

**AGENDA**  
**REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD**  
**WEDNESDAY NOVEMBER 10<sup>th</sup>, 2021**  
**151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI \***  
**\*\*\*\*\*7:30 pm\*\*\*\*\***

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The highly transmissible COVID-19 Delta variant is spreading throughout the nation at an alarming rate. As a result, the CDC is recommending that vaccinated and unvaccinated personnel wear a facemask indoors while in public if you live or work in a substantial or high transmission area. Oakland County is currently classified as a substantial transmission area. The City has reinstated mask requirements for all employees while indoors. The mask requirement also applies to all board and commission members as well as the public attending public meetings.

- A. Roll Call
- B. Review and Approval of the Minutes of the Regular Meeting of **October 27<sup>th</sup>, 2021**
- C. Chairpersons' Comments
- D. Review of the Agenda
- E. Unfinished Business
- F. Rezoning Applications
- G. Community Impact Studies
- H. Special Land Use Permits
- I. Site Plan & Design Reviews
- J. Study Session
  - 1. **The Birmingham Plan 2040 – Review of the Introduction, Future Land Use & Chapter One (Connect the City)**
  - 2. **Outdoor Dining**
- K. Miscellaneous Business and Communications:
  - 1. Communications
  - 2. Administrative Approval Correspondence
  - 3. Draft Agenda – **December 8<sup>th</sup>, 2021**
  - 4. Other Business
- L. Planning Division Action Items
  - 1. Staff Report on Previous Requests
  - 2. Additional Items from Tonight's Meeting
- M. Adjournment

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

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

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

**City of Birmingham**  
**Regular Meeting of the Planning Board**  
**Wednesday, October 27, 2021**  
City Commission Room  
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on October 27, 2021. Chair Clein convened the meeting at 7:30 p.m.

**A. Roll Call**

**Present:** Chair Scott Clein; Board Members Robin Boyle, Stuart Jeffares, Bert Koseck, Daniel Share, Janelle Whipple-Boyce, Bryan Williams; Alternate Board Members Jason Emerine, Nasseem Ramin; Student Representative Jane Wineman

**Absent:** Student Representative Daniel Murphy

**Administration:**

Nick Dupuis, Planning Director  
Brooks Cowan, Senior Planner  
Laura Eichenhorn, City Transcriptionist  
Paul Wells, Fire Chief

**10-163-21**

**B. Approval Of The Minutes Of The Regular Planning Board Meeting of October 13, 2021**

On page two, Mr. Jeffares stated 'should also should' should be changed to 'should also show'.

Mr. Jeffares noted that when the Board referred to the 'north side' in the discussion of Jax they were referring to the one along Woodward, ie, the northeast side. He recommended that be clarified in the minutes. He said that it should also be clarified that Mr. Share was referring to the north wall along Brown when referring to the break in the wall in the motion on page three.

Ms. Whipple-Boyce asked that her preference that the frontage be on Woodward be added to her comments about removing 'Kar Wash' on page two.

**Motion by Mr. Jeffares**

**Seconded by Ms. Whipple-Boyce to approve the minutes of the Regular Planning Board Meeting of October 13, 2021 as amended.**

**Motion carried, 7-0.**

VOICE VOTE

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

Nays: None

**10-164-21**

**C. Chair's Comments**

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

**10-165-21**

**D. Review Of The Agenda**

**10-166-21**

**E. Unfinished Business**

None.

**10-167-21**

**F. Rezoning Applications**

None.

**10-168-21**

**G. Community Impact Studies**

None.

**10-169-21**

**H. Special Land Use Permits**

1. **203 Pierce St. – Toast** – Request to amend hours of operation from previous Special Land Use Permit approval and contract.

SP Cowan presented the item.

**Motion by Mr. Williams**

**Seconded by Mr. Share to receive and file the email from Sean Kammer of the Birmingham Shopping District dated October 26, 2021.**

**Motion carried, 7-0.**

VOICE VOTE

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

Nays: None

SP Cowan summarized the concept of a social district for the Board.

Kelly Allen, attorney, and Regan Bloom, owner, spoke on behalf of request.

Ms. Allen said she could not think of any other SLUPs that specify required hours. She specified that Toast would be opening at 8 a.m.

Ms. Bloom stated that the model of Toast has always been breakfast and brunch. She said she was opening at 8 a.m. instead of 7 a.m. since many people are working from home and no longer trying to get breakfast before getting into the office. She confirmed that if there was more demand for a 7 a.m. opening she would be willing to open then.

Mr. Jeffares noted that the Board and the Commission had differing opinions on Toast's request to shorten their hours in the past and said he wanted his reasoning for supporting the request minuted. He noted The Whistle Stop Cafe was permitted by the Commission to only stay open until 3 p.m. He also noted that Bella Piatti is only open half the hours of Toast. He said that activation of the streets before 11 a.m. should be a consideration for the City, and stated he had bought a good amount at neighboring retailers while waiting to be seated at Toast. Mr. Jeffares stated that Toast activates the streets earlier whereas other dining establishments activate the streets later. He said that Toast wakes Birmingham up while other establishments put Birmingham to bed. He said the City should not be in the business of forcing businesses out of business, and that if the requested hours work for Toast their SLUP should be amended.

Mr. Boyle noted that Toast's outdoor deck makes seem Pierce dark in the afternoon and evening.

PD Dupuis stated that the outdoor dining deck would be taken down for the outdoor dining off-season.

Chair Clein directed Ms. Bloom to maintain the required five-foot pedestrian clearance. He stated that if it required the removal of the circular high-top in front of the restaurant then that should be done.

Chair Clein then said he concurred with Mr. Jeffares. He stated he saw no land planning reason to require Toast to stay open for dinner.

**Motion by Ms. Whipple-Boyce**

**Seconded by Mr. Boyle to recommend approval to the City Commission of the Special Land Use Permit Amendment for 203 Pierce – Toast with the minimum operating hours of 8 a.m. to 3 p.m. on weekdays and 8 a.m. to 4 p.m. on Saturday and Sunday.**

**Motion carried, 7-0.**

ROLL CALL VOTE

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

Nays: None

## **I. Site Plan & Design Reviews**

1. **203 Pierce St. – Toast** – Request to amend hours of operation from previous Special Land Use Permit approval and contract.

Discussed as part of previous item.

### **Motion by Ms. Whipple-Boyce**

**Seconded by Mr. Boyle to recommend approval to the City Commission of the Final Site Plan Review for 203 Pierce – Toast with the minimum operating hours of 8 a.m. to 3 p.m. on weekdays and 8 a.m. to 4 p.m. on Saturday and Sunday.**

**Motion carried, 7-0.**

### ROLL CALL VOTE

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

Nays: None

**10-171-21**

## **J. Study Session**

### **1. Wall Art**

SP Cowan presented the item.

PD Dupuis confirmed for Chair Clein that small edits could be made without needing to hold an additional public hearing.

Under 'TO AMEND ARTICLE 9 – DEFINITIONS TO DEFINE WALL ART AND DETERMINE PERMITTED LOCATIONS FOR WALL ART', Mr. Share recommended that 'Wall art is not permitted in an alley' be changed to 'Wall art is not permitted facing an alley'.

