Family	1999 Cole								
20-31-126-001	Multiple Family	1802 E Maple		Maple Road Apartments, Inc.						
20-31-126-002	Multiple Family	1801 Yosemite		Prudential Investments			1801-1875 Yosemite			

Parcel Information Eton Road Sub-Area

Sidwell #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-31-128-001	Multiple Family	1812 Yosemite		Bloomfield Management Co.	Birmingham Garden Terraces		1812-1882 Yosemite			
20-31-128-002	Commercial	220 S Eton		Daniel Shahan & Z Dolik	Eaton Square Market	Orchard Garden	220-256 S Eton			
20-31-128-003	Multiple Family	355 Columbia		JMR Investment Co.			355-357 Columbia			
20-31-129-023	Single Family									
20-31-129-014	Single Family									
20-31-129-015	Single Family									
20-31-129-016	Single Family									
20-31-129-017	Single Family									
20-31-129-018	Single Family									
20-31-129-019	Single Family									
20-31-129-020	Single Family									
20-31-129-021	Single Family									
20-31-129-022	Single Family									
20-31-129-024	Single Family									
20-31-129-025	Single Family	1975 Hazel								
20-31-129-026	Single Family	1999 Hazel								
20-31-129-027	Multiple Family	1806 Villa		Ron Greenleaf/Burton Share Management			1806-1994 Villa			
20-31-130-002	Single Family									
20-31-130-003	Single Family									
20-31-130-004	Single Family									
20-31-130-005	Single Family									
20-31-130-006	Single Family									
20-31-130-007	Single Family									
20-31-130-008	Single Family									
20-31-130-009	Single Family									
20-31-130-010	Single Family									
20-31-130-011	Single Family									
20-31-130-012	Single Family									
20-31-130-013	Single Family	1974 Hazel								
20-31-130-014	Single Family	1998 Hazel								
20-31-130-016	Single Family									
20-31-130-017	Single Family									
20-31-130-018	Single Family									
20-31-130-019	Single Family									
20-31-130-020	Single Family									
20-31-130-021	Single Family									
20-31-130-022	Single Family									
20-31-130-023	Single Family									

Parcel Information Eton Road Sub-Area

Stowell #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-31-130-024	Single Family									
20-31-130-025	Single Family									
20-31-130-026	Single Family									
20-31-130-027	Single Family	1971 Bowers								
20-31-130-028	Single Family	1989 Bowers								
20-31-176-001	Single Family									
20-31-176-002	Single Family									
20-31-176-003	Single Family									
20-31-176-004	Single Family									
20-31-176-005	Single Family									
20-31-176-006	Single Family									
20-31-176-007	Single Family									
20-31-176-008	Single Family									
20-31-176-009	Single Family									
20-31-176-010	Single Family									
20-31-176-011	Single Family									
20-31-176-012	Single Family									
20-31-176-013	Single Family									
20-31-176-015	Single Family	1998 Bowers								
20-31-176-016	Single Family									
20-31-176-017	Single Family									
20-31-176-018	Single Family									
20-31-176-019	Single Family									
20-31-176-020	Single Family									
20-31-176-021	Single Family									
20-31-176-022	Single Family									
20-31-176-023	Single Family									
20-31-176-024	Single Family									
20-31-176-025	Single Family									
20-31-176-026	Single Family									
20-31-176-027	Single Family	1999 Haynes								
20-31-177-013	Single Family									
20-31-177-014	Single Family									
20-31-177-015	Single Family									
20-31-177-016	Single Family									
20-31-177-017	Single Family									
20-31-177-018	Single Family									
20-31-177-019	Single Family									

Parcel Information Eton Road Sub-Area

Sidwell #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-31-177-020	Single Family									
20-31-177-021	Single Family									
20-31-177-022	Single Family									
20-31-177-023	Single Family									
20-31-177-024	Single Family									
20-31-177-025	Single Family									
20-31-177-043	Single Family	1994 Haynes								
20-31-177-044	Single Family									
20-31-177-045	Single Family									
20-31-177-046	Single Family									
20-31-177-047	Single Family									
20-31-177-048	Single Family									
20-31-177-049	Single Family									
20-31-177-050	Single Family									
20-31-177-051	Single Family									
20-31-177-052	Single Family									
20-31-177-053	Single Family									
20-31-177-054	Single Family									
20-31-177-055	Single Family									
20-31-178-018	Single Family	1993 Holland								
20-31-178-019	Single Family									
20-31-178-020	Single Family									
20-31-178-021	Single Family									
20-31-178-022	Single Family									
20-31-178-023	Single Family									
20-31-178-024	Single Family									
20-31-178-025	Single Family									
20-31-178-026	Single Family									
20-31-178-027	Single Family									
20-31-178-028	Single Family									
20-31-178-029	Single Family									
20-31-178-030	Single Family									
20-31-178-031	Single Family	1992 Holland								
20-31-178-046	Single Family									
20-31-178-047	Single Family									
20-31-178-048	Single Family									
20-31-178-049	Single Family									
20-31-178-050	Single Family									

Parcel Information Eton Road Sub-Area

Sidwell #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-31-178-051	Single Family									
20-31-178-052	Single Family									
20-31-178-055	Single Family									
20-31-178-056	Single Family	1989 Webster								
20-31-178-059	Single Family									
20-31-179-015	Single Family									
20-31-179-016	Single Family									
20-31-179-017	Single Family									
20-31-179-018	Single Family									
20-31-179-019	Single Family									
20-31-179-020	Single Family									
20-31-179-021	Single Family									
20-31-179-022	Single Family									
20-31-179-023	Single Family									
20-31-179-024	Single Family									
20-31-179-025	Single Family									
20-31-179-026	Single Family	1996 Webster								
20-31-179-044	Single Family									
20-31-179-045	Single Family									
20-31-179-046	Single Family									
20-31-179-047	Single Family									
20-31-179-048	Single Family									
20-31-179-049	Single Family									
20-31-179-050	Single Family									
20-31-179-051	Single Family									
20-31-179-052	Single Family									
20-31-179-053	Single Family									
20-31-179-054	Single Family									
20-31-180-015	Single Family									
20-31-180-016	Single Family									
20-31-180-017	Single Family									
20-31-180-018	Single Family									
20-31-180-019	Single Family									
20-31-180-020	Single Family									
20-31-180-021	Single Family									
20-31-180-022	Single Family									
20-31-180-023	Single Family									
20-31-180-024	Single Family									

Parcel Information Eton Road Sub-Area

Shed #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-31-180-025	Single Family									
20-31-180-026	Single Family									
20-31-180-027	Single Family									
20-31-180-028	Single Family									
20-31-180-029	Single Family	1998 Cole								
20-31-201-002	Commercial	245 S Elton	\$779,000	Elton Street Real Estate, Inc.	Big Rock Chop & Brew House					
20-31-203-021	Office/Warehouse	325 S Elton	\$527,670,000	Erb Lumber Inc.	Erb Lumber Offices					
20-31-203-022	Commercial		\$91,170,000	Edgemere Enterprises Inc.	Big Rock Valet Parking			1955-80	17,712	36,502
20-31-202-001	Office/Warehouse	2100 E Maple		2100 East Maple Rd LLC	A Schulman Inc.	Vacant				
20-31-203-026	Industrial	425 S Elton	\$576,140,000	Edgemere Enterprises Inc.	Failure Analysis Associates	Multiple industrial tenants				
20-31-203-002	Industrial	425 S Elton	\$302,000	Edgemere Enterprises Inc.				1950-58	56,902	114,185
20-31-203-003	Industrial	451 S Elton	\$18,000	Edgemere Enterprises Inc.				1966	17,364	97,912
20-31-203-004	Commercial	501 S Elton	\$136,000	Chas E Springs Jr.				1938	1,839	62,779
20-31-203-006	Commercial	563 S Elton	\$41,000	Alfred Norman Maskill	Tandy Salon (515)	Johnson Landscaping (352-0700)				
20-31-203-009	Office/Warehouse	653 S Elton	\$437,000	Elton Associates	Kitchen Windows by Jensen	Whistle Stop Bake Shop-Restaurant (501,505,515 S Elton	1950-59	4,051	11,735
20-31-203-010	Office/Warehouse	677 S Elton	\$308,000	John E/Richard J/William D Welch	Media One (645)			1952	946	1,163
20-31-203-014	Industrial	2205 Holland	\$262,000	RKA Inc.	Marathon Express Fueling			1979	22,981	54,398
20-31-203-015	Industrial	No sheet		Grand Trunk Western Railroad				1959-75	22,864	55,569
20-31-203-017	Office/Warehouse	575 S Elton	\$635,000	Maskill Hardware	Punati Corp. (615)	Richard Alan Dale (681)		1960-72	9,720	128,019
20-31-203-018	Public/Quasi-Publ		\$0	City of Birmingham				1974	37,640	65,092
20-31-203-019	Office/Warehouse	707 S Elton	\$135,000	Edgemere Enterprises Inc.	Jones Floor Covering	Mark Fugl Appraisal Network (717)		1970	5,140	7,200
20-31-203-024	Industrial		\$48,000	Edgemere Enterprises Inc.						
20-31-203-025	Commercial	757 S Elton	\$496,000	Erb Lumber Inc.	Erb Lumber	757-777 S Elton		1960-65	46,872	110,667
20-31-203-028	Commercial		\$110,560,000	Edgemere Enterprises Inc.	Amtrak Birmingham Station					
20-31-251-001	Public/Quasi-Publ	851 S Elton	\$0	City of Birmingham	Darrel Middlewood Public Services Facil					
20-31-251-006	Office/Warehouse	953 S Elton	\$54,000	Farhat Enterprises Inc.	Advanced System Advanced Specialists					
20-31-251-007	Office/Warehouse	995 S Elton	\$89,000	John J Palmero Living Trust	York Patton	Fair Play (955 S Elton)		1973	2,676	10,080
20-31-251-008	Industrial	2099 Cole	\$173,000	De Sia Co Div Dover Corp.	De Sia Co.			1959	4,421	11,200
20-31-251-011	Industrial	2211 Cole	\$490,000	Cole Business Center, LLC	Zabelle Sales (15)/Quill Com (39)/Ameri					
20-31-251-012	Industrial	2275 Cole	\$235,000	Howard P & Catherine Alesian	MT Hunter (79)/Classic Country (77)	2215-2243 Cole		1952	36,301	62,782
20-31-251-013	Public/Quasi-Publ	2305 Cole	\$0	Board of Education	Birmingham Public Schools Facility Main	2265-2289 Cole		1956-63	13,952	55,894
20-31-251-014	Industrial	2333 Cole	\$277,000	William E Beattie Jr.	Sundog/MovinCool/US Distributors Inc.	2333-2337 Cole		1958	18,140	36,271
20-31-251-018	Industrial	2121 Cole	\$258,000	Dover Resources Inc.	Downriver Refrigeration Supply Co.					
20-31-251-023	Commercial	925 S Elton	\$67,000	Downriver Refrigeration Supply Co.						
20-31-251-024	Office/Warehouse	929 S Elton	\$122,000	Dover Resources Inc.				1946	3,995	14,020
20-31-251-025	Industrial	2499 Cole	\$81,520,000	R & J/R & M/T & S Adams	Bob Adams Towing			1946	7,230	11,100
20-31-251-026	Industrial		\$76,000	Edgemere Enterprises Inc.				1985	4,026	47,480
20-31-252-006	Industrial	2182 Cole	\$58,000	Bernard M Robinson	Birmingham Moving			1971	2,878	20,174

Parcel Information

Eton Road Sub-Area

[illegible]

Parcel Information Eton Road Sub-Area

Stidwell #	Existing Use	Property Address	Assessed Value	Owner Name	Tenant Name One	Tenant Name Two	Comment	Age	Building Size	Land Size
20-31-426-006	Recreation	2410 E Lincol	\$214,000	Forest Hills Swim Club Inc.						
20-31-426-007	Industrial	2420 E Lincol	\$131,000	Reliant Management Co.						
20-31-426-010	Industrial	2400 Cole	\$255,000	Edgemere Enterprises Inc.	Byrne Plywood (2450)			1969	18,953	61,855
20-31-426-013	Industrial	2400 E Lincol	No sheet	Stanley Door Systems				1954-75	107,361	264,722
20-31-426-011	Industrial	2450 Cole	\$116,000	Edgemere Enterprises Inc.				1969-86	8,618	23,522
20-31-209-027	Industrial	2100 Palmer	\$0	AT & T Communications						
20-31-251-002	Industrial	2200 Holland	\$174,000	William Klein	Custom Builders Supply Co.			1951-74	10,334	92,234
20-31-426-002	Office/Warehouse	2388 Cole	\$324,000	Carmik Investments	Eaton Building					
20-31-226-009	Office/Warehouse		\$20,230,000							
20-31-226-010	Office/Warehouse									
20-31-226-011	Office/Warehouse									
20-31-502-004	R. O. W.		No sheet							
20-31-226-007	Public/Quasi-Publ									
20-31-226-012	Industrial									

APPENDIX

APPENDIX B

Comments

January 23, 1998

Ms. Patricia McCullough
Community Development Director
City of Birmingham
P.O. Box 3001
151 Martin Street
Birmingham, MI 49012

Subject: Summary of January 20 meeting with the Parks and Recreation Board regarding
Draft Eton Road Corridor Plan Development Alternatives

Dear Ms. McCullough:

The following summary of the issues discussed at the January 20, 1998 Parks and Recreation Board meeting should be considered along with the summaries from the Planning Board, Historic Design Review Board, and Traffic and Safety Board previously provided. At each of these meetings, three (3) proposed land use or development alternatives for the Eton Road corridor area were considered.

PARKS AND RECREATION BOARD

The parks and recreation board indicated the following issues related to the Draft Eton Road Corridor Plan:

- The reuse and redevelopment of the southern end of the corridor should be considered as a joint venture with public and private entities.
- There was some concern expressed over the liability and cost issues associated with the City acquiring the land indicated in Alternative III as public/quasi public.
- The board indicated that they would be very interested in the following uses for the land north of Lincoln:
 - Drop-in recreation center
 - Golf dome
 - Sand volleyball courts
 - Hockey playing surface and/or track for rollerbladers
 - Additional area for parking and maintenance, ie snow storage
- The concept of dedicating a bike lane along Eton Road was well received.
- In all of the alternatives where residential development was being considered, they felt that a pedestrian connection through the subarea to the existing recreational facilities should be provided.

- The Board felt that this area represented one of the last areas in the City where a significant recreational amenity could be provided.
- The Board indicated that they may incorporate some aspect of the concept of expanding their facilities north of Lincoln into their Parks and Recreation Plan which is currently being completed.

We will be in attendance at the Long Range Planning Session to discuss the development alternatives. Please feel free to call us in the meantime with questions or comments.

Respectfully submitted,

McKENNA ASSOCIATES, INCORPORATED

John R. Jackson, AICP
Principal Planner

Beth Hibner
Associate Planner

City of Birmingham

151 Martin Street

General Offices (810) 644-1800

P.O. Box 3001

FAX (810) 644-5614

Birmingham, Michigan 48012-3001

January 28, 1998

McKenna Associates, Inc.
Attn: John R. Jackson
32605 West Twelve
Suite 165
Farmington Hills, MI. 48334

Dear John,

Attached is a copy of the skateboard recommendation that was presented to the city commission last April. I will be sending you a copy of a rough draft of the Recreation Plan yearly next week.

If you have any questions, please contact me at 645-0731.

Thank You



Connie Jo Folk
Recreation Coordinator

RECEIVED

JAN 30 1998

McKENNA ASSOCIATES, INC.

INTRODUCTION

In the summer of 1996 the City Hall area became a gathering area for local teenagers that enjoyed in line skating and rollerblading. While the skaters and bladers found this to be an ideal place to enjoy their sport, the City found it to be disturbing the business being conducted in the building and destroying city property. Consequently, Both activities were banned from the City Hall area.