From the same section, Messrs. Boyle and Share recommended that the last line be changed from 'an alley, passage or via that abuts' to 'an alley, passage, or via, any of which abuts'.

### **Motion by Mr. Share**

**Seconded by Mr. Williams to recommend Zoning Ordinance amendments to Article 7, Section 7.41-7.44 and Article 9, Section 9.02, as contained on pages 71 through 74 of the Planning Board's October 27, 2021 agenda packet and as revised during the present meeting, to define wall art and require a review process involving the Public Arts Board for recommendation and Design Review Board for final approval.**

**Motion carried, 7-0.**

### VOICE VOTE

Yeas: Share, Williams, Jeffares, Whipple-Boyce, Boyle, Clein, Koseck  
Nays: None

## **2. Outdoor Dining**

PD Dupuis presented the item.

FC Wells described aspects of the Fire Code relevant to outdoor dining.

Chair Clein summarized that there seemed to be Board, Commission and public consensus that the on-/off-season distinction for outdoor dining should be eliminated, thus allowing those permitted for outdoor dining to maintain it year-round.

Ms. Whipple-Boyce and Messrs. Jeffares, Boyle, and Share were in favor of prohibiting dining decks for some period during January, February, and March, and allowing them all other times.

Mr. Jeffares said restaurants that only had an option for dining decks for outdoor dining could potentially pursue a variance in that case.

Mr. Koseck said he would also be concerned about the damage that could potentially be done to the decks by snow plows in winter.

PD Dupuis noted that decks could be required to be slimmer in order to be less effected by snow plows. He also noted the Board would have to clarify whether the Board was discussing all decks or only decks in the street.

Chair Clein and Mr. Williams were initially not in favor of restricting the use of decks during the winter. Chair Clein noted that decks were popular with both the Commission and the public, and cautioned that restricting their use might not be what the Commission wanted.

There was discussion that the decks would likely be underused in the coldest parts of winter and would lead to deactivation of the streets.

Chair Clein and Mr. Williams said they would be willing to consider a deck prohibition that starts on January 1, with an end date in February or March to be determined.

Mr. Williams said the requirements of fire suppression might affect where establishments are able to locate their outdoor dining.

Mr. Koseck said fire suppression would not likely overly affect establishments, saying that the requirements may be relatively simple in many cases.

Mr. Jeffares concurred, citing a conversation with a restaurant owner who retrofitted their outdoor dining area for fire suppression and said that it was simpler and less costly than anticipated.

Mr. Share noted the Board need not create an ordinance that allows every establishment to have outdoor dining year round. He suggested that the Board could recommend a trial without decks and then could add them the following year if they remained in demand.

Mr. Jeffares agreed with Mr. Share's recommendation of a trial.

It was confirmed that all decks would be evaluated according to building, plumbing, and other codes, including restroom-to-diner ratios.

Ms. Whipple-Boyce recommended that dining establishments be able to leave their furniture out overnight in winter. She also recommended that dining establishments be required to clear the snow from their frontage if they do leave their furniture out.

As for outdoor weather protection, Mr. Boyle said he most preferred large, relatively immovable umbrellas.

Mr. Jeffares and Ms. Whipple-Boyce said they liked the covering of the outdoor dining deck at Toast.

Mr. Jeffares said he also liked retractable awnings, with the caveat that it not encroach into the five-foot pedestrian clearance.

Ms. Whipple-Boyce said she liked immovable umbrellas, shade sails, and butterfly awnings. She said she wanted more information on the housing sizes for retractable awnings.

While there was Board unanimity that outdoor dining coverings should not encroach into the five-foot pedestrian clearance, there was also some discussion that on larger sidewalks the outdoor dining coverings could be larger than the projection ordinance currently allows.

Mr. Share recommended a minimum height be considered for outdoor dining coverings.

Chair Clein said he did not like retractable awnings and said he did like umbrellas and some other coverage options. He noted that if most outdoor dining ends up adjacent to the building for part of the winter then the current projection ordinance would not afford the dining area much protection from the elements.

PD Dupuis said he would return with photos of fire suppression at Bistro Joe's and Market North.

Chair Clein requested verification that the City Manager, Building Official and DPS want outdoor dining railings drilled into sidewalks. He also noted the importance of maintaining the five-foot pedestrian clear path for the benefit of pedestrians and those with disabilities. He noted that the Department of Justice had sent a letter to Birmingham and other communities about violations of the ADA stemming from outdoor dining platforms and encroachment into the five-foot pedestrian clear path by outdoor dining.

Board consensus remained on windbreaks, noting that they would have to maintain the five-foot pedestrian clear path, have a prescribed height, not attach to buildings, and be clear above 42 inches.

Ms. Whipple-Boyce said she had grown more accepting of windbreaks, saying she would be willing to evaluate proposals on a case-by-case basis.

Chair Clein said he would be willing to consider wind break proposals of up to four sides and 60 inches in height.

Ms. Whipple-Boyce concurred.

It was noted the Board still had to determine recommendations for wind break material.

The Board agreed to further discuss whether an establishment should be permitted outdoor dining in the street and adjacent to the restaurant at the same time.

PD Dupuis said he anticipated that the Birmingham Shopping District would be submitting their feedback to the Board in November.

Chair Clein said he thought the Board could have outdoor dining ordinance recommendations to the Commission in Quarter One of 2022.

In reply to the Commission request that the Board recommend options for outdoor dining during Winter 2021-2022, the Board suggested that outdoor dining be allowed to continue as-is beyond the November 15, 2021 date for this winter and that outdoor furniture be allowed to remain outside in the evenings. It was noted that this recommendation would be replaced by the finalized outdoor dining recommendations once they are completed.

The Board said they would hold a public hearing on the recommendation on November 10, 2021.

**10-172-21**

**K. Miscellaneous Business and Communications**

**a. Communications**

**b. Administrative Approval Correspondence**

PD Dupuis presented a request from Hearthside Condos on Southfield Road.

After discussion, the Board said they needed more information about potential drainage issues in the rear of the building to know whether the request could be administratively approved or should be submitted to the Board.

**c. Draft Agenda for next meeting**

**d. Other Business**



Mr. Williams suggested the Board consider a special meeting on December 16, 2021 if there was a need to review site plans.

Chair Clein said she could evaluate that option at the Board's November meeting.

Ms. Whipple-Boyce reminded PD Dupuis of her previous request from the October 13, 2021 meeting to review the ordinance regarding average setbacks of homes.

PD Dupuis said he would follow up with BO Johnson and report back.

Mr. Boyle recommended an article from May 31, 2021 on MLive entitled "[2021 summer guide to outdoor social districts in Michigan](#)" that described how various municipalities across Michigan used social districts over the summer.

**10-173-21**

**L. Planning Division Action Items**

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

**10-174-21**

**M. Adjournment**

No further business being evident, the Chair adjourned the meeting at 9:53 p.m.

Nick Dupuis  
Planning Director



# MEMORANDUM

Planning Division

**DATE:** November 10<sup>th</sup>, 2021

**TO:** Planning Board

**FROM:** Nicholas Dupuis, Planning Director

**SUBJECT:** The Birmingham Plan 2040 - Review of the Introduction, Future Land Use & Chapter One (Connect the City)

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The City of Birmingham received the second draft of The Birmingham Plan 2040 (“the Plan”) in October 2021 after nearly 2 years of review and input. On October 11<sup>th</sup>, 2021, the Plan was introduced to the City Commission and Planning Board at a joint meeting. During this meeting, City Staff and Planning Board members outlined a rough review timeline for the second draft that would consist of four meetings at the Planning Board, and at least one joint meeting of the Planning Board and City Commission to finalize the second draft and authorize distribution of the Plan for review by entities as required by state planning law.

On October 13<sup>th</sup>, 2021, the Planning Board discussed a detailed review timeline for the second draft of the Plan, and requested a new Future Land Use Map document to better guide the four review meetings. At this meeting, the Planning Board adopted the following public review timeline:

- **November 10<sup>th</sup>, 2021** - Introduction, Future Land Use Map, and Chapter 1 (Connecting the City)
- **December 8<sup>th</sup>, 2021** – Chapter 2 (Embrace Managed Growth)
- **January 12<sup>th</sup>, 2022** – Chapter 3 (Retain Neighborhood Quality)
- **February 9<sup>th</sup>, 2022** – Chapter 4 (Support Mixed-Use Districts) and Chapter 5 (Advance Sustainability Practices)

As a reminder, digital copies of the first and second draft of the Plan, frequently asked questions, Future Land Use Map, other documents pertaining to the review of the Plan, and a comment submission portal may be found on [www.thebirminghamplan.com](http://www.thebirminghamplan.com). In addition, you can find much of the same information, plus an online interactive Future Land Use Map on the Planning Division’s [Citywide Master Plan](#) webpage. You may also sign up for news and updates on the Plan (and other City business) through the City of Birmingham [Constant Contact Service](#).

## **Introduction, Future Land Use Map, and Chapter 1 (Connecting the City)**

Based on comments received at the October 11<sup>th</sup> and 13<sup>th</sup> meetings, the city and consultant team have provided several documents to aid the review process of the Introduction, Future Land Use Map, and Chapter 1 discussion (all documents attached to this memorandum):

- DPZ summary letter of recommendations from the review of the first draft of the Plan
- Frequently Asked Questions – October 2021
- Updated Future Land Use Map – New color scheme, added street names
- Map of proposed Future Land Use changes related to seams and commercial destinations.
- Introduction, Future Land Use Map, and Chapter 1 (Connecting the City)

The City has also received some public comments in the form of letters/emails that are attached to this report. As always, the City encourages public participation at each review meeting. Those who are unable to attend, or wish to provide any additional comments to the Planning Board are welcome to submit a letter or email to the Planning Director, Nicholas Dupuis ([ndupuis@bhamgov.org](mailto:ndupuis@bhamgov.org)), who will compile and submit all comments received to the Planning Board at the next available meeting.



April 13, 2021

City Commission Members, Planning Board Members  
City of Birmingham  
151 Martin St.  
Birmingham, MI 48012

**1st Draft Master Plan Recommendations, April 19, 2021 Joint City Commission and Planning Board Meeting**

Dear City Commission and Planning Board Members,

Following-up upon the brief discussion held during the March 22nd City Commission meeting, this memo provides some additional information concerning the Planning Board's recommendations for changes to the Master Plan First Draft. During the March 22nd City Commission meeting, more detail was desired concerning the recommendations of the Planning Board, both explanatory in nature and recounting the degree to which the recommendation reflects primarily Planning Board direction, primarily public direction, or a combination thereof. The explanatory detail provided below remains brief and can be expanded upon by the consultants as necessary during the upcoming joint meeting.

In addition to the expanded details, a general summary of public input received is included as a separate memo from McKenna.

Further detail concerning the high-level direction from the Planning Board follows, retaining the order and numbering of the prior memo for ease of discussion.

**General Direction**

These items are not specifically related to a physical location or area of the city and are therefore considered more general in nature.

1. The length of the Master Plan should be significantly reduced.
  - Source: City Commission, Planning Board, and public comment
  - Detail: This item requires no additional explanatory detail.

2. The Master Plan should provide clear prioritization of recommendations, including the Themes created during the review process.
  - Source: Planning Board direction concerning the Themes. Prioritization as direction came from the City Commission, Planning Board, and public comment, specifically in October of 2019.
  - Detail: Further details concerning the direction is not necessary as it is general and clear. However please note that this was discussed as an original goal for the Second Draft by the consultant when presenting the First Draft in 2019. The consultant considers this a step in the process. The First Draft collects and explains all of the recommendations assembled through the Charrette process, to be accepted, rejected, or augmented. The Second Draft organizes and prioritizes the recommendations and timelines.
3. Language should be as plain as possible, where technical language is required, it should be clearly defined. This extends to terms that can be vague like sustainability.
  - Source: City Commission, Planning Board, and public comment
  - Detail: This item is a distillation of comments from the Commission and Board, as well as public comment. It was not presented as a single recommendation originally, rather this is inferred direction across many comments which has been validated by the Planning Board.
4. Adjust and clarify the correction to growth projections (2,000 people not 2,000 units).
  - Source: Consultant, supported by Planning Board and public comment
  - Detail: During the course of review the consultant identified that the growth projection as stated in the First Draft was incorrect. During Planning Board review, the consultant corrected this information publicly. Some public comment specifically referred to the growth projection numbers. That comment in some instances is related to following items concerning the form and location of growth, and other comments sought clarity.

5. Infrastructure should be addressed (the details of this request require discussion).
  - Source: Public comment
  - Detail: This item was brought up through public comment, specifically relating to stormwater, unimproved streets, and sewer capacity. It is identified as requiring further discussion (clarity) by the consultants. At the beginning of this contract the consultants asked for clarity concerning how infrastructure was to be addressed in the Master Plan. The City Manager at the time stated that infrastructure included only the surface, principally the details of streets, and did not include sub-surface infrastructure.
6. Increase the focus on sustainability.
  - Source: Planning Board principally, with some public comment
  - Detail: This item is general in nature as it appears in a few places within the First Draft, along with in the introduction, and touches on natural areas like the Rouge, on streets and stormwater, on public buildings and grounds, on practices like recycling and composting, and on energy use and pollution. These points are spread-out in the First Draft. Some items like reduction of greenhouse gasses from vehicles were not discussed as they are inherent in the physical form of Birmingham inviting walking, and should be discussed along with other stated items in a collected goal of greater sustainability.
7. Acknowledge Covid-19, including a prologue to ground the document in the current condition (occurred after the Master Plan First Draft).
  - Source: Planning Board principally, with some public comment
  - Detail: Concerning the source, Planning Board members discussed physical attributes and concerns in the city related to Covid-19, social distancing, and workplace dynamics. Initially this was brought up through public comment and revisited more than once by the Planning Board. While the current protocols surrounding Covid-19 are temporary there are a number of real items to discuss going forward. Concerning the disease, while it is expected that Covid-19 can be successfully mitigated, infectious diseases of this type