In an effort to discover alternative activities, the City Commission asked the Parks and Recreation Board to gather information, engage in dialogue, and then make recommendations to advance our community's commitment to providing recreational and socialization activities for our youth.

The Parks and Recreation Board appointed a sub-committee to fulfill this request. The committee members are Dick Purnell-Chairperson, Doris Mosher, June McGregor and Art Stevens.

Information was gathered from 16 community Parks and Recreation departments in southeast Michigan. Dialogue was conducted with dozens of professionals in the recreation field, with several business that sell roller blades and in line skates, with two gatherings of Birmingham teenagers, with many parents in Birmingham, with officials of the Birmingham Public Schools, with the Directors of the Birmingham Community Coalition and with other individuals as they were available.

The first focus of the information gathering related to the possible development of a skateboard park in Birmingham. Various viewpoints and the experiences of other communities are detailed in this report, along with a recommendation on this matter.

The other focus of this report relates to other possible activities for the youth of Birmingham. There is a listing of what is offered in other communities, and what might be suited to Birmingham. There is a listing of what is already available in Birmingham. There is a discussion as to how some of the ideas presented in this report can be implemented.

IN LINE SKATING AND SKATEBOARDING

Roller skating has been an enjoyable activity for many people of all ages for over 50 years. However, due to the skate design, with four wheels placed on the four corners of a shoe or boot, skating required a smooth surface. Skating rinks opened in most cities and towns. In about 1970 a development in skate manufacture changed skating forever. In-line skating arrived. The wheels were placed on the shoes in a straight line, with three to five wheels per shoe. The shoes and wheels were made of quality material that was suitable for use on city walks and streets. At about the same time, Skateboards were developed and became very popular with young people. The idea of traveling to a skating rink and paying a fee to skate began to fade as an activity. The skaters and boarders could use their equipment on the streets and sidewalks in their own neighborhoods.

In line skating became popular with two distinct groups. Generally the older skaters, over about age 20, liked to free skate on streets and walks with family and friends, at a leisurely speed. This is a very popular activity in Birmingham with hundreds of people of all ages participating. Because of its relatively smooth streets and its Downtown area, Birmingham is an ideal place to in line skate. The other group that took up in line skating is the teenagers and younger. Some of them enjoy smooth, casual skating but many enjoy, in fact seem to live for, extreme skating. This activity consists of what seems to be dangerous skating; the danger being part of the thrill of the sport. These people enjoy skating on ramps, inclines, hand rails and any other challenging terrain. The tougher and more challenging the area, the happier they are. In 1996 these skaters decided that the area around the Birmingham City Hall steps were the best place to skate. This was popular for several reasons: centrally located, near stores and shops, easy to get to, some challenge, etc. This use of city hall steps has happened all over the nation in the past several years. Birmingham city authorities, like city authorities nationwide, objected to the use of city property for this skating activity, and passed ordinances banning it.

Skateboarding is somewhat different in respect to the age of the people participating. Very few people over age 20 skateboard, but almost everyone in their early teens at least try to skateboard. Some skateboarders enjoy simply rolling along the smooth street and walks using boards as a means of transportation. Other skateboarders are, like in line skaters, extreme boarders. Like extreme skaters, extreme boarders like challenging areas that include inclines, ramps, hand rails, etc. Like skaters, boarders find the City Hall area an ideal location for practicing their sport. Like skaters, boarders have been banned from using the City Hall area for their activities.

After being banned from using the City Hall area for their sport, the skaters and boarders asked the City Commission for a different location more agreeable to the city, in which to enjoy their passion for extreme skating and boarding. While in line skaters and skateboarders seem to have the same interests, they are really two groups, with little overlap in membership. However, they do have the same general goal: construction of a skateboard park with ramps, inclines and rails.

There is only one skateboard park in Michigan. This is a private business in Kalamazoo. It is located in an old factory that has been converted into a large open area with several ramps (half pipes) of varying sizes. There is a moderate fee to use the facility. The name of the facility is "KaZoo." The Birmingham Parks and Recreation Department has a video tape showing this business in action. There are reports of a skatepark in Grand Haven.

There have been several attempts by communities to build and operate skate parks with ramps of various sizes and skill levels. Here is a summary of their experiences:

Redford Township-In about 1975 they built several wooden ramps in Claude Allison Park, on Beech Daly road near Seven mile road. This is a large city park with many activities available. The ramps were "somewhat" popular when first built and for a few years, but by 1980 the interest level waned. The community was concerned about the possibility of law suits due to liability issues. They decided that this liability concern along with the lessening interest level in the facility did not justify continuing keeping the facility in operation and removed it. The facility was replaced with a walking/jogging/skating/boarding track about 10 feet wide and half a mile long.

Ann Arbor-In about 1990 they built a professional quality ramp about 10 feet tall. The ramp was there for a year and then removed. A spokesperson for that city stated that the interest in the facility did not materialize and the amount of use was low. Another source not associated with Ann Arbor stated that there were numerous injuries at the facility due to the large size. The facility was removed after only a year of operation. (A drawing of the ramp is attached to this report.)

South Lyon-The city and the schools combined to build a small, concrete ramp. This is located on the tennis courts of the old high school (now middle school). It is open at all times, without any supervision. It is a drop in activity. The ramp is triangularly shaped, 15 feet on each side, with an incline angled at about 45 degrees across the width of the ramp. The ramp is only 18 inches in height. This is a fairly popular activity. During several visits here, it was noticed that there were usually 4-8 teenagers using the ramp. There were both in line skaters and skateboarders. A city official stated that they are not totally happy with the facility and may not keep it open. The unhappiness stems from the vandalism at the scene; broken beer bottles, signs spray painted, posts ripped out of the asphalt. "They destroyed virtually everything around it" according to the City Manager as quoted in the Detroit Free Press. During one of our visits it was noted that a car was parked on the grass, 20 feet from the asphalt, creating a four inch trench in the wet ground. The car had been driven up an asphalt drive to arrive at the grassy area and could have been parked on the asphalt, thus not gouging a hole in the grass. (Attached to this report is a newspaper article dated Oct 7, 1996 discussing this facility, and several pictures.)

Brighton-The Optimist Club of Brighton offered to provide \$100,000.00 toward a skateboard park in the city. After much consideration, the city commission declined the offer. The city preferred that the park be a joint effort of several communities instead of just them doing it alone. They also were concerned that the citizens of Brighton did not desire the facility that they felt would attract hundreds of visitors from throughout southeast Michigan to their small town.

During the preparation phase for this report Parks and Recreation officials from the following communities were interviewed. None had any interest in building a skateboard park or ramp in their areas. A few stated that it might be "OK." The vast majority stated that they would not even consider building anything of the sort. Each of them stated that their negative thoughts on the subject were due to the liability factor. None were willing to subject their communities to what they believed were the likelihood of numerous injuries and law suits as a result of building a skateboard park. One stated that if any public organization were to build such a facility, it might be some sort of area wide group such as the Huron Clinton Metropolitan Park Authority; but, apparently, they do not currently have such plans. Parks and Recreation officials were interviewed in the following communities:

Ann Arbor	South Lyon
Brighton	Redford Township
Dearborn	Southfield
Royal Oak	Berkley
Clawson	Troy
Warren	Auburn Hills
Canton	Madison Heights
Bloomfield Hills/Twp	Oakland County

Several of these communities did offer, or are planning to offer, in line hockey. Clawson has built an in line hockey arena on an old tennis court. It has a very smooth asphalt covering, 12 foot high fences around the rink, painted lines, lights for night play, and nets that can be checked out from the park office. Southfield will offer in line hockey in its ice arena during non ice skating season and plans to build an outdoor in line hockey arena in a parking lot. Other communities have expressed some interest in having in line hockey and may do so in 1997.

In line hockey does not satisfy the desires of the extreme in line skaters and skateboarders. The youth of Birmingham that object to being banned from practicing their hobby and passion on the steps of City Hall will not be happy with any offer to take up in line hockey as a substitute. In line hockey, however, does appeal to hundreds of Birmingham's youth and also skaters of all ages. Some people claim in line hockey is the fastest growing sport in the nation. Leagues already exist at skating facilities throughout Michigan.

After all these items of interest, there remains the question of what to do for the youth of Birmingham that enjoy skating and boarding on the City Hall property. The obvious answer, based on the above information, and perhaps the actual answer, is-nothing. At least nothing along the lines of building a skateboard park. While they would love to have a skateboard park in Birmingham, it seems to be an impossible dream. There are reasons why this may be impossible.

1. Where to put it? This type facility would attract many, perhaps thousands of visitors over the year, to a small area. Most of the visitors would be wonderful young people but it is clear that this type facility also attracts more than

its share of problems, as experienced in South Lyon and as expected in Brighton. Which neighborhood in Birmingham would be willing to accept this type park? Probably none. Could it be placed in a City park not near homes? Perhaps. But the city has plans for Shain and Booth park that preclude a skatepark. There is no room at Kenning (Eton) Park. There is insufficient parking at Poppleton and Linden Parks. Other City parks are nestled in residential neighbors. Some discussion was had regarding the possibility of placing it in a city parking lot. But with a shortage of ground level parking it does not seem likely the city could give up that much parking space. Teens that might be users of this facility were asked their opinion. They stated that it should be somewhere in the downtown area, centrally located. They dismissed the area by the Ice Arena (Kenning Park) as too far removed from the center of town. One adult interviewed stated that "The only place where the kids will be happy is the City Hall steps." Another adult suggested the City might purchase a building in the community and convert it into an indoor skateboard park, and charge admission. Both of these adults have sons aged 14-15 that do participate in this sport.

2. Who would operate it? If the facility was built outside, would it be available all day and night as it is in South Lyon? There the ramp is about 200 yards from the nearest house, but that would be impossible in Birmingham. Could Birmingham hire and assign a person to oversee the facility? Could the facility be closed at night? Probably not as to both questions. In South Lyon, nobody is assigned to oversee the ramp, it is just there and available at all times day and night.

3. Could the community handle the traffic? If only local people came to the park this would not be a problem as they would usually skate to the park. If many people were to drive vehicles to the area, we would need a parking lot to handle the traffic, especially on the weekends. Would people from outside Birmingham come to the park? Clearly the answer is "yes." During the preparation of this report, teens were casually interviewed in other communities and several stated that they had heard that Birmingham was going to build a skate park and they were excited at the prospect of using it. Parks and Recreation professionals interviewed for this report stated that they believed Birmingham would become the center of skateboarding and in line skating for the entire southeast Michigan area. They guessed that people would come from as much as 50-60 miles away to use the park.

4. Could the Police Department control the crowds? Certainly they could, but should they be expected to take on the job? Is controlling hundreds of skaters and bladers a job that the police should be expected to do?

5. Does the City want to take on the task of providing a skateboard park for our families and for hundreds of other users from up to 60 miles away? Professionals in the Parks and Recreation field are of the opinion that the task should be undertaken by some area wide parks group, if at all.

RECOMMENDATION-The Parks and Recreation Board recommends that the City not construct a skateboard park. The Board recommends that the City encourage the development of such a park by a regional parks organization. Later in this report there are recommendations for other youth activities in Birmingham.

OTHER COMMUNITIES

Contact was made with many professionals in the Parks and Recreation field during the preparation of this report. Without fail they stated that providing activities for teenagers was the most difficult aspect of their profession. They stated, and we confirmed by our interviews with local teens, that teens do not desire planned, supervised activities. They would like a place go, to call their own, to meet and enjoy the company of others. But they do not want adults doing the planning and then keeping an eye on the activity. Generally, the teens in Birmingham stated that they mostly enjoy meeting friends at each others homes and just "hang out."

Here is a sample listing of what other communities offer as teenager activity:

Southfield-Drop in center at a high school with basketball etc on Fridays; drop in athletics on Wednesday and Thursday at an Elementary school; two golf courses; one swimming pool; one ice arena; youth basketball league for boys and girls; youth flag football league; a punt, pass and kick football competition; drop in volleyball; hunters education classes; and neighborhood parks.

Troy-Drop in recreation center by City Hall; youth basketball leagues; swimming pool; volleyball leagues; wrestling club; swimming team; bowling program; roller hockey; one golf course; youth golf lessons; judo and karate lessons; group ski trips to local areas; enter team in Special Olympics; sixteen ball fields, (six lighted); six sand volleyball courts; a nature trail; two Disk Golf courses; four tennis courses (lighted); nineteen soccer fields; a pass, punt and kick competition; a flag football tournament; a Halloween haunted hhouse; plus picnic areas etc.

Dearborn- Drop in swimming and gym use, Monday thru Friday at local schools; two indoor ice arenas and four outside skate areas; basketball clinics; eight outside swimming pools; four sledding hills; 22 tennis courts; outdoor volleyball and basketball courts; Sseveral jogging tracks; two golf courses; a campground in Milford; an in line hockey rink under construction; and five neighborhood parks. Construction to start in 1997 of a \$20,000,000.00 Recreation Center with pools, gyms, offices, etc. They spend 12.5% of city revenue on Recreation and Culture.

Clawson-Drop in center with gym, TV, games, study table at a closed elementary school-open daily; golf lessons; ice skating lessons; organized ski trips; karate lessons; bike route; open swimming at high school; bowling leagues; basketball leagues; roller skate hockey league; Pass, Punt and Kick competition; fenced in, in line hockey rink; lighted sand volleyball courts; and a very large community park.

Ann Arbor-Two golf courses; boys and girls basketball leagues; ice hockey leagues; canoe rental; thirteen outdoor volleyball courts; 48 ball fields; two indoor ice rinks; eight outdoor ice rinks; 28 outdoor basketball areas with over 50 courts; four swimming pools (one indoor); many walking/jogging/biking/skating trails; and 130 parks.

Warren-Twenty two parks; five roller hockey sites; 17 soccer fields; 19 volleyball sites with three being sand volleyball; eleven outdoor basketball courts; 21 tennis courts; 26 ball fields; one pool; three recreation centers; and various youth programs.

Berkley-One Ice arena; golf lessons; basketball leagues; wrestling club;

horseback riding lessons; youth drop in three days per week-6 to 8:30 at a Middle school (Advertisement attached); various parks; volleyball leagues; golf tournaments.

Royal Oak-50 city parks; five outdoor ice rinks; one indoor ice rink; 15 sites with ball fields; 10 basketball courts outside; youth basketball leagues; construction of a half million dollar soccer complex in progress; karate classes; tackle football leagues; teen night drop in center open once a month; various classes.

South Lyon-Skateboard/skate ramp; boys and girls basketball league; four lighted sand volleyball courts; swim team; drop in basketball twice a week at an elementary school; Tae Kwon Do and Karate classes; and various other classes.

Auburn Hills-Building a golf course; nature center; open swim; flag football leagues; roller blade hockey leagues; plus classes.

Bloomfield Hills/Township/Schools-These three government units are combined to provide community recreation. The school takes the lead role. They have a sled hill; an outdoor ice skating area; a nature center; and a meeting place called "The Farm." The Farm hosts once monthly gatherings with music, dancing with a DJ, and video games for Middle school students only.

Each of these communities have many more activities for tots, toddlers, pre-teens, and seniors, and adults. Each also have educational programs and classes that are open to anyone but are not recreational activities and are therefore not listed here.

Birmingham youth activities-Birmingham has many activities for its citizens of all ages. The activities here are provided by several organizations: The City, the Schools, The YMCA, Business (Forest Hills Swim Club, Beverly Hills Racquet Club), and to a very large extent-Sports clubs (Little League Baseball, Al Kaline Baseball, Birmingham Hockey Association, Birmingham Bloomfield Soccer Club, etc.). Several churches have plans to open their gyms for drop in basketball in the future.