are anticipated to increase in frequency and severity in the future. A number of other recent diseases like H1N1 in 2009 luckily did not reach pandemic levels, but they have come close. Trends indicate that infectious disease has been steadily on the rise. A number of prior pandemics have led to changes in the built environment, including the Spanish Flu, Cholera, and Plague. The statement to acknowledge Covid-19 comes in part that preparing a 20 year plan without at least acknowledging such a significant event is considered a mistake but also that there are serious considerations which Covid-19 brings to a number of Master Plan recommendations. There is a general consensus that office space demand will be reduced going forward, and a greater demand for spaces to work some of the time within the home. Today's response may be an overreaction, with many tech companies abandoning or significantly reducing office space. However the technology available to work and meet more effectively in a remote manner has become well established in the workplace. Some change is anticipated, which may result in office space that should be converted to housing. In Downtown, this further supports the recommendation to allow residential permit parking in garages. In homes it may mean that definitions of home occupation should be revisited. That is one example of many, including allowances for dining decks, shared streets that provide more pedestrian space, and a demand for more seating opportunities in parks. Most of these items are included within the First Draft to some extent, but warrant revisiting the recommendations in consideration of recent experiences. Luckily Birmingham is a good location to weather Covid-19, and for many of the reasons that Birmingham is a great place to live generally.

8. Focus on the bold moves, like Haynes Square and perhaps more aggressive fixes for Woodward, so the plan is forward-looking.

- Source: Planning Board
- Detail: This item is both organizational and directing content. From an organizational perspective, a focus on bold moves can garner support. Recommendations can be organized in many ways - by location (as current), by theme, by goal, by department, by change versus stability, etc. Along with the comment on prioritization, this comment is about making the document motivating. The second piece is being more aggressive on some of the key

items, Woodward in particular. For Woodward, some detail was lost in the large document as comments made by the Board were already covered in the First Draft. But Woodward would also benefit from additional crossing improvements and focus on speeds as was discussed extensively. Other areas like Haynes Square are similar.

9. Schools should be more prominently featured in the plan expressing a shared vision between the City and the School District.
  - Source: Planning Board principally, with some public comment
  - Detail: Schools came up numerous times in discussion. It was recommended that the consultants coordinate with the School District concerning their future plans, including any considerations needed ahead of potential changes, closures, or expansions. Additionally, aspects of the plan had addressed schools with relation to population diversity and housing options, however the schools were a bullet point within those discussions instead of being the other way around. Schools may be better addressed in a goal-oriented organizational format.
10. The senior center proposal should be more prominently featured in the plan.
  - Source: Planning Board
  - Detail: The plan included direction to establish a more prominent senior center, as had been discussed at length during the Charrette. As with some other items, this had become a side note to the plan, addressed presently on pages 65 and 66.
11. Further address connections to surrounding communities.
  - Source: Planning Board
  - Detail: This item requires no additional explanatory detail.
12. Include recommendations for new historic districts and strengthening of existing districts.
  - Source: Planning Board, Historic District Commission, and a few public comments



- Detail: This item requires no additional explanatory detail.
13. Ensure all considerations for walkability address older adults and people of varying abilities.
- Source: Planning Board
  - Detail: Aspects of walkability are discussed throughout the First Draft. While aimed at multiple users, they may not clearly address how multiple users should be considered.
14. Growth should be focused in Downtown, the Triangle District, and a small amount in the Rail District.
- Source: Planning Board and public comment
  - Detail: Aspects of this will re-appear later concerning Seams. This was a growth strategy that was discussed across numerous meetings and in reaction to public comment. The recommendation could be stated in the opposite manner, recommending that growth not be focused within or between neighborhoods.
15. More outdoor gathering spaces are needed in light of Covid-19, including covered outdoor spaces in parks.
- Source: Planning Board
  - Detail: Details surrounding this item were covered previously.
16. Increase the focus on connecting across Big Woodward and pedestrian safety.
- Source: Planning Board, and public comment
  - Detail: This item was addressed above concerning bold moves. It is listed separately as it was a common area of concern and discussion among Board members and the public.
17. Big Woodward north of Maple should be further investigated for traffic calming, in addition to the portion between 14 and Maple.
- Source: Planning Board

- Detail: In Board discussions concerning traffic calming on Big Woodward, the higher-speed condition of Big Woodward north of Maple was identified as a condition that requires specific consideration.
18. Retain the reduction of parking regulation complexity, but recommend that it be further studied by committee rather than proposing the solution.
- Source: Planning Board
  - Detail: The general idea of simplifying on-street parking regulation was supported but the Board believes it should be studied by a committee rather than providing a specific solution within the Master Plan. The Master Plan would retain the problem statement and recommend a committee be established to carry on the work.
19. More broadly address the Rouge natural area, including bank restoration, removal of invasive species, improving the natural condition, and trail modifications to increase accessibility without detracting from the natural environment.
- Source: Planning Board principally, with some public comment
  - Detail: The item is clear but note that the character of the trail is an area of conflict. Some members of the public feel that the trail should remain as it is with wood chips. Other members of the public, and the Board, feel that the trail should be accessible to users of all abilities. The direction as stated is to improve the trail but recommend strategies to limit the impact that such improvements would have to the existing natural character.
20. Consider the future of the public golf courses.
- Source: Planning Board
  - Detail: There is no specific direction to this item. The golf courses were not addressed in the First Draft and the recommendation is to consider their potential to remain as is, to improve, or to be used in some other manner.

## Direction Related to Mixed-use Districts

### 1. Generally

1. Consider more shared streets and pedestrian-only areas, including Worth Park as a potential piazza.

- Source: Planning Board

- Detail: The First Draft included some shared streets and the Board recommended that the concept be expanded beyond the areas identified in the First Draft. The recommendation also identifies that Worth Park is an opportunity to provide greater variety in open space types by recommending a plaza instead of a green.

2. Consider dining decks in light of Covid-19.

- Source: Planning Board

- Detail: This item was discussed previously.

3. EV charging and other similar sustainable strategies should be considered in mixed-use districts.

- Source: Planning Board

- Detail: This item is related to a previous discussion point on increasing the focus on sustainability.

### 2. Downtown

1. Bates Street should be included in recommendations.

- Source: Planning Board

- Detail: At the beginning of the Master Plan process, a proposal for the Bates Street extension was going through public review. As such it was not included in the Master Plan. The recommendation is to include a proposal in the Master Plan since the prior measure was rejected.

2. Revisit the pilot parking program for downtown housing in light of Covid-19 changing business demand and potential future office space demand.

- Source: Planning Board
- Detail: This item was discussed previously.

3. Retail district standards (redline) should be lightened on side streets.

- Source: Planning Board
- Detail: The area of very high standards for ground floor uses within Downtown extends to most street frontages. The First Draft recommended that two sets of standards be created, one of higher and one of slightly lower specificity. This recommendation is to expand the slightly lower standards to side streets like Hamilton and Willits.

3. Haynes Square / Triangle District

1. Adams Square should be included in recommendations.

- Source: Planning Board
- Detail: This item requires no additional explanatory detail.

2. Consider live-work buildings.

- Source: Planning Board
- Detail: Live-work buildings are like a townhome with a small business space on the front. They are typically service uses like attorneys. Live-work buildings are common in historic towns and in some newly built neighborhoods but often not allowed in zoning. The recommendation is to consider where, if anywhere, live-work buildings should be allowed or encouraged. The most likely outcome is consideration for the type within the Triangle District and the Adams Square shopping center, in addition to the Rail District where they are currently allowed.

3. Add a pedestrian or vehicular connection from Worth to Bowers.
  - Source: Planning Board
  - Detail: This item requires no additional explanatory detail, however the consultant strongly supports the recommendation.
4. Address how the abandoned portion of Old Woodward south of Haynes should transfer ownership with concern for the existing property owners with frontage on Old Woodward. Also address the City's ability to vacate property by ordinance.
  - Source: Planning Board
  - Detail: This is a process-related detail of the recommendation to terminate Old Woodward at Haynes in order to improve traffic safety and increase the viability of commercial properties south of Haynes.
5. Focus Missing Middle housing principally in Haynes Square and Adams Square.
  - Source: Planning Board
  - Detail: This is related to allowing more townhomes, duplexes, and small multi-family housing units. The recommendation is to encourage these types of housing in limited areas rather than along most Seams.
6. Look more closely at the Haynes / Adams traffic situation with respect to the proposed modifications.
  - Source: Planning Board
  - Detail: The First Draft recommends that southbound Adams traffic be diverted onto Haynes to meet Big Woodward in order to both improve traffic safety and increase the viability of the Triangle District. The recommendation is to add further detail for this condition to ensure that it is viable from a traffic management standpoint.

4. South Woodward Gateway

1. Study the housing proposals along the South Woodward alleys more closely and consider other effective means of noise buffering.

- Source: Planning Board

- Detail: The First Draft recommended townhouse-like housing be located along alleys in the South Woodward Gateway area. The alley proposal is aimed at activating alleys which provide a more comfortable means of walking along Big Woodward than the discontinuous sidewalks. Activating the alleys would increase noise which could affect adjacent homes. The First Draft recommended that housing be used to buffer noise as housing is very effective and doing so. These would be located along the alley where houses have previously been removed for additional parking area. The recommendation is to consider options in addition to housing, and to clarify or reconsider the housing recommendation.

**Direction Related to Neighborhoods**

1. Revise to define sub-areas of the City as “planning districts” and remove all recommendations related to neighborhood associations.

- Source: Planning Board and public comment

- Detail: There are two items here. The first is to use the term “planning district” rather than neighborhood to refer to the boundaries identified on Page 30. The second is straightforward, to remove any of the remaining details concerning neighborhood associations.

2. Seams should be significantly reduced in location, intensity, and building types allowed, and be thoughtfully located in the limited areas where they may be appropriate.

- Source: Planning Board and significant public comment

- Detail: The recommendations concerning Seams brought significant public pushback. This began early in the review process but

accelerated towards the end of the process as both information and misinformation about the Seams proposal spread throughout the community. Despite attempts at clarifying the concept, the public reaction was strong and emotional. Throughout the Planning Board review sessions, the subject had come up numerous times and the Board's recommendation was to reduce the intensity of Seams and limit the types of housing allowed within them, targeting growth in the mixed-use areas. Towards the end of the review sessions, public comment increased. While some residents welcomed the recommendation, the majority did not. The Board re-affirmed their prior position and strengthened it. The concept of Seams as presented may be applicable in a few limited locations but the addition of housing type diversity along the edge of most planning districts should not be allowed.

3. Accessory Dwelling Units need to be revisited and should be severely limited should they be permitted anywhere.
  - Source: Planning Board and public comment
  - Detail: Both the Board and public shared concern about accessory dwelling units. Public comment varied from those with specific concerns, such as privacy where existing properties are small, to those with wished to not allow accessory units anywhere. The Board echoed the specific concerns, remaining open to consider conditions that accessory units may be allowed but generally skeptical. The recommendation is to have the consultant consider this input and revise where and to what extent accessory units might be allowed.
4. New neighborhood commercial destination locations should be reduced and thoughtfully considered while existing destinations strengthened; include more clarity on the uses that should be permitted.
  - Source: Planning Board
  - Detail: Neighborhood commercial destinations were proposed in the First Draft in some areas that merit removal, like at Lincoln and

Southfield. The recommendation is to retain the concept and remove some instances mapped in the First Draft. Additionally, the Board would like additional detail concerning the types of uses that should be allowed, and other regulatory considerations.

5. Torry requires more amenities.
  - Source: Planning Board
  - Detail: This item requires no additional explanatory detail.
6. Include stronger reference to the Unimproved Streets Committee recommendations (completed after the Master Plan First Draft).
  - Source: Planning Board
  - Detail: The committee work on unimproved streets paralleled the Master Plan process. The First Draft references the committee which has now completed its study and recommendations. The direction is to include this within the Second Draft. While public comment isn't mentioned in the source, the topic of unimproved streets was brought up by the public multiple times.
7. Completing sidewalks requires more focus and prioritization, could be handled similarly to the committee on Unimproved Streets.
  - Source: Planning Board
  - Detail: The first draft recommends completing missing sidewalks. The Board feels that it may be lost in other recommendations and wishes to highlight the importance and priority.
8. Provide more detail on green infrastructure opportunities.
  - Source: Planning Board
  - Detail: Green infrastructure (bio-swales) was briefly addressed in the First Draft. The recommendation is to include more specificity on green infrastructure in the Second Draft.



9. Clarify the neighborhood loop, bicycle boulevards, and protected bike paths by including street sections and greater detail addressing different user types.
  - Source: Planning Board
  - Detail: This item requests further information concerning street design where new approaches and types are included. The neighborhood loop is one instance where the specific implications on street design are not clear to the Board. Some of the other questions come from items in the multi-modal plan that were included in the Master Plan within maps but detailed street sections were not included in the Master Plan.
  
10. Clarify the Kenning Park path recommendations concerning both pedestrians and cyclists.
  - Source: Planning Board
  - Detail: Within the First Draft there is a paved bike path mapped in Kenning Park which was envisioned to be pedestrian and bicycle use but could be read as bicycle only. The Board suggested that it include pedestrian accommodations. This item is a clarification of the First Draft.
  
11. Increase aggressiveness of tree preservation and replacement recommendations.
  - Source: Planning Board
  - Detail: Tree preservation and replacement is briefly addressed in the First Draft. This item recommends that the process be prioritized and accelerated, particularly around preservation in consideration of new construction.
  
12. Provide more detail on non-financial incentives for renovation of homes over new construction and provide greater ability to add 1st floor master bedrooms. This topic is likely to differ between planning districts.
  - Source: Planning Board

- Detail: The First Draft recommends incentives be established to encourage home renovations instead of tear-downs. The Board is concerned that this will be construed as financial incentives and recommends that additional detail be provided concerning potential incentives that are not financial.