The city of Birmingham provides fields and facilities. It has an Ice Arena, two golf courses, seven ball fields, one outdoor basketball court, 22 parks; 22 tennis courts some of which are covered and used in the winter; one natural ice skating area; natural trails. The City provides ice skating lessons and golf lessons in organized classes. Birmingham is considered a "Passive" recreation department-that is they provide facilities but little else. There is a Parks and Recreation Board consisting of seven appointed citizens but there is only one city employee that can be considered a Parks employee, that being Connie Folk, the Parks coordinator. The city does not have a real "Recreation" department. Thus there is nobody to plan, implement and supervise any additional activities. The larger communities in the area each have several recreation professionals and funds to hire part time employees to help operate the various programs.

The Birmingham Public School facilities are operated after school hours by the Community Education Department. They offer very little for teens. They offer open swim if accompanied by a parent; tennis classes; and several short sports camps. They tried an open, drop in basketball a year ago but almost nobody attended and it was dropped.

The YMCA offers basketball leagues through grade 5 plus a team made up of middle school youths to play other YMCA teams; golf lessons; swimming and a twice monthly Middle School age drop in program on Saturday nights.

Within the Birmingham area there is a wealth of activities for almost everyone, but if any group has less than its share, it is the teenagers. This is not only true in Birmingham but it is true throughout the entire area. As noted earlier, teens that attended out meetings have stated clearly that they do not want adult planned and supervised activities and other recreation planners have stated that teens are by far the most difficult group for which to plan.

CONCLUSIONS

For years many of the youth of Birmingham have complained that " There is nothing to do here." While it is clear that Birmingham and this area offer a multitude of activities for people of all ages, it is also clear that activities for teenagers are somewhat lacking. A survey questionnaire was included in the second quarter of 1996 edition of the Birmingham Quarterly newsletter. In response to the question of where the city should focus its financial resources, the number one choice was 'Teens, ages 13 to 18.' The number two choice was 'Children, ages 5 to 12.' In response to the question of what the city should build, if there was enough money, the number one choice was 'Bicycle/fitness trail' while the number two choice was a 'Multi-purpose recreation center.' This survey was completed by only 73 citizens of about 5000 possible. While this is a very small sample it does seem to reflect other input received by the Youth Committee that is preparing this report. Almost everyone interviewed feels that more recreation planning is needed for the teens of our community. There is less agreement as to what is needed in this respect.

If Birmingham desires to become a major provider of recreation it will need to make major revisions in its organization. The city does not currently have a recreation department. What recreation planning currently takes place is mostly done by one employee that makes up the department. To provide a real recreation plan for the youth (or any other group) Birmingham would have to create a "Recreation" department and hire a full time recreation planner/administrator. The current arrangement works fine but cannot possibly take on a major increase in duties. This would cost about \$40,000 for the recreation planner position alone. Additionally, it would cost various amounts to fund the programs. This would range from a small amount for referees in a basketball league or supervisors at a drop-in site to about \$10,000 for a concrete skate ramp like the ramp in South Lyon, to about \$13,000,000 for a complete recreation center with gyms, pools, workout center, and meeting rooms similar to what Canton has built.

The question that must be answered is to what extent does Birmingham desire to go into the recreation business. At a cost of multi-millions of dollars the city could become the envy of every community in the area and become a mecca for recreation in Southeast Michigan. For many reasons this is not practical. The fact that there is no space large enough to construct the building insures that this idea will never be pursued. The Canton facility is located in an open area of about 200 acres in western Wayne county. Even a very small version would require around 50 acres, which is not available in Birmingham.

As discussed elsewhere in this report, a small skate ramp similar to that in South Lyon could be constructed but this idea has many drawbacks as outlined above.

A possible plan that could be implemented without a major upheaval in the community would involve a combination of input and facilities of the city, the schools, the YMCA, and the churches. All of these do currently contribute to the effort to provide youth activities but this is an uncoordinated effort. For instance the Seaholm high school recently

had a 9th grade drop in night in the school gym which was attended by about 50 teens. The YMCA had its monthly Middle School night which is fairly popular. Several churches are planning open gym programs. A coordinated plan including open gym, swimming pool, basketball and/or volleyball leagues, and socializing could be implemented.

January 15, 1998

Ms. Patricia McCullough
Community Development Director
City of Birmingham
P.O. Box 3001
151 Martin Street
Birmingham, MI 49012

Subject: Summary of December 10 Planning Board Discussion, January 7 Historic Commission Discussion, and January 14 Traffic and Safety Board of Draft Eton Road Corridor Plan Development Alternatives

Dear Ms. McCullough:

At your request, we have summarized the discussions of each of these boards and commissions regarding the draft Eton Road Corridor Plan development alternatives as presented. At each of these meetings, three (3) proposed land use or development alternatives for the Eton Road corridor area were considered. The Planning Board allowed for public comment on the alternatives, and ultimately provided guidance for development of the preferred alternative.

PLANNING BOARD

The current future land use designation and zoning classification for the area is Industrial, and the Planning Board believes market conditions appear to indicate that the area is not suitable as strictly an industrial district. The Planning Board prefers the mix of uses depicted in Development Alternative I, however, they do not want to designate rigid boundaries between the uses. The Planning Board envisions a mixed use district that permits a combination of light industrial, neighborhood commercial, office, recreational, and potentially residential uses.

An eclectic mixed use district could be developed in a number of ways. Small-scale commercial/light industrial uses could be integrated into the district as incubators or artists' studios. Residential could also be incorporated in creative ways, such as through the design of residential lofts interspersed among or above more intensive uses.

Other issues raised at the Planning Board meeting include:

- 1) Retention of the Amtrak station within the corridor area as an opportunity to provide for transit-oriented development (TOD) in the event the Grand Trunk RR is converted for a regional light rail system.
- 2) Analysis of the nature and level of truck traffic, and its potential impacts on proposed development in the Eton Road area.

Farmington Hills ■ Kalamazoo

- 3) Exploration of alternative circulation patterns to improve access to and within the Eton Road corridor area.
- 4) Consideration for the expansion of the AT&T facility.
- 5) Identification of vacant and under utilized sites with the potential for redevelopment.

We believe that the current Master Plan and Zoning Ordinance does not permit the diverse mix of uses discussed by the Planning Board. Certainly, permitting a broad mix of uses gives the City and development community flexibility when designing and evaluating development proposals and will help preserve the existing small-scale mix of industrial and office uses on the south end of the corridor area. However, providing for a diverse mix of uses without identifying their specific locations within the corridor area may place a greater burden on the City to anticipate land use conflicts and may provide less guidance for City officials when considering rezoning requests.

The mixed use district could be implemented in a number of ways, including designation of a new zoning district, overlay zoning district (that retains the underlying zoning), or planned unit development. We believe design guidelines or prototypes are tools that would enable City officials to ensure high quality development that is consistent with the City's vision of the Eton Road area. Depending upon the level of interest, the City may wish to take a more active approach by forming a development corporation to pursue land assembly and development utilizing public/private partnerships.

Historic District and Design Review Commission

At your request, we discussed the Eton Road Corridor Plan Development Alternatives with the Historic District and Design Review Commission at its 1/7/98 regular meeting. The Commission members raised the following issues at the meeting for the City's consideration:

- Circulation is a major issue affecting future development of the sub-area. In particular, members felt that internal circulation should be addressed, along with access to the sub-area. Members suggested that the construction of an underpass permitting access to Coolidge Hwy. be evaluated as an alternative.
- Commission members were also concerned with the traffic generated by not only proposed uses, but also existing recreational facilities on the south end of the sub-area. Some members felt existing parking was also insufficient for these existing recreational facilities.
- Providing an additional means of access onto Eton Road (other than Lincoln) is imperative.
- The City should encourage repair or replacement of the RR bridge over Maple Road in its negotiations with Amtrack or Grand Trunk RR.
- Minimizing the impacts of truck traffic on surrounding residential neighborhoods is essential.
- Preservation of Kenning Park as green space should be a priority.

- Commission members felt the mixed use concept was acceptable, however, concern was expressed about the lack of designated boundaries between uses within the sub-area. Commission members believed it would be difficult for City officials to make future land use decisions within the sub-area without the delineation of boundaries between uses.
- New signage within the sub-area should be continue to be subject to the City's existing sign ordinance.
- Investigation of implementation strategies should include analysis of the feasibility of establishing a brownfield to encourage redevelopment of the sub-area.

TRAFFIC AND SAFETY BOARD

A joint meeting of the Planning Board and Traffic and Safety Board was held on January 14, 1998. Representatives of the Traffic and Safety Board, including the City's traffic consultant indicated the following issues related to the Draft Eton Road Corridor Plan:

- Any redevelopment of the corridor will result in an increase in traffic. There should be some general comparison between the alternatives regarding which may have the greater impact.
- More detailed analysis of the type and routes of existing and future truck traffic may be appropriate as a future study.
- Existing conditions merit improvements at the intersection of Maple and Eton Road. Evaluation of this issue and potential design solutions should be identified in the implementation section of the report.
- The City should consider how traffic from development in this corridor may impact other traffic and circulation issues beyond the study area such as west on Lincoln where the issue of traffic calming has been discussed.
- Representatives also raised the issue of the low clearance of the railroad viaduct over Maple and improvements to this bridge should be considered.

We will be in attendance at upcoming City meetings to discuss the development alternatives. Please feel free to call us in the meantime with questions or comments.

Respectfully submitted,

McKENNA ASSOCIATES, INCORPORATED

John R. Jackson, AICP
Principal Planner

Beth Hibner
Associate Planner

APPENDIX

APPENDIX C

Market Information

Post-it® Fax Note	7671	Date	1-3-96	# of pages	4
To	Mr. Joel Ravitz		From	Melissa Armstrong	
Co/Dept			Co.	Det. Det. Chamber	
Phone #			Phone #		
Fax #	810-553-0588		Fax #	313-964-0168	

Industrial Properties Overall Market Review

Metropolitan Detroit currently has 387.7 million square feet of industrial space according to the CB Commercial Property Information Management System (PIMS). The makeup of the industrial market in Metropolitan Detroit is 63.8% manufacturing space, 21.8% warehouse space and 3.1% R&D space. The rest of the space is for special purpose use. Detroit is the 7th largest industrial market in the United States.

The industrial market absorbed 15,597,274 square feet in 1994, for a combined vacancy rate of 6.1% at year end. The large building vacancy index for properties in excess of 100,000 square feet is 5.8%.

Of the 387.7 million square feet of space, 201.6 million, or 52% is rental stock. This is indicative of the Metropolitan Detroit market, which tends to have many single tenant, or owner occupied properties due to the heavy concentration of manufacturing space. From a warehousing perspective, Detroit ranks 44th nationally on a square foot per capita basis of the 53 markets surveyed by CB Commercial. This would account for the fact that Detroit is not situated in "The Path of Goods Movement," along the major east/west interstates of the United States. Detroit is one of the major manufacturing hubs of the country.

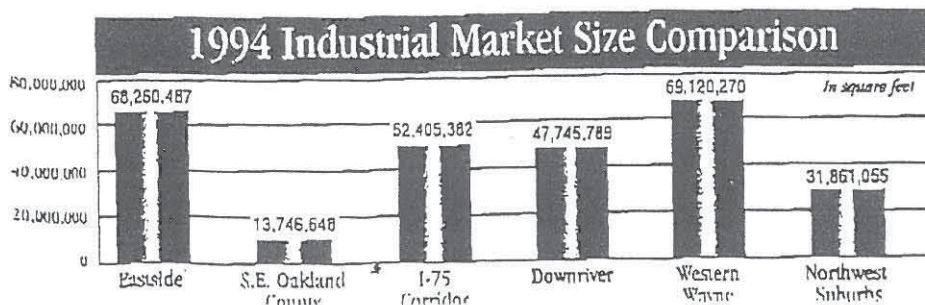
This report covers the activity in submarkets in Metropolitan Detroit. Analysis and other statistical data is included for Ann Arbor and Detroit, but due to the small size of the Ann Arbor market, a write up is not included. The City of Detroit is also not covered, due to the poor condition of many properties. Metropolitan Detroit has always been divided into 2 major submarkets, east and west, each containing 3 submarkets. The growth areas for new development continue to be the north end of the I-75 corridor including Auburn Hills and Rochester Hills, the northwest suburbs along I-96 heading west to Lansing and the M-14 corridor leading to Ann Arbor. The majority of the R&D properties are also heavily concentrated in these areas.

In summary, with the lowest vacancy rate experienced since 1988, build-to-suit development and plant expansion will be the name of the game for 1995. Companies considering expansion will have to begin their planning phase much earlier in the cycle to allow for the lack of suitable available properties.

EASTSIDE

The eastside industrial market covers all of Macomb County and the eastern portion of Oakland County. Major players on the eastside were all active in either acquiring new facilities or adding to existing plans. Examples include the Detroit Center Tool Company purchase of a 75,000 square foot plant and addition of 180,000 square feet. Other transactions include Textron Automotive, 107,000 square feet; Apex Mold & Engineering, 42,000 square foot plant; and Kuka Welding Systems & Robotics will soon break ground on a 160,000 square foot plant. The Shamrock Division of Ring Screw Works is constructing a major facility at 18 Mile and Mound, while Pilot Industries took on a newly constructed 40,000 square foot facility at Mound & 19 Mile.

Market Size
68,260,487 Sq. Ft.
Vacancy Rate
5.5%
Absorption 1994
4,463,767 Sq. Ft.
New Construction
453,600 Sq. Ft.
Asking Industrial Rates
\$2.75-\$5.50
Asking High Tech Rates
\$5.50-\$10.00



The eastside has a heavy concentration of machine tool and die shops, welding shops and small manufacturing firms that cater to the automotive industry. A good portion of this area was developed in the 1930's and 1940's, while new growth is located north of 18 Mile Road.

Market Size

13,746,648 Sq. Ft.

Vacancy Rate

4.9%

Absorption 1994.

181,036 Sq. Ft.

New Construction

-0-

Asking Industrial Rates

\$2.50-\$4.60

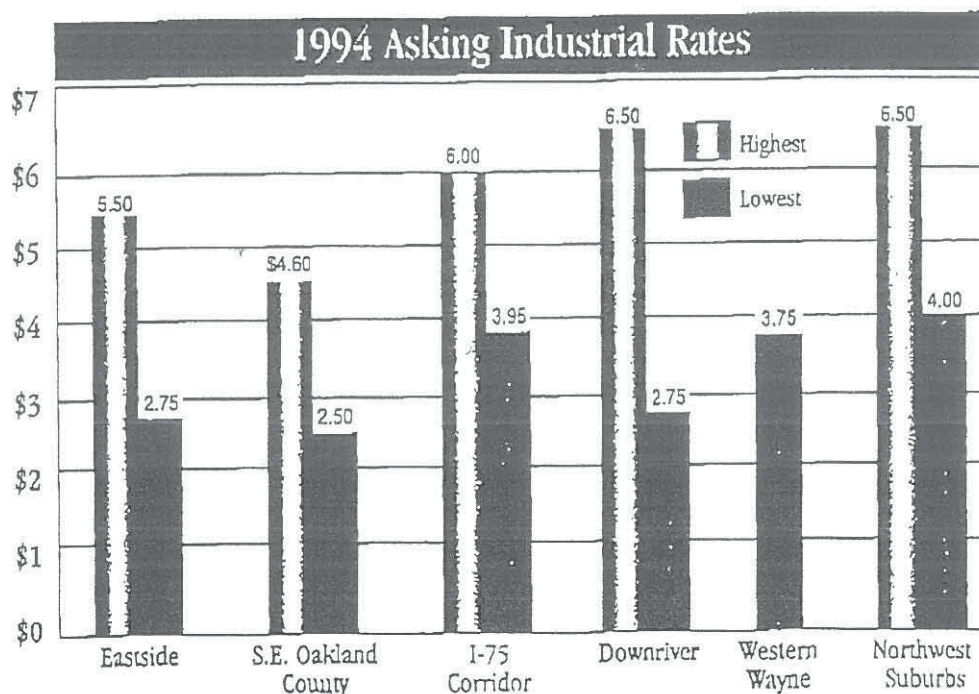
Asking High Tech Rates

\$8.50-\$9.75

SOUTHEAST OAKLAND COUNTY SUBMARKET

The industrial market in Southeast Oakland county is dominated by older manufacturing facilities and is centrally located relative to the Metropolitan area. Since there is little available land for construction, many expanding companies must acquire nearby properties as they become available, or relocate to suburbs further out.