13. Review lot coverage standards and consider adjustments by lot size.

- Source: Planning Board and public comment
- Detail: Public comment brought up concerns about drainage in new construction and illuminated a concern about impervious lot coverage. The First Draft doesn't address lot coverage in residential districts aside from a note related to incentives mentioned in the previous item.

14. Provide more detail on design controls that may be considered.

- Source: Planning Board
- Detail: The First Draft recommends an approvals process for exterior design and materials for homes, along with a discussion suggesting objective and simple design controls that avoid stylistic restrictions. This item requests more information concerning the types of simple design controls referenced. Note that while the source states only the Planning Board that this was also discussed in the October 2019 joint meeting with the City Commission.

15. Remove lot combination areas but review the existing ordinance to provide better direction.

- Source: Planning Board
- Detail: The lot combination areas were a source of confusion initially because they were mapped along with the Seams. These are areas where lot combinations would be allowed rather than relying on the more subjective process in place today. This item recommends that specific areas for lot combinations be removed and that the existing ordinance be reviewed to produce better outcomes.



We look forward to a discussion of this direction and to revising the Draft Master Plan; thank you.

Regards,

A handwritten signature in black ink, appearing to read 'Matthew Lambert', with a stylized, sweeping flourish at the end.

Matthew Lambert

Cc: Jana Ecker, Planning Director; Bob Gibbs, Gibbs Planning Group; Sarah Traxler, McKenna



## **Clarifications to Assist Public Review and Understanding of the Second Draft of the Master Plan**

### **What is the status of the Citywide Master Plan for 2040?**

The Master Plan process includes two full plan drafts that will be completed and reviewed before a third and final draft is voted on by the City Commission. Presently, the second draft has been released and will be reviewed by the Planning Board at four upcoming meetings, and at one joint Planning Board and City Commission meeting.

Following this review, the consultants will confirm the changes requested with the Planning Board and City Commission. Requested changes to the second draft will be incorporated into a final Master Plan for adoption next year.

### **How is the second draft different from the first draft?**

The second draft is more concise, and a number of recommendations have been modified or removed. In addition to input received during public meetings, the consultants have collected public input provided through surveys, through the project website, and through emails sent to the City. The second draft of the Master Plan was written in consideration of all input received.

### **What is Future Land Use?**

Future Land Use is a designation that conveys the City's intended future character as communicated by the use of land, such as residential or industrial. Future Land Use is more general in nature than zoning. For instance, a future land use of residential may include numerous zones such as R-1, R1-A, and R-2. Future Land Use is the legal basis for zoning, and zoning must align with Future Land Use. Zoning may be more restrictive than Future Land Use, but not less restrictive.

### **Is the Master Plan rezoning the City?**

No. The Master Plan will include a Future Land Use map, but not a new zoning map. The Master Plan recommends that the City study and revise its current zoning code, but does not establish any updated zoning. The Master Plan recommends that zoning be updated for two primary purposes: 1) to simplify but not substantively change zoning in the Downtown and Triangle District, and 2) to better align neighborhood zoning with existing character to avoid new houses that are out of character. Other zoning changes are recommended for further study by the City.

### **What has changed with the "seams" concept?**

Since the review of the first draft of the Master Plan was finished in April of 2021, the seams concept has been drastically reduced in terms of development, especially in the low intensity seam areas. Instead, the Master Plan recognizes the low intensity seam areas as edges of Planning Districts, which typically exist on wider and higher-traffic roadways. Thus, the focus and recommendations within Draft 2 have shifted to multimodal improvements in these areas to focus on connecting neighborhoods. In addition to connectivity, medium and high-intensity seams have also been reduced in number based on public input, and are generally proposed in places where multi-family housing, attached single-family housing, and commercial uses have previously been built.



2040

### **What are Accessory Dwelling Units?**

Accessory Dwelling Units (ADU) are small residences that are located on the same site as a larger single family residence. ADUs may be within the main building, free standing in the rear yard, or part of the garage.

### **Are ADUs still proposed within the Master Plan?**

Yes. However, the recommendation has been reduced drastically, and now proposes to permit ADUs in the already compatible zones of MX, TZ1, TZ3, and R4-R8. Based on public input, the Master Plan has recommended that the City form a committee to take its time to further study the benefits and best practices associated with ADUs and has not provided any further recommendations. ADUs are not recommended in any single family zoning district.

### **Why does the Master Plan recommend more housing?**

The Master Plan recommends, but does not require, that new housing be accommodated due to regional housing growth and rapidly increasing housing costs. The amount of growth to accommodate has been in discussion with the Planning Board, where the board requests that future growth be directed to Downtown, the Triangle District, and the Rail District.

### **How much more housing does the Master Plan recommend?**

The first draft Master Plan document incorrectly stated that 2,000 new homes would be needed by 2040. This was revised to 2,000 new residents recommended to be accommodated, which may occupy 700 to 900 new homes or condos. All of this capacity may be absorbed between Downtown and the Triangle District. This number is derived from the Southeast Michigan Council of Governments (SEMCOG), which projected regional growth to 2040, in 2018. Presently, the Downtown, Triangle District, and Rail District have zoning designations which allow housing infill at and above this amount.

### **What is the Master Plan proposing to do with parks?**

The Master Plan considers parks and open space to be absolutely essential to the City as a whole, and contains several recommendations for parks and open space to be features and essential components of each Planning District within the City. The Master Plan studies park access deficiencies and proposes numerous solutions including acquiring commercial land to create new park space, as well as expanding amenities in existing parks.

### **How can I participate in the review of the second draft of the Master Plan?**

At this time, the City is gearing up for another round of public hearings regarding the Master Plan in which both the Planning Board and City Commission will review and solicit feedback from the public. We encourage you to participate in these meetings and provide feedback. The meetings will be highly publicized and a schedule will be created during the October 13<sup>th</sup>, 2021 meeting of the Planning Board. If you are unable to attend the meetings, or wish to provide additional comments, you may submit comments directly to the Master Plan team at [www.thebirminghamplan.com](http://www.thebirminghamplan.com), or feel free to send your comments directly to City Staff.