The principal advantages of this market are the opportunity for redevelopment of existing buildings, the relatively lower cost of buying or leasing facilities, its central location, and its proximity to I-75 and I-696.



Market Size

52,405,382 Sq. Ft.

Vacancy Rate

5.4%

Absorption 1994

3,089,162 Sq. Ft.

New Construction.

-0-

Asking Industrial Rates

\$3.95-\$6.00

Asking High Tech Rates

\$5.50-\$9.50

I-75 CORRIDOR

The I-75 submarket has, for the past two decades, been one of the most active, with its success mirroring that of Oakland County, the strongest economic unit in the state of Michigan. With the recession in the early 90's, came an increase in the vacancy rate and limited industrial development. Industrial vacancy has since dropped from 7.1% in 1993 to 5.4% in the last quarter of 1994, due to the fact that 3,089,162 square feet of space was absorbed.

Lease rates stabilized during the first half of 1994 and are starting to show modest increases. With considerable built-to-suit activity, the market north of M-59 has seen most of the action with notable developments such as Centerpoint Business Park, which is the redevelopment of the GM Pontiac Central Truck Assembly Plant facilities. With Etkin Equities, a local developer, General Motors is redeveloping the old GM Truck and Bus plant into a premier engineering center which, when completed, will have nearly 4 million square feet of space. The past year has also seen other substantial developments along the I-75 corridor for Thyssen, Textron, Lear Seating, American Axle and Haden.

In addition, Guardian Industries is moving its world headquarters to Auburn Hills and Axco Coatings has added 86,000 square feet of distribution to its facilities in Pontiac. There has also been strong absorption of existing buildings in the mature areas of Troy and Madison Heights (almost 2.4 million square feet). U of M economists predict Oakland County job growth to accelerate through 1995, which suggests the positive market we are experiencing now will only get better.

DOWNRIVER

The Downriver industrial market includes the southern most communities of Wayne County. This market is served by three interstates; I-75 on the east, I-275 on the west and I-94 on the north, allowing access to all points in Metropolitan Detroit, Ohio and Indiana.

This industrial market will undoubtedly see strong construction activity in 1995. With Ford Motor Company absorbing almost all of the new construction in Dearborn, they have been forced to look to the neighboring communities of Taylor, Romulus and Melvindale for new requirements. This market serves as the center for transportation, warehousing and associated "Big Three" vendor activities. Transportation facilities, once abundant, are now extremely scarce, and airport expansion has also driven build-to-suit activity as related services look for new locations.

In 1994, absorption in the industrial market was over 2,562,000 square feet, while 1993 saw a rate under 500,000 square feet. Correspondingly, the vacancy rate fell to 6.7% from 8.2%, with especially strong leasing activity in the 4th quarter of 1994. New construction alone in 1994 amounted to almost 600,000 square feet. Nearly 30% of the new construction was built by REA Construction in Taylor and the Heiman Group in Metro Airport Park, on a speculative basis.

New construction for 1995 has already begun on a 420,000 square foot building by Ashley Capital in Romulus. 278,000 square feet of this new facility will be leased by Adistra Corporation.

WESTERN WAYNE COUNTY

Western Wayne County industrial suburbs experienced a stabilization in the market over the last 12 months. This market is home to most of the distribution facilities in Metropolitan Detroit. Many of these properties are now fully occupied, leaving a gap in the market for a lack of available product. The industrial vacancy rate fell 3.2% from 8.1% year end 1993 to 4.9% year end of 1994.

The effect of the strong automotive market on the lease rates for industrial properties is quite apparent. This market is now seeing lease rates that are 7-10% higher on average than 1993. Many firms have been forced to consider build-to-suits for their requirements. Plymouth, along the M-14 corridor in particular, has experienced several build-to-suits over the last year. Examples of these include: Frito Lay, Papa Romanos and The Fiester Company. In addition, Plymouth is also one of the few markets witnessing speculative development with a 47,000 square foot building in place, and a 27,000 square foot facility presently under construction.

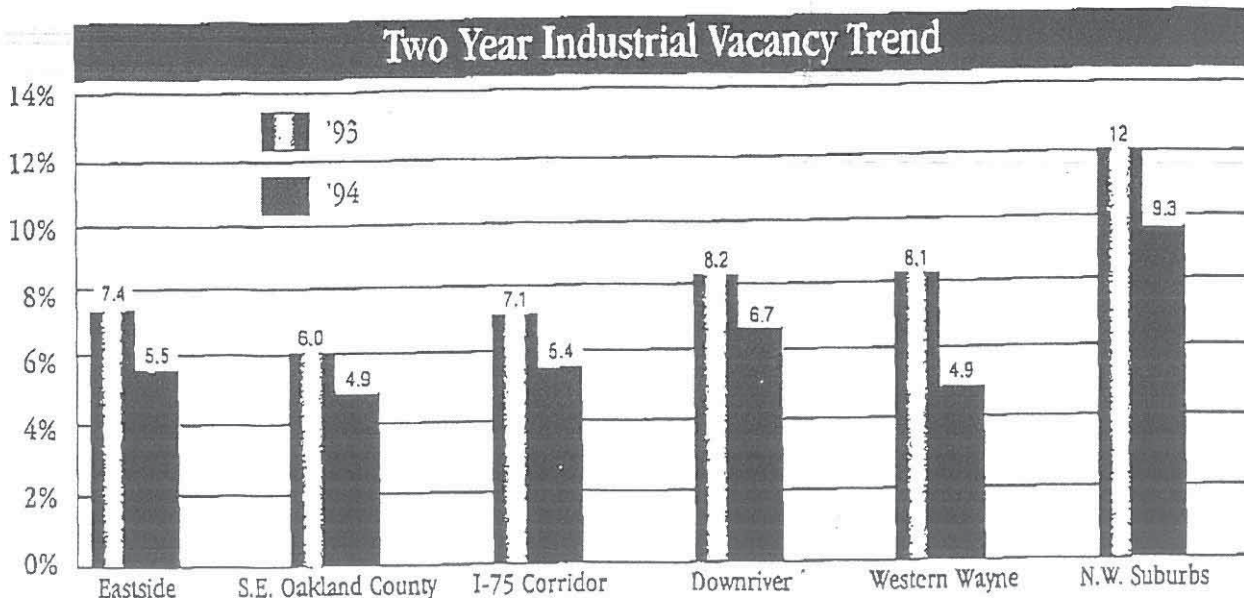
Other major industrial cities in this submarket include Canton, Plymouth, Plymouth Township, Redford, and Westland. It is a desirable location for manufacturing and distribution companies alike.

Market Size
47,745,789 Sq. Ft.
Vacancy Rate
6.7%
Absorption 1994
2,562,000 Sq. Ft.
New Construction
686,000 Sq. Ft.
Asking Industrial Rates
\$2.75-\$6.50
Asking High Tech Rates
\$6.50-\$12.00

Market Size
69,120,270. Sq. Ft.
Vacancy Rate
4.9%
Absorption 1994
4,919,229 Sq. Ft.
New Construction
115,315 Sq. Ft.
Asking Industrial Rates
\$3.75
Asking High Tech Rates
\$5.50-\$10.00

INDUSTRIAL PROPERTIES SERVICES INCLUDE:

- | | |
|-----------------------------|-------------------------|
| ■ Landlord Representation | ■ Tenant Representation |
| ■ Property Management | ■ Consultation Services |
| ■ Investment Property Sales | ■ Land |



Market Size
 31,861,055 Sq. Ft.
Vacancy
 9.3%
Absorption 1994
 1,507,655 Sq. Ft.
New Construction 1994
 300,000 Sq. Ft.
Asking Industrial Rates
 \$4.00-\$6.50
Asking High Tech Rates
 \$7.00-\$10.00

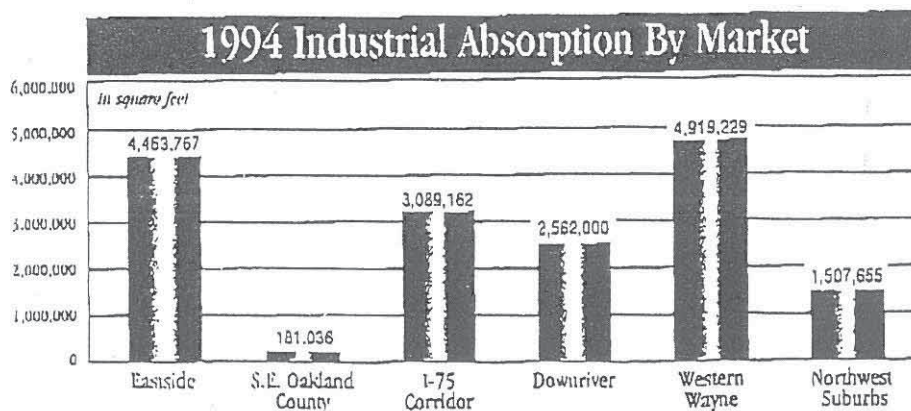
NORTHWEST SUBURBS

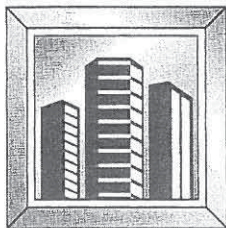
Detroit's northwest suburban industrial market, located in Oakland County, is defined as north of Eight Mile to M-59 and West of Telegraph to U.S. 23. Its major industrial corridors are I-696, stretching west to I-96, and I-275, progressing north from Wayne County. Together, they cover the cities of Southfield, Farmington Hills, Novi, Northville, Wixom, Commerce Township and Walled Lake.

The Northwest market is comprised of approximately 1,200 industrial buildings. This area is home to many of the research and development projects in Metropolitan Detroit. It also incorporates the older, more mature industrial areas such as Southfield and the new growth areas of Farmington Hills, Novi and Wixom.

Due to the large presence of its High Technology and R&D properties in Farmington Hills and Novi, the northwest industrial market strengthened. The vacancy rate at the beginning of the year was 17.2%, which dropped to 9.3% at the end of 1994.

1994's build-to-suit activity was a prelude for 1995. The forecast for this year is a continuation of increased build-to-suit activity along I-96 heading west towards Ann Arbor.





METROPOLITAN DETROIT OFFICE MARKET REVIEW

12 Month Review

Southeast Michigan's office real estate market completed its rebound in 1996. The suburban markets, buoyed by a strong local economy and a healthy automotive industry, saw class A vacancy rates drop into single digits for the first time in the 90s, and rapid tightening in the class B suburban markets as a result. Effective rental rates and sale prices began climbing in both sectors. The city of Detroit also enjoyed heightened activity, fueled by announcements of two new stadiums, four casinos, numerous residential developments and General Motors Corp.'s purchase of the Renaissance Center as its new international headquarters.

Significant market developments in 1996 included:

- Class B markets saw more than 364,500 sf of positive absorption in the last six months of 1996, as the space attracted clients shut out of class A space in most suburbs.

- The overall suburban vacancy rate for class A properties registered 5.6 percent at the end of 1996. Dearborn's class A submarket was the most improved, with vacancy dropping nearly 50 percent in the last half of the year to 3.9 percent. The north suburban market—which includes more than half of metro Detroit's class A office space—also tightened, ending the year at a 5.8 percent vacancy rate.
- Asking rents for suburban class B space climbed 6.6 percent in the second six months of 1996, as the space attracted tenants shut out of class A space in most suburbs. The mean asking rent rose to \$17.06 psf, a \$1.06 increase over mid-year 1996.

- Asking rents for class A properties inched up steadily. The mean asking rent for the suburbs stood at \$20.30 per square foot (psf) at the end of 1996, a 76 cent increase from mid year. Detroit CBD class A rents rose to \$20.14, a 69 cent increase from mid year.

- Sale product moved more quickly—usually within 60 to 90 days—and at higher prices than a year ago.

- The sales of several landmark class A properties—Southfield's 1.9 million sf of Prudential Town Center to the Singapore government for approximately \$215 million, and Detroit's 2.8 million sf Ren Cen to General Motors for approximately \$72 million—demonstrated investors' confidence in the metropolitan Detroit market.

- Blocks of contiguous space larger than 15,000 sf are rare in all class A and class B markets

- Scattered build-to-suit construction began. A lack of buildable land in prime markets is causing users to purchase and then demolish existing property to make room for their new construction.

- Available sublease space decreased significantly across all markets. 526,119 sf of sublease space is available at the end of first quarter 1997, compared with more than 1 million sf available at the same time last year.

12 Month Outlook

Metropolitan Detroit's office market will remain a landlord's market throughout 1997, even if the economy plateaus. Strong demand, particularly from service firms, will likely continue through the year. With suburban class A markets extremely tight, available class B space is moving quickly—more than 787,000 sf of suburban class B

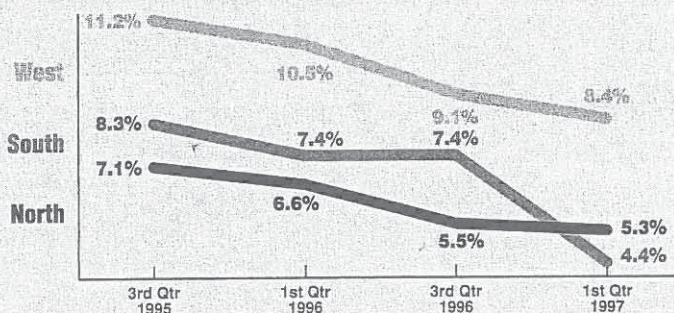
space was absorbed in the first three months of 1997. With little construction on the horizon, user demand for space will continue to exceed supply, and sale prices and rents will rise steadily.

Significant trends for 1997 include:

- The suburban class C market will begin to pick up as available B space dwindles. Nearly 67,000 sf of suburban and downtown Detroit class C space was absorbed in the first three months of 1997.

CLASS A HISTORICAL VACANCY BY SUBMARKET

Suburban Detroit Office Markets



Note: the east suburban submarket has no class A space

SOURCE: TRERICE TOSTO MANAGEMENT INFORMATION SYSTEMS

- Users looking for space will continue to choose from few alternatives unless they are willing to wait a long time.

- Sale buildings, particularly between 10,000 and 40,000 sf, are in high demand.

- Effective rental rates will continue to rise. Concessions are gone, tenant improvement allowances are increasingly less common and landlords typically can choose the most qualified tenant from several prospects interested in any available space.

- Speculative office development is unlikely until lease rates rise enough to justify new construction. Effective lease rates will have to hit at least \$24 psf in the suburbs and \$26 psf in Detroit before new class A construction is feasible.

- Heightened interest in downtown Detroit should continue, as people speculate about where casinos and displaced Renaissance Center tenants will end up. Casino sites should be finalized by the end of the year, but the full impact of Ren Cen moves will unfold gradually over the next several years.

- While constrained by a shortage of buildable land, build-to-suit activity will still increase, especially in the tighter markets in the north suburbs, like Troy.

- Look for more rehabs of older class B and lower class A into space that will appeal to users locked out of A space, particularly in the southern part of Southfield and in downtown Detroit.

- Tenants with large space requirements will find ways to make their existing space work through renovation. More developers will choose to renovate existing space to attract clients looking for class A space, rather than trying to obtain financing for new construction.

Absorption
Rates



Ongoing
Gains

Vacancy



Continued
Improvement

Rental
Rates



Steady
Increases

Land Prices



Slowly
Firming

Outlook



Continued
Healthy Market

TRERICE TOSTO

METROPOLITAN DETROIT OFFICE MARKET

01/01/97 - 6/30/97

SUMMARY STATISTICS FOR SECOND QUARTER 1997

MARKET	TOTAL SQ. FT.	VACANT SPACE	ASKING RENTAL RATE	VAC RATE	ABSORPTION 1/97 - 6/97
AUBURN HILLS:					
TOTAL CLASS A	252,146	12,000	\$17.50	4.76%	(500)
TOTAL CLASS B	256,720	25,693	\$17.29	10.01%	(2,787)
OVERALL	508,866	37,693	\$17.39	7.41%	(3,287)
BIRMINGHAM/BLOOMFIELD HILLS:					
TOTAL CLASS A	1,040,615	20,307	\$22.65	1.95%	5,716
TOTAL CLASS B	3,769,962	223,134	\$18.47	5.92%	44,407
TOTAL CLASS C	199,671	15,235	\$17.97	7.63%	(793)
OVERALL	5,010,248	258,676	\$19.31	5.16%	49,330
DEARBORN:					
TOTAL CLASS A	1,672,882	64,687	\$22.76	3.87%	973
TOTAL CLASS B	925,400	126,664	\$18.50	13.69%	15,398
TOTAL CLASS C	65,000	25,000	\$17.00	38.46%	(7,500)
OVERALL	2,663,282	216,351	\$21.14	8.12%	8,871
FARMINGTON HILLS/WEST BLOOMFIELD:					
TOTAL CLASS A	2,002,997	128,534	\$17.99	6.42%	11,481
TOTAL CLASS B	2,305,653	153,954	\$17.30	6.68%	6,073
TOTAL CLASS C	122,000	24,093	\$15.12	19.75%	13,488
OVERALL	4,430,650	306,581	\$17.55	6.92%	31,042
I-275 CORRIDOR: <i>(Includes: Canton, Livonia, Northville, Novi and Plymouth)</i>					
TOTAL CLASS A	1,647,409	167,649	\$19.45	10.18%	(55,919)
TOTAL CLASS B	1,310,198	195,523	\$16.11	14.92%	12,156
TOTAL CLASS C	158,000	18,591	\$12.82	11.77%	(3,591)
OVERALL	3,115,607	381,763	\$17.71	12.25%	(47,354)
SOUTHFIELD:					
TOTAL CLASS A	7,093,267	487,447	\$20.17	6.87%	75,080
TOTAL CLASS B	3,431,530	312,876	\$16.27	9.12%	96,480
TOTAL CLASS C	4,059,481	917,425	\$13.40	22.60%	(68,027)
OVERALL	14,584,278	1,717,748	\$17.37	11.78%	103,533
TROY:					
TOTAL CLASS A	3,362,456	95,492	\$19.79	2.84%	(11,243)
TOTAL CLASS B	7,067,929	543,830	\$17.17	7.69%	701,940
TOTAL CLASS C	593,114	48,959	\$14.63	8.25%	4,828
OVERALL	11,023,499	688,281	\$17.83	6.24%	695,525

OFFICE AVAILABILITY FOR SELECTED CITIES

Area/City	Gross SF in Market	1st Qtr 1997 Vacant SF	Vacancy Rate	Asking Rates \$/SF (mean)	Gross SF in Market	1st Qtr 1997 Vacant SF	Vacancy Rate	Asking Rates \$/SF (mean)	Gross SF in Market	1st Qtr 1997 Vacant SF	Vacancy Rate	Asking Rates \$/SF (mean)			
NORTH AREAS				CLASS "A" BUILDINGS				CLASS "B" BUILDINGS				CLASS "C" BUILDINGS			
Auburn Hills/Roch Hls	262,000	14,200	5.4%	\$17.50	263,700	22,900	8.7%	\$17.31	—	—	—	—			
Birmingham/Blfd. Hills	1,040,800	20,100	1.9%	\$22.13	3,783,000	241,100	6.4%	\$18.30	200,000	14,100	7.1%	\$18.00			
Southfield	7,093,300	500,000	7.0%	\$19.66	3,432,000	302,400	8.8%	\$16.16	4,060,000	850,600	21.0%	\$13.37			
Troy	3,362,500	84,100	2.5%	\$19.66	7,068,000	589,800	8.3%	\$17.14	593,200	36,500	6.2%	\$14.57			
NORTH TOTALS	11,758,600	618,400	5.3%	\$19.74	14,501,700	1,156,200	8.0%	\$17.23	4,853,200	901,200	18.6%	\$11.49			
SOUTH AREAS															
Dearborn	1,672,900	73,700	4.4%	\$22.68	925,400	176,600	19.1%	\$18.28	65,000	17,500	26.9%	\$17.00			
EAST AREAS															
Oak Park, Royal Oak, Madison Heights	—	—	—	—	719,500	240,400	33.4%	\$13.12	—	—	—	—			
WEST AREAS															
Farmington Hills, W. Blfd.	2,003,000	132,200	6.6%	\$17.81	2,305,700	154,200	6.7%	\$17.07	122,200	30,100	24.7%	\$15.01			
I-275 Corridor	1,647,500	175,700	10.7%	\$19.36	1,310,200	192,200	14.7%	\$15.99	158,000	18,600	11.8%	\$12.82			
WEST TOTALS	3,650,500	307,900	8.4%	\$18.59	3,615,900	346,400	9.6%	\$16.53	280,000	48,700	17.4%	\$13.92			
SUBURBAN AREA TOTALS															
	17,082,000	1,000,000	6.0%	\$20.33	19,043,000	1,679,200	12.2%	\$17.35	5,198,200	967,400	21.0%	\$14.13			
DETROIT CBD															
Detroit CBD	5,810,600	570,000	9.8%	\$19.70	5,530,000	1,114,000	20.1%	\$15.76	2,780,000	867,500	31.2%	\$10.42			
ALL AREA TOTALS	22,892,600	1,570,000	7.0%	\$20.18	24,573,000	2,793,200	14.2%	\$16.95	7,978,200	1,834,900	23.5%	\$13.21			

EAST Overview & Outlook:

The Market: 719,500 total sf in Oak Park, Royal Oak, Madison Heights. 100 percent is class B.

Vacancy: 33.4 percent (240,400 sf)

Asking Rental Rates: (per square foot)
\$13.12 mean

Vacancies are dropping and lease rates are firming in the older, primarily class B office and medical space that comprise the east submarket. City officials and developers recently reached agreement on a proposed office/hotel/conference center/condominium complex near the northeast corner of Woodward and I-696 in Royal Oak which will include 118 condos, a 120,000 sf office building, a 110-room hotel and a 10,000 sf conference center.

WEST Overview & Outlook:

The Market: 7.5 million total sf in Farmington Hills, West Bloomfield, I-275 corridor. 48 percent is class A; 48 percent is class B; 4 percent is class C.

Vacancy: 9.3 percent (702,900 sf)

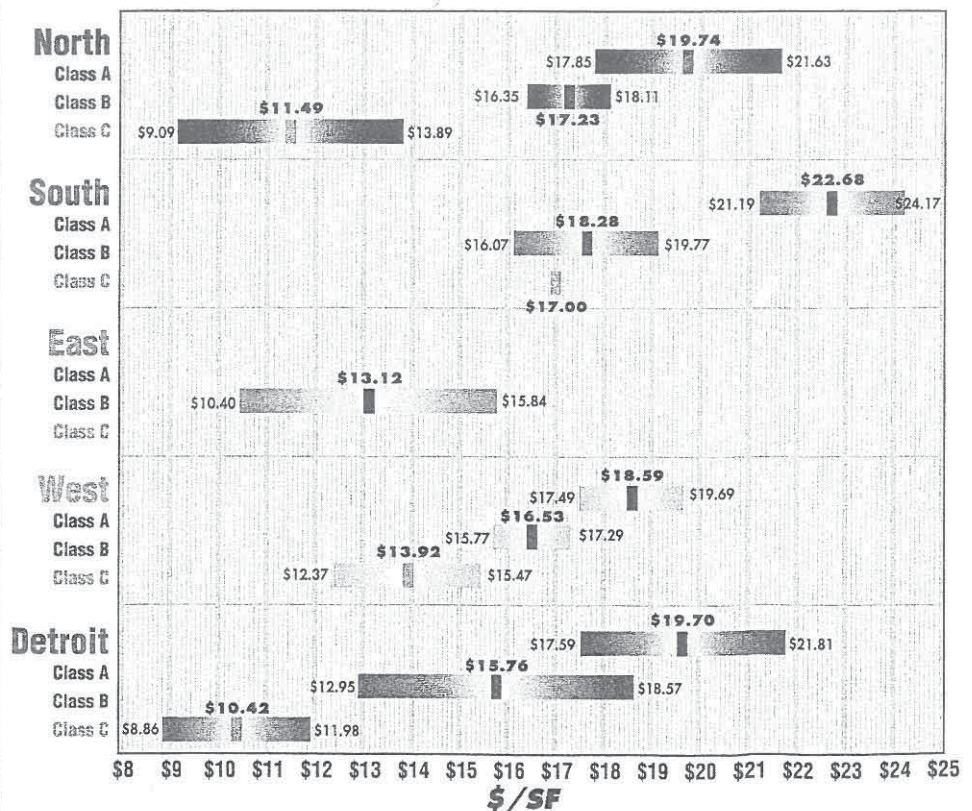
Asking Rental Rates: (per square foot)
\$17.48 mean

Significant Submarket: Farmington Hills, with vacancy rates of 6.6 percent in class A and 6.7 percent in class B, down from 8.7 percent and 8.8 percent respectively at mid-year 1996

User interest in the I-696/I-275 corridor remains very high. Several large blocks of space recently hit the market in Livonia, causing a temporary negative absorption trend, but the space should lease relatively quickly. Large contiguous blocks of space are non-existent in this corridor—contiguous space of 50,000 sf and up can be found in just one class A and one class B building.

ASKING OFFICE RENTS

Metropolitan Detroit • Selected Areas



Rental rates are quoted on a gross basis, excluding electric and escalation charges.
NNN rental rates are grossed up.

NORTH Overview & Outlook:

The Market: 31.1 million total sf in Auburn Hills/Rochester Hills, Birmingham/Bloomfield Hills, Southfield and Troy. 38 percent is class A; 46.5 percent is class B; 15.5 percent is class C.

Vacancy: 8.6 percent (2.67 million sf)

Asking Rental Rates: (per square foot)
\$17.84 mean

Significant Submarket: Birmingham/Bloomfield Hills, with an incredibly low class A vacancy rate of 1.9 percent

The north suburban area is southeast Michigan's healthiest as well as its largest, with more than 26.2 million sf total in class A & B, of which just 1.7 million sf is vacant. It is the site of several new developments: Oxford Pointe in Southfield, an 80,000 sf multi-tenant office building near Lahser and Northwestern Highway; Columbia III, a 80,000 sf multi-tenant class A office building—more than 50 percent pre-leased—at the northwest corner of Big Beaver, Livernois and I-75 in Troy; and the \$10-million Candlewood Park, featuring a 47,000 sf one-story office building and a three-story, 116-room hotel at the northeast corner of Troy Center Drive and Kirts Boulevard. Troy, which has several available parcels of developable land, and Auburn Hills/Rochester Hills are likely sites for any additional speculative development proposed in suburban Detroit in the next year.

SOUTH Overview & Outlook:

The Market: 2.6 million sf in Dearborn. 63 percent is class A; 35 percent is class B; 2 percent is class C.

Vacancy: 10.1 percent (267,900 sf)

Asking Rental Rates: (per square foot)
\$21.01 mean

Dearborn is one suburban community benefiting from downtown Detroit's tenant shuffle. Ford Motor Co. moved approximately 3,000 workers from the Ren Cen to offices in Dearborn, prompting speculation that many of the advertising and other service firms with Ford business will follow them.

REPRESENTATIVE OFFICE "DONE DEALS" IN 1996



Farmington Hills

39,120 sf at 34505 W. Twelve Mile was leased to Delta Dental Plan. Asking rent was \$18.95 psf.

Farmington Hills

60,000 sf at Country Club Corporate Park was leased to Silicon Graphics. Asking rent was \$13 psf.

Livonia

29,559 sf at 17380 Laurel Park Drive was leased to Kroger. Asking rent was \$19.50 psf.

Livonia

21,901 sf at 38777 W. Six Mile was leased to Citizens Insurance Co. of America. Asking rent was \$18.50 psf.

Southfield

The 1.9 million sf Prudential Town Center was sold to the Government of Singapore Investment Co. for \$215 million.

Southfield

The 241,751 sf One Northwestern building was sold to Prentiss Properties Trust for \$31 million.

Southfield

46,810 sf at 200 Galleria Offcentre was leased to Andersen Consulting. Asking rent was \$18.25 psf.

Southfield

96,364 sf at the former 1st National Bank Building was leased to Universal Standard Medical Labs.

Bingham Farms

27,953 sf at 30800 Telegraph was leased to Lake States Work Place Solutions. Asking rent was \$15.25 psf.

Bingham Farms

41,539 sf at 30400 Telegraph Road was leased to Flagstar. Asking rent was \$16 psf.

Troy

54,035 sf at Sheffield Office Center on Big Beaver Road was leased to EDS Corp. Asking rent was \$19.25 psf.

Troy

121,261 sf at 3310 W. Big Beaver was leased to DMB&B Advertising. Asking rent was \$16.50 psf.

Troy

67,000 sf at 901 Wilshire Drive was leased to Detroit Medical Center. Asking rent was \$16.50 psf.

Troy

The 164,000 sf Wilshire Plaza North building was sold to JP Morgan Investment Management Inc. of New York for \$14 million.

Detroit

The 2.8 million sf Renaissance Center was sold to General Motors Corp. for a reported \$72 million.

Detroit

The 500,000 sf 150 W. Jefferson building was sold to Highgate Holdings for a reported \$70 million.

Detroit

78,000 sf at 455 W. Fort was leased to the Detroit Department of Employment and Training. Asking rent was \$15 psf.

Dearborn

54,859 sf at 835 Mason was leased to National TechTeam Inc. Asking rent was \$20 psf.

Southfield

200,000 sf at First Center Office Plaza was leased to The Polk Company. Asking rent was \$18.50 psf.

Southfield

43,254 sf at 27335 W. Eleven Mile was leased to Excel Industries. Asking rent was \$9.75 psf.

A representative sample of major transactions in southeast Michigan from January through December 1996.

DETROIT CBD Overview & Outlook:

The Market: 14.1 million total sf in Detroit's Central Business District. 41 percent is class A; 39 percent is class B; 20 percent is class C.

Vacancy: 18.1 percent (2.5 million sf)

Asking Rental Rates: (per square foot)
\$16.33 mean; \$12.23-\$20.43 range

Detroit's class A office real estate market is extremely tight, with just 570,000 sf available and several recent reports of downtown users—like Gale Research—relocating to the suburbs after failing to find space in the city. Landlords are rehabbing older class A and upper end Class B space, hoping to attract some of these tenants with limited success so far. Speculation about sites for planned casinos is driving land prices so high that speculative development will probably remain unfeasible until after casino locations are determined.