# B. Future Land Use

# B. Future Land Use

## Future Land Use Map

### Future Land Use Map

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

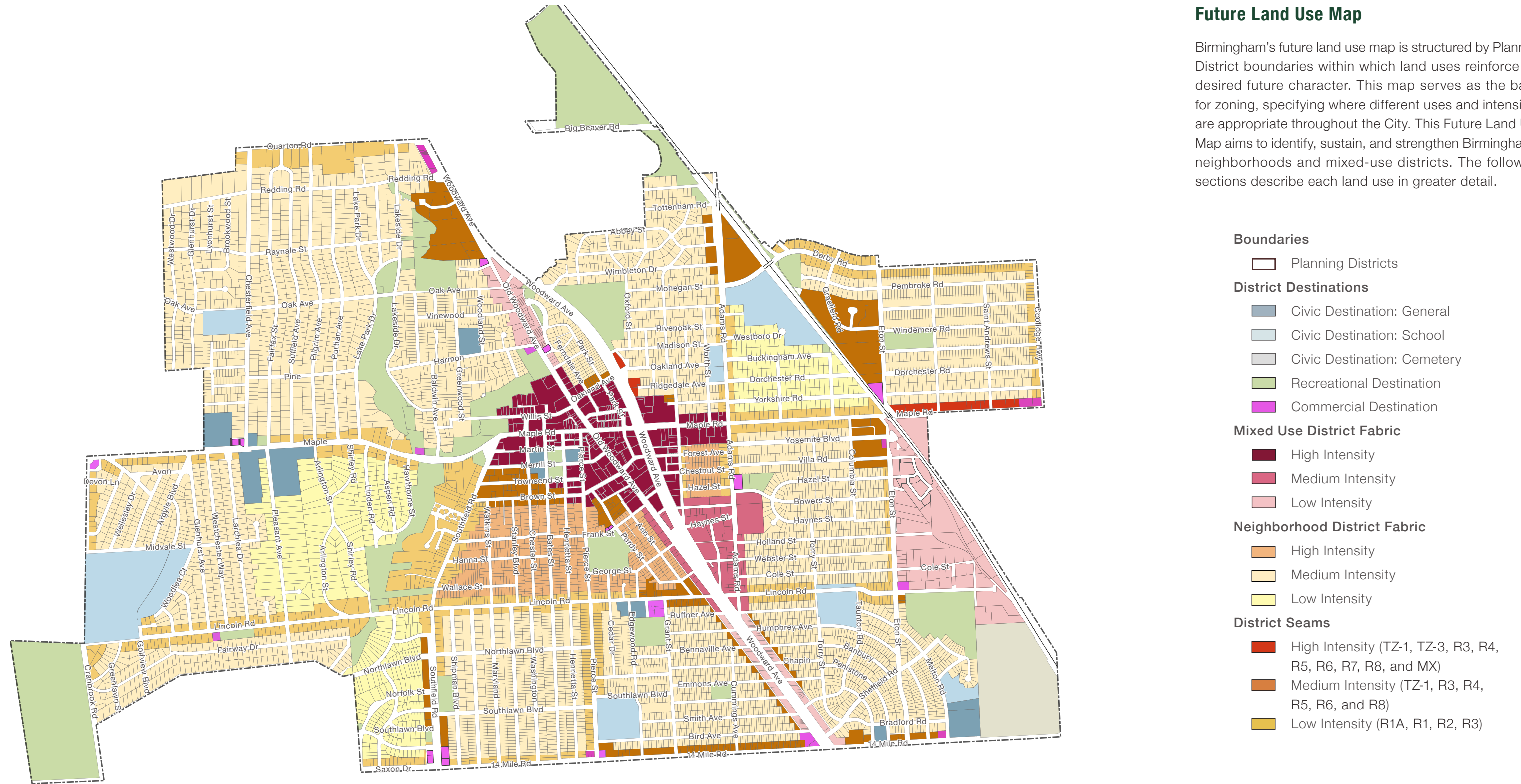
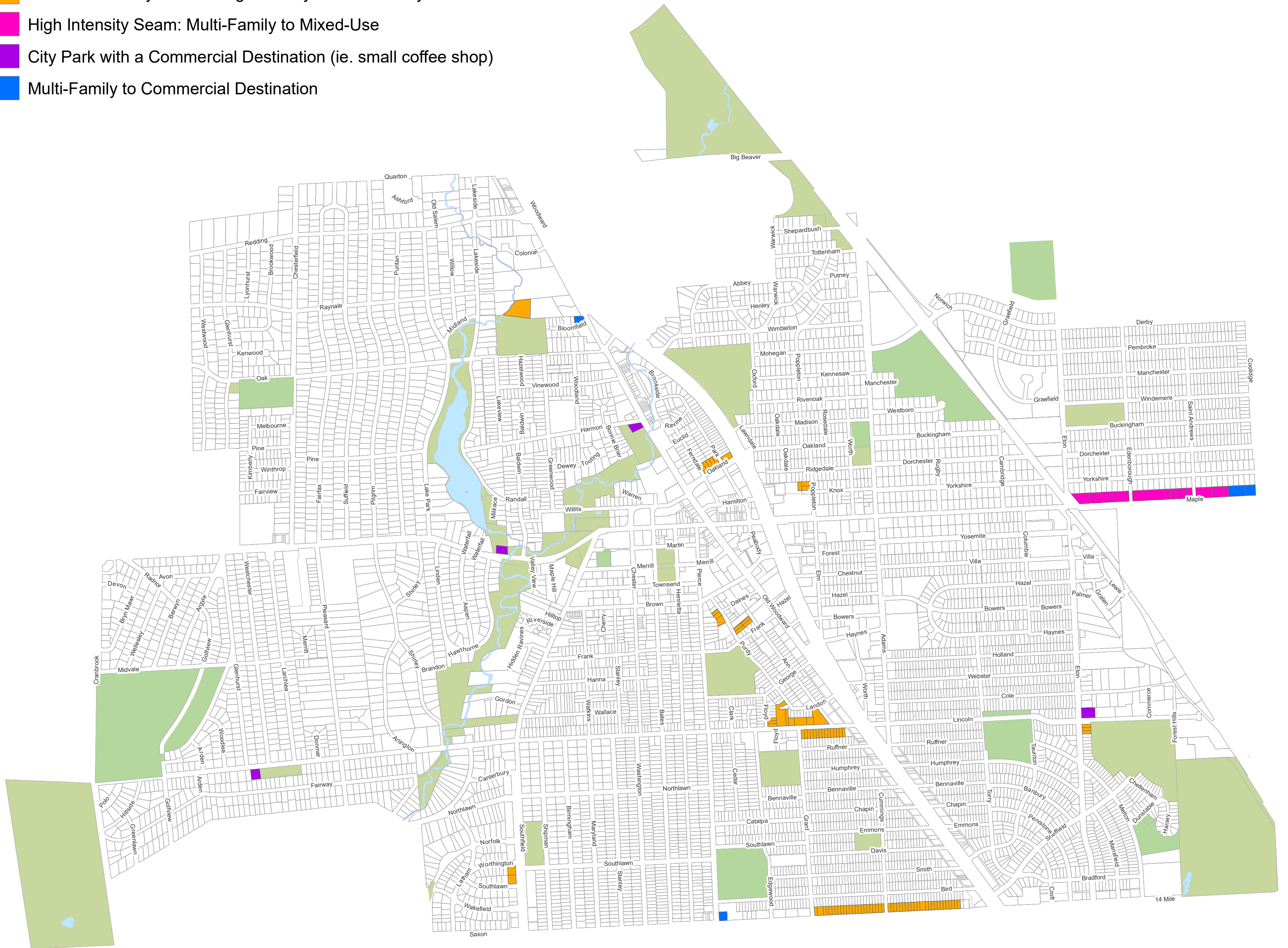


Figure 6. Future Land Use Map.