For other Trerice Tosto market research:

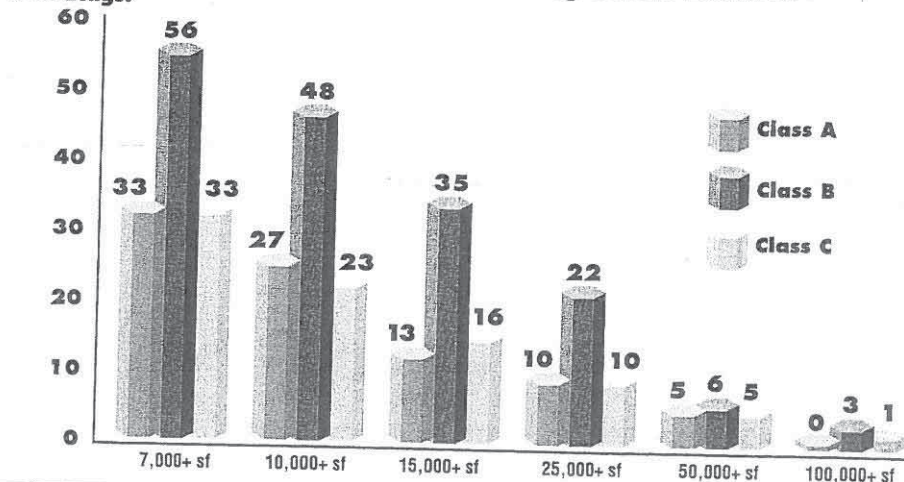
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CONTIGUOUS AVAILABLE SPACE

First Quarter 1997 • Metropolitan Detroit



SOURCE: TRERICE TOSTO MANAGEMENT INFORMATION SYSTEMS

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Oakland County

1996 LEASING ACTIVITY:

INDUSTRIAL & HI-TECH

Leasable Space for Industrial and Hi-Tech Markets					
Location	Industrial Rental Rate	Hi-Tech Rental Rate	Total Sq. Ft.	Available Sq. Ft.	Vacancy Rate
Auburn Hills & Rochester Hills	\$4.50-\$6.25	\$7.00-\$12.50	17,100,000	380,000	2.2%
Farmington & Farmington Hills	\$4.75-\$5.75	\$5.00-\$12.00	9,500,000	610,000	6.4%
Madison Heights	\$4.25-\$5.50	\$5.75-\$9.75	9,600,000	420,000	4.4%
Novi	\$4.75-\$5.75	\$5.00-\$12.00	6,200,000	250,000	4.0%
Royal Oak	\$3.50	\$4.50	11,600,000	410,000	3.5%
Southfield & Bloomfield	\$4.50-\$5.50	\$6.00-\$7.50	4,300,000	280,000	6.5%
Troy	\$4.25-\$5.75	\$6.00-\$9.75	17,700,000	980,000	5.5%
Wixom	\$4.75-\$5.75	\$5.00-\$12.00	3,700,000	220,000	6.1%

Source: Signature Associates April 1996

OaklandCounty	1990	1995	2000	2005	2010	2015	2020
Total Population	1,083,592	1,150,872	1,192,164	1,232,182	1,272,192	1,318,997	1,359,846
Household Population	1,072,264	1,140,100	1,181,392	1,221,410	1,261,420	1,308,225	1,349,074
Total Households	410,520	440,003	461,578	483,455	506,060	530,457	551,773
No Children, Income Quartile 1	50,141	51,451	53,764	57,452	61,402	65,662	69,698
No Children, Income Quartile 2	66,166	70,128	73,603	78,556	84,059	89,667	94,287
No Children, Income Quartile 3	66,735	75,560	82,377	89,160	96,680	102,995	107,593
No Children, Income Quartile 4	83,481	94,378	104,014	114,535	123,746	129,897	133,718
w/Children, Income Quartile 1	14,330	14,430	13,367	13,038	12,635	12,549	12,459
w/Children, Income Quartile 2	26,108	27,151	27,302	26,984	26,740	26,985	27,480
w/Children, Income Quartile 3	42,808	44,474	45,417	45,277	45,348	46,805	48,832
w/Children, Income Quartile 4	60,571	52,431	61,734	58,453	55,450	55,897	57,706
Total Employment	681,037	745,309	806,126	856,189	883,393	885,258	887,826
Agr. Min. Nat. Res.	8,397	8,529	8,831	8,983	9,241	9,334	9,410
Manufacturing	116,987	119,339	116,201	120,613	122,512	117,498	113,296
T.C.U.	30,089	28,447	30,025	31,818	32,562	32,374	31,682
Wholesale Trade	46,746	49,855	51,454	54,920	56,905	56,139	55,070
Retail Trade	130,230	138,807	144,912	153,806	156,589	154,007	151,734
F.I.R.E.	70,704	80,548	88,892	94,505	100,398	104,001	105,797
Services	268,006	308,944	353,750	378,829	291,901	397,773	407,103
Public Administration	9,878	10,777	12,061	12,715	13,285	13,682	13,734

Quartile 3	\$34,303 to \$55,585
Quartile 4	More than \$55,585

Because future dollar values of income quartiles cannot be projected accurately, forecast households are simply reported as households by quartile, with no dollar value specified.

3. Employment

Total employment measures the number of jobs, both full-time and part-time, located in the forecasted area. This includes self-employed proprietors. These jobs may be held by residents in the area or by nonresidents who commute into the area. Employment is broken down into eight types:

1. Agricultural, Mining and Natural Resources	SIC code 01 to 14
2. Manufacturing	SIC code 20 to 39
3. T.C.U. (Transportation, Communication and Utilities)	SIC code 40 to 49
4. Wholesale Trade	SIC code 50 and 51
5. Retail Trade	SIC code 52 to 59
6. F.I.R.E. (Finance, Insurance and Real Estate)	SIC code 60 to 67
7. Services	SIC code 70 to 89
8. Public Administration	SIC code 91 to 97

FORECAST GEOGRAPHY

1. Region and County

Southeast Michigan consists of seven counties. They are Wayne, Oakland, Macomb, Washtenaw, Monroe, St. Clair and Livingston.

2. Minor Civil Division (MCD)

There are 233 MCDs in the region. The numbering system of MCDs is as follows:

Wayne County	42 MCDs numbered between 1000 and 1999 and Detroit = 5
Oakland County	59 MCDs numbered between 2000 and 2999
Macomb County	27 MCDs numbered between 3000 and 3999
Washtenaw County	28 MCDs numbered between 4000 and 4999
Monroe County	24 MCDs numbered between 5000 and 5999
St. Clair County	32 MCDs numbered between 6000 and 6999
Livingston County	20 MCDs numbered between 7000 and 7999

To obtain a MCD map, please contact Jim Thomas at 313-961-4266.

MCDs are defined as of January 1, 1990, as recognized by the 1990 Census, with two kinds of exceptions. First, township "islands" are included within the surrounding city or village, and very minor differences may occur because of differences between zone boundaries and MCDs. Second, boundaries were updated to 1995 for two pairs of MCDs, Dexter/Scio Township, and South Lyon/Lyon Township, where there were sizable annexations between 1990 and 1995 that impacted their vacant land acreage. The tables in these files only give numbers by 1990 boundaries. In addition, the 1990 numbers do not reflect corrections made by the Census Bureau after the sample data were released. The forecast requires sample data detail and this is unavailable in the Census Bureau corrections. The one exception was South Lyon/Lyon township, where there was a major error in the 1990 census data. Staff used the official revised totals issued by the Census Bureau, and estimated the characteristics of the households involved in the change.

3. Zone

The smallest geographic level of the forecast is the 1442 small areas called "analysis zones." The numbering system of these zones is as follows:

Detroit City	292 zones numbered between 1 and 999
Wayne County (except Detroit)	334 zones numbered between 1000 and 1999
Oakland County	301 zones numbered between 2000 and 2999
Macomb County	192 zones numbered between 3000 and 3999
Washtenaw County	134 zones numbered between 4000 and 4999
Monroe County	71 zones numbered between 5000 and 5999

St. Clair County
Livingston County

69 zones numbered between 6000 and 6999
49 zones numbered between 7000 and 7999

To obtain a reference map of SEMCOG's zone system, please contact Jim Thomas
at **313-961-4266**.

CONTACT INFORMATION

Edward Limoges
Chief Demographic Forecaster
313-961-4266 Ext.265

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For further information about SEMCOG,
contact thomas@semcog.org.

For further information about this Web site,
contact webmaster@semcog.org.

Birmingham	1990	1995	2000	2005	2010	2015	2020
Total Population	19,997	20,147	20,204	20,135	20,183	20,296	20,316
Household Population	19,996	20,146	20,203	20,134	20,182	20,295	20,315
Total Households	9,121	9,307	9,383	9,514	9,689	9,863	9,970
No Children, Income Quartile 1	650	506	427	449	461	477	493
No Children, Income Quartile 2	1,314	1,184	1,096	1,073	1,081	1,099	1,113
No Children, Income Quartile	1,679	1,799	1,883	1,902	1,959	2,004	2,027
No Children, Income Quartile 4	3,304	3,795	4,005	4,268	4,474	4,586	4,621
w/Children, Income Quartile 1	88	56	38	41	41	41	42
w/Children, Income Quartile 2	155	99	75	93	92	92	93
w/Children, Income Quartile 3	506	437	414	394	384	387	396
w/Children, Income Quartile 4	1,425	1,431	1,445	1,294	1,197	1,177	1,185
Total Employment	20,177	20,841	21,468	21,251	21,455	21,107	20,865
Agr. Min. Nat. Res.	164	169	165	160	163	163	163
Manufacturing	899	1,162	1,271	1,393	1,452	1,414	1,352
T.C.U.	718	321	291	268	235	206	183
Wholesale Trade	746	907	1,002	1,112	1,208	1,231	1,234
Retail Trade	4,984	4,389	4,077	3,895	3,755	3,521	3,346
F.I.R.E.	2,786	3,414	3,703	3,744	3,890	3,944	3,943
Services	9,961	10,281	10,756	10,482	10,661	10,426	10,445
Public Administration	189	190	203	197	201	202	199

Documentation for 2020 Regional Development Forecast Data

*Southeast Michigan Council of Governments
June 20, 1996*

DESCRIPTION

This dataset contains all the information produced in the 2020 Regional Development Forecast (2020 RDF) at the most disaggregated level. Starting with the base year 1990 data, 2020 RDF projects the number of people, households and jobs in five-year intervals through 2020.

FILE INDEX

2020 RDF is geographically hierarchical: region - county - Minor Civil Division(MCD) - zone. The files with .dat extension are organized by region then by county. Within each county, data is shown for each MCD and for zones within each MCD. A Lotus file REG_ZONE.WK3 containing all 2020 RDF data in one spreadsheet is also included for easy extraction and analysis. For MCD and zone maps please contact Jim Thomas at **313-961-4266**.

File	Format	Description
<u>regzone.wk3</u>	Lotus 1-2-3	Regional Forecast by Zone Data
<u>regtot.dat</u>	ASCII	Regional Forecast Report (1 table)
<u>regcty.dat</u>	ASCII	Regional Forecast by County Report
<u>livmcd.dat</u>	ASCII	Livingston County Forecast by MCD Report
<u>livzone.dat</u>	ASCII	Livingston County Forecast by Zone Report
<u>macmcd.dat</u>	ASCII	Macomb County Forecast by MCD Report
<u>maczone.dat</u>	ASCII	Macomb County Forecast by Zone Report
<u>monmcd.dat</u>	ASCII	Monroe County Forecast by MCD Report
<u>monzone.dat</u>	ASCII	Monroe County Forecast by Zone Report
<u>oakmcd.dat</u>	ASCII	Oakland County Forecast by MCD Report
<u>oakzone.dat</u>	ASCII	Oakland County Forecast by Zone Report
<u>stcmcd.dat</u>	ASCII	St. Clair County Forecast by MCD Report
<u>stczone.dat</u>	ASCII	St. Clair County Forecast by Zone Report
<u>wasmdat</u>	ASCII	Washtenaw County Forecast by MCD Report
<u>waszone.dat</u>	ASCII	Washtenaw County Forecast by Zone Report
<u>waymcd.dat</u>	ASCII	Wayne County Forecast by MCD Report
<u>wayzone.dat</u>	ASCII	Wayne County Forecast by Zone Report

FIELD DESCRIPTIONS

1. Population

Total population includes all residents of the area, whether they reside in housing units or in group quarters (nursing homes, college dormitories, correctional facilities, etc.) Group quarters population is kept unchanged from 1990 to 2020, except that in selected areas having federal or state group quarters facilities, this population has been updated to 1995, and then kept unchanged to 2020.

2. Households

Total households equal the total number of occupied housing units. The household with children group is those households with one or more persons under 18 years of age. A household not containing any person under 18 is in the households without children group. Note that the 1990 total households figure is based on sample Census data and may differ slightly from the 100 percent count total. Also note that neither population nor household numbers have been adjusted to reflect 1990 Census undercount.

Household income quartiles consist of four income classes. Each class contains 1/4 of the region's total households. Households are arranged in order of income, lowest to highest. In terms of 1989 income, as reported in the 1990 Census, the quartile boundaries are as follows:

Quartile 1 Less than \$16,717
Quartile 2 \$16,717 to \$34,302

APPENDIX

APPENDIX D

Proposed Mixed Use Zoning Text

CITY OF BIRMINGHAM

An Ordinance to amend various sections of the Zoning Ordinance of the City of Birmingham, being ARTICLE II, Definitions, and ARTICLE XVIII, I, Industrial district of the Code of Ordinances, by deleting, in its entirety, the existing I, Industrial District and replacing it with the MX, Mixed Use District which allows a light industrial, commercial, and residential uses in a carefully planned environment.

PART I - ARTICLE II - DEFINITIONS

Sec. 126-26. Definitions

Artisan use means any premises used principally for the repair, manufacture, and sale of domestic furniture, arts, and crafts. The work must take place entirely within an enclosed structure using only hand-held and/or table-mounted manual and electric tools.

Automobile filling station means a place used for the retail sale and dispensing of fuel or lubricants together with the fixed equipment from which the fuel is dispensed directly into motor vehicles. Automobile filling stations may also incorporate a convenience store operation or a restaurant as an accessory use, provided it is clearly incidental to the filling station use. Parking requirements for filling station/convenience store or restaurant operations shall be computed by adding together the parking space requirements for each separate use.

Automobile repair - minor means engine tune-ups and servicing of brakes, air conditioning, exhaust systems; oil change or lubrication; wheel alignment or balancing; or similar servicing or repairs that do not normally require any significant disassembly or storing of the automobiles on the premises overnight.

Automobile repair - major means engine and transmission rebuilding and general repairs, rebuilding or reconditioning; collision service such as body, frame or fender straightening or repair; steam cleaning, undercoating and rust-proofing; and similar servicing, rebuilding or repairs that normally do require significant disassembly or storing of the automobiles on the premises overnight.

Automobile service station means a place where gasoline or other vehicle engine fuel, kerosene, motor oil and lubricants, and grease are sold directly to the public on the premises for the purposes of operation of motor vehicles; including the sale of minor accessories (such as tires, batteries, brakes, shock absorbers, window glass) and the servicing of and minor repair of motor vehicles.

Automobile repair garage means an enclosed building where major automobile repair services may be carried out.

Automobile wash or car wash establishment means an establishment contained within a building or premises or portion thereof where automobiles are washed.

Facade means the vertical exterior surface of a building that is set parallel to a frontage line.

Frontage line means all lot lines that abut a public street, private street, or permanently preserved or dedicated public open space.

Live/Work Unit means a residential dwelling unit(s) that shares space with a non-residential use.

Screenwall means an opaque, freestanding wall aligned with the facade of an adjacent building with the purpose of screening off-street parking and outdoor storage from view from the street.

PART II :

Article XVIII, I, Industrial District, The existing I, Industrial District shall be deleted in its entirety and the following language added.

ARTICLE XVIII. MIXED USE DISTRICT (MX)

Sec. 126-421. Intent

- (1) Encourage and direct development within the boundaries of the Eton Road Mixed Use District and implement the Eton Road Corridor Plan.
- (2) Encourage non-residential uses that are compatible in scale with adjacent residential neighborhoods.
- (3) Encourage the retention and expansion of existing uses that help define the Eton Road Corridor.
- (4) Allow mixed use developments including residential uses within the Eton Road Corridor.
- (5) Minimize the adverse effects of non-residential traffic on the adjacent residential neighborhood.

Sec. 126.422. Permitted principal uses.

- (1) Commercial uses limited to 6,000 square feet including, but not limited to, the following uses:
 - a. Neighborhood convenience business uses, no more than ~~4,000~~ 6,000 square feet in area, such as but not limited to the following: grocery stores, furniture stores, ~~barber and beauty shops~~, dry cleaning, ~~bakeries, tailors~~, drugstores, hardware, shoe repair and other similar uses.
 - b. ~~Furniture~~, Clothing, greenhouses, flower and gift shops.
 - c. Business uses such as art galleries, boutiques, jewelry stores, clothing stores, interior design shops, specialty home furnishing shops, leather and luggage goods shops, photography studios, bakeries, specialty food stores, tailors, tobacconists, and other similar uses.
 - d. General office.
 - e. Professional office.
 - f. Architect's office, engineer's office, contractor's office.
 - g. Medical/dental offices.
 - h. Barber, beauty salons.
 - i. Veterinary clinic, animal hospital, or pet grooming facility.
 - j. Kennels when completely enclosed within a building.
 - k. Businesses serving food and drink, provided such retail activities are transacted within the principal building.
 - l. Dance and exercise studios
- (2) Residential
 - a. Single family attached residential dwelling units except along Eton Road.
 - b. Residential dwelling units combined with a permitted non-residential use in the same building complex. First floor residential dwelling units with frontage on Eton Road will require a special use permit.
 - c. Live/work uses.
- (3) Light Industrial
 - a. Artisan uses.
 - b. Wholesale storage, warehousing, freezer and food locker establishments, wholesale distributing.
 - c. Manufacture of electrical equipment, tools and fixtures, injection molding processes, design and manufacturing of small automation equipment, conversion of strip steel into finished products, newspaper and commercial printing.
 - d. Major automobile repair including automotive conversions

e. Laboratories.

(4) Public/Semi-public

- a. Publicly owned buildings, public utility buildings, telephone exchange buildings, electrical transformer stations and substations, gas regulator stations and other similar uses.
- b. Municipal uses and buildings housing governmental functions.
- c. State-licensed family day care ~~homes~~ facilities subject to the provisions of Section 126-97(8).

(5) Transportation/Parking

- a. Public or private parking structures not accessory to a principal building or use.
- b. Bus passenger stations.
- c. Train passenger stations.
- d. Automobile rental establishments provided all vehicles are stored in a public or private parking garage.

(6) Recreation

- a. Semiprivate and private swimming pool and other outdoor recreational facilities
- b. Clubs, social, recreational and community center buildings.
- c. Indoor recreational uses.

(7) Regulated Uses

- a. Regulated uses are permitted, in accordance with Section 126-478, Regulated Uses. Regulated uses shall be limited to a maximum floor area of 6,000 square feet.

Sec. 126.423. Permitted accessory uses.

- (1) Off-street parking and loading facilities and automobile parking structures accessory to a primary use subject to the regulations of article XXI.
- (2) Outdoor cafes accessory to a business serving food and drink subject to City licensing requirements.
- (3) Private garage, private greenhouse, private swimming pools.
- (4) Signs per Chapter 86.
- (5) Fences (see section 126-473).
- (6) Home occupations (see article II).
- (7) Renting of rooms to not more than two roomers or boarders per dwelling unit.
- (8) The sale of beer, wine or other alcoholic beverages for consumption off the premises in conjunction with grocery stores, drug stores, and convenience stores.

- (9) Customarily incidental outside areas for display and sale of products provided such areas are improved and maintained with a paved surface having a suitable base, so as to provide a permanent, durable and dustless surface. Such area shall be graded and drained so as to collect and dispose of all surface water accumulated within the area without flowing the same over abutting public or private property.
- (10) Residential units located in accessory structures provided that the residential units meet the minimum unit requirements identified in Section 126-446. Where there is a conflict between this provision and the requirements of Section 126-476, this section shall take precedent.

Sec. 126.424. Uses permitted requiring special land use permit.

- (1) Outdoor storage of goods, material or equipment. (Such use must be enclosed with a screenwall)
- (2) Churches and other religious institutions.
- (3) Public or private schools or colleges.

Sec. 126.425. Site plan and design review

- (1) All developments within the mixed use (MX) district shall obtain site plan and design approval from the appropriate reviewing body in accordance with the regulations as set forth in sections 126-491 et seq. and 126-511 et seq.

Sec. 126.426. Required conditions in the MX district.

- (1) Building Height
 - a. The maximum building height, as defined in Article II, in the mixed use district shall be 45 feet.
 - b. The minimum building height for a one story building along Eton Road shall be 18 feet.
- (2) Building Size and Placement
 - a. Front building facades at the first story shall be located at the frontage line.
 - b. In the event of adjacent pre-existing setbacks, or the appropriate use of other design elements to define the streetwall, an adjustment may be allowed or required by the Planning Board.
 - c. Side setbacks shall not be required.
 - d. A minimum ten-foot rear-yard open space setback shall be provided from the

- midpoint of the alley, except that the Planning Board may allow this setback to be reduced or eliminated. In the absence of an alley, the rear setback shall be equal to that of an adjacent, pre-existing building.
- e. All buildings shall have their principal pedestrian entrance on the frontage line.
 - f. In the absence of a building facade, a screenwall shall be built along the frontage line and aligned with the adjacent building facade. Screenwalls shall be no less than 32 inches in height and made of brick, stone, or other masonry material matching the principal building. Upon approval by the Planning Board, screenwalls may be a continuous, maintained evergreen hedge or decorative metal fencing except when a screenwall is required by section 126-572(d) to screen parking facilities. Screenwalls may have openings a maximum of 25 feet to allow vehicular and pedestrian access. Screenwalls that exceed 48 inches in height shall include architectural details that are compatible with the architecture of the principal building.
 - g. First-floor awnings may encroach upon the frontage line and public sidewalk, but must avoid street trees; provide at least eight feet of clearance above the sidewalk; and be set back a minimum of two feet from the road curb.
 - h. Upper-floor awnings shall be permitted only on vertically proportioned windows, provided that the awning is only the width of the window and encroaches upon the frontage line no more than three feet.
 - i. First floor space must be designed with a minimum clearance between the finished floor and the finished ceiling of twelve (12) feet, to allow the space to be converted to/from residential and non-residential uses.

(3) Access Standards

- a. All principal buildings shall have a frontage line on a public ROW or dedicated public open space.
- b. The Planning Board may require shared access or connections between adjacent developments as a means to limit conflict points along public roads.
- c. Street connections to adjacent parcels and the existing road network shall be provided where there is the possibility to create future street connections as determined by the Planning Board. Road stubs for future connections shall be improved to the parcel or lot line.
- d. The proposed use shall be designed to minimize the impact of traffic generated by the use to the extent that is reasonably feasible, giving consideration to economic and site conditions. Consideration shall be given to the following as reviewed by the City staff, City Engineer, and/or the City's consultants:

1. Relationship between the proposed development and existing and

- proposed streets;
- 2. Estimated traffic generated by the proposed use;
- 3. Location and access to off-street parking;
- 4. Provisions for vehicular traffic; and,
- 5. Continuation of the planned street network for the Corridor as identified in the Eton Road Corridor Plan

(4) Parking and Loading Standards

- a. Loading docks and service areas shall be permitted only within rear open space. Doors for access to interior loading docks and service areas shall not face a public or private street.
- b. Off-street parking contained in the first story shall not be permitted within 20 feet of any building facade on a frontage line or between the building facade and the frontage line.
- c. The placement of two abutting off-street parking facilities with continuous street frontages shall not be permitted.
- d. All parking facilities shall be screened in accordance with the provisions in Section 126-572.

(5) Architectural Design Review.

a. Purpose

Architectural design is a key element in establishing a sense of place for a community. Buildings of high quality contribute to the attractiveness and economic well-being of a community, making it a better place to live and work. The community recognizes the importance of good architecture and its lasting impact.

The objective of these design standards is to direct builders toward creating buildings of timeless character that are in harmony with the natural and built environment. This is a function of good architectural principles such as selecting durable materials, composing elevations using appropriate proportions, selecting harmonious colors, and combining all the architectural elements in a balanced composition.

b. Requirements

- 1. Building materials shall possess durability and aesthetic appeal.

2. Provide a large quantity of attractive windows on a facade that fronts a street.
 3. Include architectural features on the building facade that provide texture, rhythm, and ornament to a wall.
 4. Colors shall be natural and neutral colors that are harmonious with both the natural and man-made environment. Stronger colors can be used as accents to provide visual interest to the facade.
 5. Interesting form to a building through manipulation of the building massing should be provided. This can be achieved through certain roof types, rooflines, and massing elements such as towers, cupolas, and stepping of the building form.
 6. These architectural elements shall be arranged in a harmonious and balanced manner.
- c. An application form from the planning department, indicating the applicant's name, mailing address, location of the property, name of the architect and such other information as deemed necessary by the Planning Department or other appropriate reviewing body.

PART III:

Article XXI, Parking Requirements, The parking requirements shall be amended as follows.

Sec. 126-564. Residential Parking

- (a) Residential uses, other than those in B-2, B-2B, B-2C, B-3, B-4, and MX zone districts shall maintain...
- (b) Required parking for a development in the B-2, B-2B, B-2C, B-3, B-4, and MX zone districts is to be computed on the basis of use as set forth in this and other sections of this chapter, subject only to the following modifications:
 - (2) Every building in a B-3 and MX zone district intended for residential occupancy shall provide off-street parking facilities based upon the number of habitable rooms per dwelling unit in the following ratios:

2 or less room unit - 1.00 space per unit
3 or more room unit - 1.25 spaces per unit
 - (4) B-3 and MX

PART IV - Article XIX, Schedule of Regulations, Shall be amended as follows**ARTICLE XIX. SCHEDULE OF REGULATIONS**

Sec. 126-446. Schedule of Regulations

Area, Height, Bulk and Placement Regulations for Permitted Principal Uses

Zone District	Required Minimum Lot Area in Square Feet per Dwelling Unit or Apartment Unit	Required Minimum Floor Area in Square Feet per Dwelling Unit or Apartment Unit	Maximum Total Floor Area in Percentage of Lot Area	Maximum Building Height	
				In Feet	In Stories
MX Mixed Use	1- bedroom dwelling unit - 1,500sf	Efficiency unit - 400 square feet	100% , except that the maximum usable floor area may be increased up to 150% by providing 1 parking space for every 300 square feet over the maximum 100% FAR.	45 feet	3 stories
	2- bedroom dwelling unit	1 - bedroom dwelling unit - 600 square feet			
	-2,000sf	2- bedroom dwelling unit - 800 square feet			
	3- bedroom dwelling unit -2,500sf	3-or more bedroom dwelling unit -1,000 square feet			

PART V: Repeal of Conflicting Provisions

All resolutions, ordinances or parts thereof in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.

PART VI: Severability

The various parts, sections, and clauses of this Ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

PART VII: Effective Date

This Ordinance shall become effective immediately upon publication in the official newspaper.

I, Judith Benn, CMC, Clerk for the City of Birmingham, Michigan, do hereby certify that the foregoing is a true copy of an ordinance duly adopted by the Birmingham City Commission at its regular meeting held on the ____ day of _____, 1999.

Judith Benn, CMC, Clerk
City of Birmingham, Michigan

ATTEST: _____
Scott D. Moore, Mayor

Within forty-five (45) days after the publication of any ordinance duly passed by the Commission, a petition may be presented to the Commission protesting against such ordinance continuing in effect. Said petition shall contain the text of such ordinance and shall be signed by not less than six percent (6%) of the registered electors registered at the last preceding election at which a Mayor of the City was elected. Said ordinance shall thereupon and thereby be suspended from operation and the Council shall immediately reconsider such ordinance.

INTRODUCED: _____

ADOPTED: _____

PUBLISHED: _____

APPENDIX

APPENDIX E

Proposed Mixed Use Zoning Application

**STANDARDS FOR SITE PLAN REVIEW OF PROJECTS
WITHIN THE MIXED USE DISTRICT
CITY OF BIRMINGHAM**

All proposed development projects within the Mixed Use (MX) District shall be reviewed pursuant to this section determining the following:

1. All of the information required by this section have been submitted for review.
2. All provisions of Chapter 126 of the City Code have been complied with.
3. The development complies with the provisions contained in the City's Engineering Design Standards, or other appropriate standards as determined by the City Engineer including roads, utilities, and rights of ways.
4. The following architectural design standards scoring shall be completed by the applicant and reviewed by the Community Development Department.

Architectural design is a key element in establishing a sense of place for a community. Buildings of high quality contribute to the attractiveness and economic well-being of a community, making it a better place to live and work. The community recognizes the importance of good architecture and its lasting impact.

The objective of these design standards is to direct builders toward creating buildings of timeless character that are in harmony with the natural and built environment. This is a function of good architectural principles such as selecting durable materials, composing elevations using good proportions, selecting harmonious colors, and combining all the architectural elements in a balanced composition.

a. METHOD OF EVALUATION

The design standards are not intended to promote buildings that appear uniform and similar. Variety and creativity in design are encouraged. The standards are structured in a point rating system, with desirable architectural elements given positive points and undesirable elements given negative points. The total score answers the question: Does the proposed building or addition possess enough positive points to comply with the architectural design standards of the mixed use district?

The standards are divided into the following categories:

- I. Building Materials
- II. Windows
- III. Architectural Features
- IV. Colors
- V. Building Form
- VI. Composition

The points assigned for each category are weighted according to their importance. The standards apply to all building facades that face a public or private road, common parking area, or other public space.

For buildings with an office wing in front of a warehouse, the foremost wall of the office wing constitutes the front facade; the wall of the warehouse/shop portion facing the road is not considered part of the front facade, except in Section I: Building Materials, where the front wall of the warehouse portion facing the road will be considered in the evaluation, as well as any other side wall facing the road. (In other sections of the evaluation, the "front" wall of the warehouse/shop and side walls shall not be considered. For example, in the calculation of the percentage of window area of a facade, these walls should not be counted as part of the overall wall area of the front facade.)

The City of Birmingham, Planning Department will be responsible for evaluating development proposals according to the scoring system. A completed scoring sheet will be submitted to the Planning Board with all proposals.

b. BUILDING MATERIAL

Objective: *Select exterior building materials that possess durability and aesthetic appeal.*

Scoring method: For primary exterior material composing more than 60% of the facade (including window area), the point allocation for that material should be doubled. For example, for a building consisting primarily of brick (+16 points x 2 = +32 points) with split face block accents (+4 points), the total score would be 36 points.

Exterior Wall Material	pts.	Applicant Score	Review Score
Brick masonry	+8		
Concrete slab (e.g., poured-in-place, tilt-up construction)	+4		
Concrete masonry units			
Split face block	+2		
Scored block	0		
Ground-face block	0		
Smooth face block	-8		
Metal siding			
Standing seam panels	-12		
Aluminum siding	-20		
Architectural grade	0		
Exterior Insulation Finish System (e.g., "dryvit"), scoring depends on the location of the finish on the exterior wall as follows:			
8 or more feet above approved grade	0		
4 to 8 feet above approved grade	-6		
Less than 4 feet above approved grade	-10		
Stone (e.g., limestone, granite)	+12		

Exterior Wall Material	pts.	Applicant Score	Review Score
Wood (lap, board and batten, shake)	+6		
Vinyl	-16		
T-111 and other wood panel siding	-20		
Subtotal:			

c. WINDOWS

Objective: *Windows are the main element contributing to an inviting facade. They give visual interest to a facade. Provide a large quantity of attractive windows on a facade that fronts a street.*

Characteristic	Resid.	Retail	Indus- trial	Applicant Score	Review Score
A. Percentage of front facade composed of windows					
More than 70%	-10	+20	-10		
50 - 69%	0	+10	0		
30 - 49%	+20	0	+20		
20 - 29%	0	-5	+10		
10 - 19%	-10	-10	-10		
Less than 10%	-20	-20	-20		
B. Window shapes					
Rectangular, including square	+4	+0	+0		
Palladian (rectangular window with a half-circular top)	+10	+4	+4		
Circular or octagonal other than decorative gable windows	-10	-10	-10		
Diamond	-10	-10	-10		
C. Proportions of window openings (width-to-height)					
Horizontal - more than 4:1 proportion (e.g., ribbon window)	-10	-10	+2		
Horizontal - 2:1 to 4:1 proportion	-10	-10	+2		

Horizontal - square to 2:1 proportion	-10	+5	+2		
Vertical - square to 1:2 proportion	+5	+5	+4		
Vertical - more than 1:2 proportion	+10	0	-8		
D. Glazing					
Clear	+4	+4	+4		
Tinting - green, blue, bronze, smoke	-4	-4	0		
Tinting - all other colors	-8	-8	-4		
Subtotal:					

d. ARCHITECTURAL FEATURES

Objective: *Include architectural features on the building facade that provide texture, rhythm, and ornament to a wall.*

Description: There are two categories of architectural features. The first category consists of compositional elements, that is, architectural features that contribute to dividing the elevation into interesting parts. Horizontal compositional elements include a cornice and a base, which give the facade a top and a bottom. Vertical compositional elements include pilasters and columns, which give the facade a sense of rhythm. The second category includes decorative elements, which contribute to the visual appeal of the facade.

Architectural Features		Applicant Score	Review Score
Compositional Elements:			
Roof cornice	+4		
Contrasting base	+4		
Contrasting masonry courses, water table, or molding	+4		
Pilasters or columns	+6		
Corbeling	+4		
Contrasting band of color	+2		
Stone or ceramic accent tiles	+2		
Downspouts and gutters	-12		
Decorative Elements			
Wall clock	+4		
Decorative light fixtures	+6		
Door or window canopies - canvas or metal	+2		
Door or window canopies - vinyl	-8		
Subtotal:			

e. COLORS

Objective: *Select natural and neutral colors that are harmonious with both the natural and man-made environment. Stronger colors can be used as accents to provide visual interest to the facade.*

Characteristic		Applicant Score	Review Score
Primary Color (covers more than 60% of surface area)			
Neutral - earth tones (sand to brown), grays	+8		
Traditional (e.g., brick red)	+8		
Light, subdued hues (e.g., salmon)	+4		
White	0		
All other colors	-12		
Accent Color			
Accent color is compatible with primary color	+8		
Bright colors (e.g., purple, orange, bright pink, lime)	-10		
Fluorescent colors	-20		
Method of Application			
Color is natural to material	+4		
Color is pigmented within material	+2		
Color is painted onto material	0		
Subtotal:			

f. BUILDING FORM

Objective: *Provide an interesting form to a building through manipulation of the building massing. This can be achieved through certain roof types, rooflines, and massing elements such as towers, cupolas, and stepping of the building form.*

Characteristic		Applicant Score	Review Score
Roof Type			
Pitched, e.g., gable, hip, shed (at least 4 inches of vertical rise per 1 foot of horizontal run)	+2		
Mock gable roof	0		
Flat	+8		
Mansard or mock mansard	-8		
Barrel (e.g. Quonset hut structure)	- 16		
Standing seam metal roof	+2		
Dormer windows	+2		
Vertical masses - tower, cupolas, chimneys	+4		
Curved or stepped walls	+2		
Wall projections (e.g., bay windows or vestibules that project from the plane of the wall)	+2		
Subtotal:			

g COMPOSITION

Objective: *It is not sufficient to include the desired architectural elements on a facade, but to arrange them in a harmonious and balanced manner. The following category provides weight to the architectural composition of the building.*

Characteristic		Applicant Score	Review Score
The overall composition of the facade is judged on the relationship of all of the elements listed above, i.e., how they relate in proportion, scale, arrangement, and balance. The score is on a scale of 0 to 20.	+20 possible		
Subtotal:			

TOTAL SCORE: _____

The minimum acceptable score is 60 points. The buildings shall be judged by the following scale:

59 points or less = Unacceptable
60-69 = Passing
70-79 = Satisfactory
80-89 = Good
90-99 = Very Good
100 or points = Excellent.

APPENDIX

APPENDIX F

Amtrak Ridership Statistics

NOV-05-1999 11:01

CITY OF BIRMINGHAM

24885409757 P.03/03

ON/OFF RIDERSHIP ON A MONTHLY BASIS

Station	Riders On	Riders Off
PONTIAC-MI	380	347
BIRMINGHAM	414	403
ROYAL OAK	387	407
DETROIT	3,063	3,102
ANN ARBOR	4,217	4,222
JACKSON-MI	1,216	1,232
EAST LANSING	1,684	1,624
BATTLE CREEK	2,680	2,762
PORT HURON	647	552
CANADIAN BORDER-MI	1,717	1,741
CHICAGO	90,677	90,112

Light Rail Transit Station with Parking (093)

Average Vehicle Trip Ends vs: Parking Spaces On a: Weekday

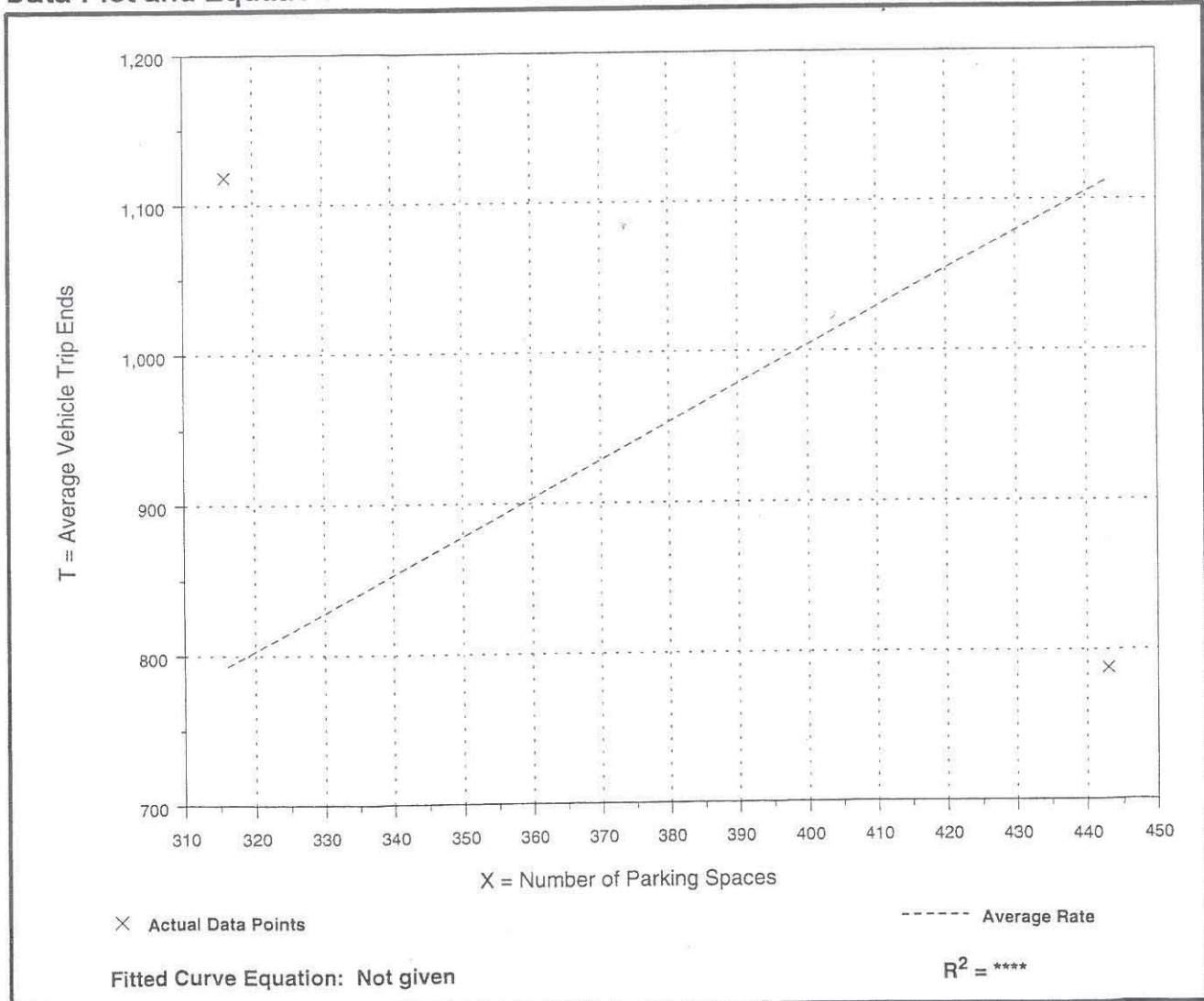
Number of Studies: 2
Average Number of Parking Spaces: 380
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
2.51	1.78 - 3.54	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Light Rail Transit Station with Parking (093)

Average Vehicle Trip Ends vs: Occupied Spaces
On a: Weekday

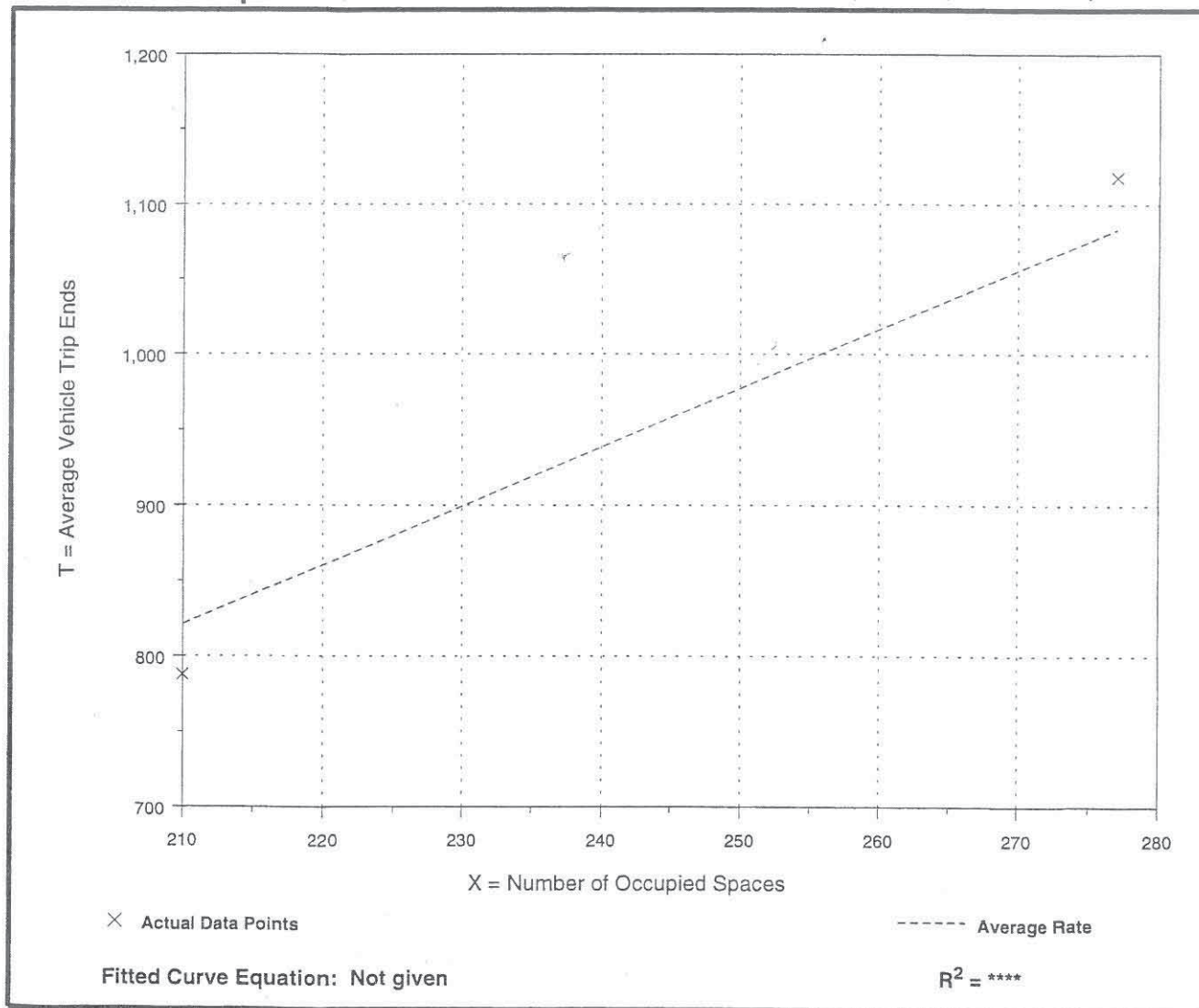
Number of Studies: 2
Average Number of Occupied Spaces: 244
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Space

Average Rate	Range of Rates	Standard Deviation
3.91	3.75 - 4.04	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



APPENDIX

APPENDIX G

Incubator Programs in Michigan

Michigan Business Incubator Association

Helping your business ideas become reality

1997 Board of Directors:

Mr. Duane Miller, President, (Jackson)
Mr. James Doane, Vice President, (Saginaw)
Mr. Joseph Rahn, Treasurer, (Hastings)
Ms. Dani Topolski, Secretary, (Monroe)

1997 Contact Information:

For dues, registrations, payments, and association questions forward to:
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c/o Hastings Industrial Incubator, 1035 E. State Street, Hastings, Michigan, 49058
Telephone: (616) 948-2305 Fax: (616) 948-2947 E-Mail: edohost@im4u.net

For mailings, lists, minutes, and information updates forward to:
Attention: MBIA Secretary,
c/o Monroe Co. I.D.C./SBDC, 111 Conant Avenue, Monroe, Michigan, 48161
Telephone: (734) 243-5947 Fax: (734) 242-0009 E-Mail: mcidc@ic.net

1997 Membership:

Allegan U-Stor II
BioBusiness Incubator of Michigan, Lansing
Buena Vista Charter Township, Saginaw
Center for Business Development, Niles
Delta Properties, Grand Rapids
Economic Development Corporation of the City of Flint
Economic Development Corporation of the City of Sault St. Marie
Enterprise Center of Lapeer
Farmers State Bank, Breckenridge
Ferris State University Technology Transfer Center, Big Rapids
Hastings Industrial Incubator
Inter-Space North & South, Muskegon
Jackson Business Development Center
Kalamazoo Enterprise Center
Midland Business Center
Monroe Co. Industrial Development Corporation/SBDC & Incubator
Northern Initiatives, Marquette
Saginaw Business Incubator/Saginaw Futures, Inc.
University of Michigan Business School, Center for Economic Diversification

Michigan Business Incubator Association

Helping your business ideas become reality

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Saginaw, MI 48601
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Oak Business Center
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Kalamazoo Enterprise Center
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**University of Michigan Business
School, Economic Development -
Center for Economic Diversification**
506 E. Liberty Street, 3rd Fl.
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(734) 998-6202 fax
lawrence.molnar@um.cc.umich.edu

**Hastings Industrial Incubator
Tenant List 1999**

All tenants are located at:
Hastings Industrial Incubator
1035 E. State Street
Hastings, MI 49058

Advanced Stone & Tile Fabrications, Inc.
Manufactures granite counter tops
Contact: Larry Jachim, Jr.
Phone 616-795-3662

Co-Dee stamping (division of R&R Press Equipment, Inc.)
Stampings
Contact: Robert Redman, President
Phone: 616-945-8631

Halo Products
Defense contractor that manufactures seat cushion for Bradley fighting vehicles
Contact: Harold Lewis, President
Phone: 616-948-2962

Hastings Area School System
Opportunity Center
Contact: Todd Reynolds
Phone: 616-953-0053

Hastings Plastics & Finishing
Injections molded plastic parts
Contact: Tim Jacobs, President
Phone: 616-948-4485

Michigan Lasermark
Precision laser engraved signs, pens, & misc. products
Contact: Linda Gallagher & Richard Latch, Owners
Phone: 616-948-3042

Royal Products
Cable components for Japanese autos, snowmobiles & lawn tractors
Contact: Craig Vaughn, General Partner
Phone: 616-945-3100

Thornapple Printing
Commercial Print Shop
Contact: Wes Robinson, Galen Christenson, Partners
Phone: 616-945-0121
FAX 616-9450132

Unlimited Fabrications
Heliac Welding and Fabrications
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Phone: 616-948-2798

ACKNOWLEDGMENTS

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