# PROPOSED Future Land Use Changes in Master Plan DRAFT #2 Related to Seams & Commercial Destinations

- Medium Intensity Seam: Single Family to Multi-Family
- High Intensity Seam: Multi-Family to Mixed-Use
- City Park with a Commercial Destination (ie. small coffee shop)
- Multi-Family to Commercial Destination



## A. Introduction



# A. Introduction

## Context

### Context

Planning for the future of a successful City holds an intriguing set of challenges of which our interactions with the residents, workers, neighbors, and leaders in Birmingham bring forth. All too often the act of planning is encumbered by an obsession with the present and past. However, we've met with many people who look forward with hope. Even among the hopeful, a broader concern for deteriorating social connectivity rang clear in conversation.

While Birmingham has long supported a series of close-knit communities within its borders, the greater culture has shifted towards increasing isolation. This comes not at the fault of individuals - who remain bright, engaged, loving, and caring members of families, civic, and social groups - but due in large part to changes in the structure of our regions and technology's role in bridging social gaps created by increasing physical isolation.

Structurally, the fabric of daily life has been spread apart, few places as completely as Metropolitan Detroit. People have been spread further from their workplaces, social spaces, entertainment, and the staples of daily life, forced to spend an increasing amount of their time driving from place to place. Today, the resulting and relentless traffic congestion leaves little time for family or friends, and especially little time for engaging within our communities.

Birmingham is rare. It has been a place built heavily upon community, weaving together neighbors, schools, churches, civic clubs and institutions, and businesses. From residents, we heard a great deal of nostalgia for the City's former social structures. For some, the loss of strong social spheres is manifest in the changing character of homes and business districts. For others, blame is placed on greater societal issues. We heard the loss expressed especially strongly from the City's civic institutions which are trying to build and support community but feel that they are increasingly unknown as society has forgotten their critical role. Some feel that downtown's more recent intensity of activity has further eroded its' culture. Yet at the same time we heard a great deal of optimism from new and younger residents who are invigorated by downtown's activity and growth, an increasingly rare opportunity in Metropolitan Detroit.

Birmingham is rare because it remained intact while most historic places in Metropolitan Detroit eroded their downtowns and invested in car-centric roadways and businesses. As a rare place, Birmingham is desirable. That desire results in growth pressure which continually increases property values. New residents are willing to pay for the lifestyle that Birmingham offers, many stretched thin to do so. Some residents prefer that the City become increasingly exclusive while others feel that it is antithetical to the community's history. Many residents are dismayed that the demand to live in Birmingham has resulted in a significant number of demolitions. However, other residents have purchased the new homes for the quality of life offered in the City and its neighborhoods. Some residents would like to downsize and remain in the community but can't find the apartments and condos they desire. No single group is in the majority.

Through conversations with residents and leaders we've been exposed to these divergent desires. But overall, when we've surveyed residents, responses as a whole have been optimistic for the City's future. Birmingham is doing well today and will continue to be a wonderful place to live. As a result this plan looks to improve upon what works. The primary issue requiring radical change is the divide caused by Woodward. Remaining plan elements are either incremental improvements - such as bicycle and micro-mobility accommodations - or organizational improvements - such as analysis by Planning District and optimizing the zoning code. This plan reinforces the structure of Birmingham that makes it comfortable to walk, easy to meet neighbors, and a very successful community.

### A Global Pandemic

In the process of reviewing the first draft of this plan, a global pandemic disrupted everyone's lives, work, schooling, and leisure time. As we submit this second draft nearly two years into the pandemic, the long-term influence of Covid-19 are still unknown. Questions remain in many arenas: will this virus become endemic; what will the balance be between working remotely and working in offices; how will interactions with friends, family, and neighbors change?

# A. Introduction

## Planning Districts

First we must acknowledge the tragic loss of family, friends, and colleagues. The community has experienced and continues to experience loss, and will forever be changed. Today we cannot know the extent.

At this point, with the pandemic a continuing issue, Birmingham has experienced difficulties and successes. The walkable streets, accessible parks and trails, and places to socialize in safe conditions have been invaluable for residents. The underlying structure of the City, which this plan intends to support and enhance, has provided a great deal of normalcy and hope. The City also benefited from years of outdoor dining experience, which became a necessity across the globe. However, Downtown has suffered with the loss of in-person office work, dining in interior spaces, reduced spending on shopping and dining, and supply chain issues. The long-term consequences are unclear, however many mixed-use districts like Downtown are beginning to recover. The future of office work remains unclear, which further reinforces this plan's goal of adding housing to the City's Mixed-use Districts. In fact their potential impact on parking is further minimized. We will continue to monitor trends during the plan review process.

### Planning Districts

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

While prior plans have dealt with issues pertinent to the success of the City and its neighborhoods, these plans have lacked the necessary descriptive language that clarifies where and why land uses should be allowed. Allocating parks is the clearest example. Today the Torry Planning

District, north of Lincoln, clearly lacks park space yet the 1929 Plan (See Fig. 1) identified a large park for this neighborhood which was not acquired. The purpose for locating the park in 1929 was in finding land yet to be fully platted and built upon. Today we can more clearly specify that the Torry Planning District needs park space, which is a more actionable proposition. Similarly, the 1980 Plan makes park space recommendations based upon objective, numerical analysis. Yet acquiring land for the neighborhood's future quality of life is an emotional appeal which requires a name and identity.

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

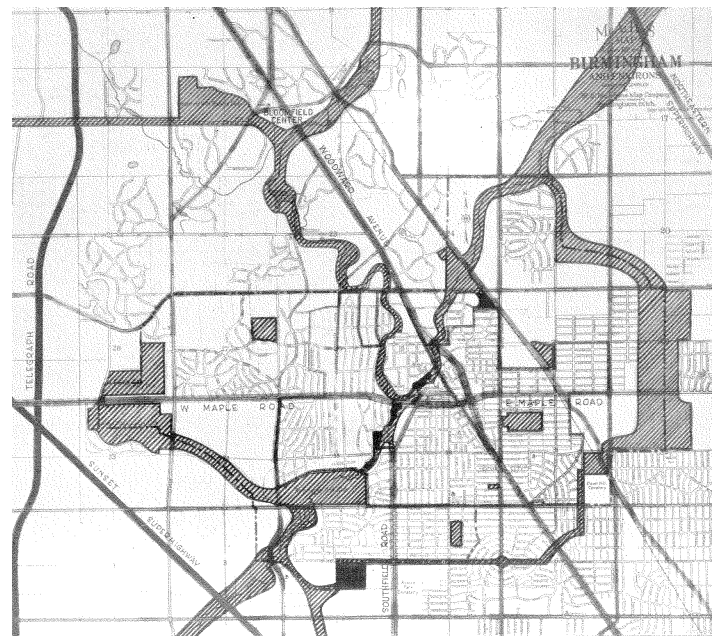


Figure 1. 1929 Plan of Birmingham and Vicinity - the shaded areas indicate proposed future parkways.

# A. Introduction

## Planning Districts

### Retaining Quality of Life

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

1. School quality and access
2. Park quality, access, and diversity

3. Downtown access and success
4. Tree canopy
5. Narrow streets
6. Walkability
7. Age diversity
8. Property maintenance
9. Housing diversity and quality

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

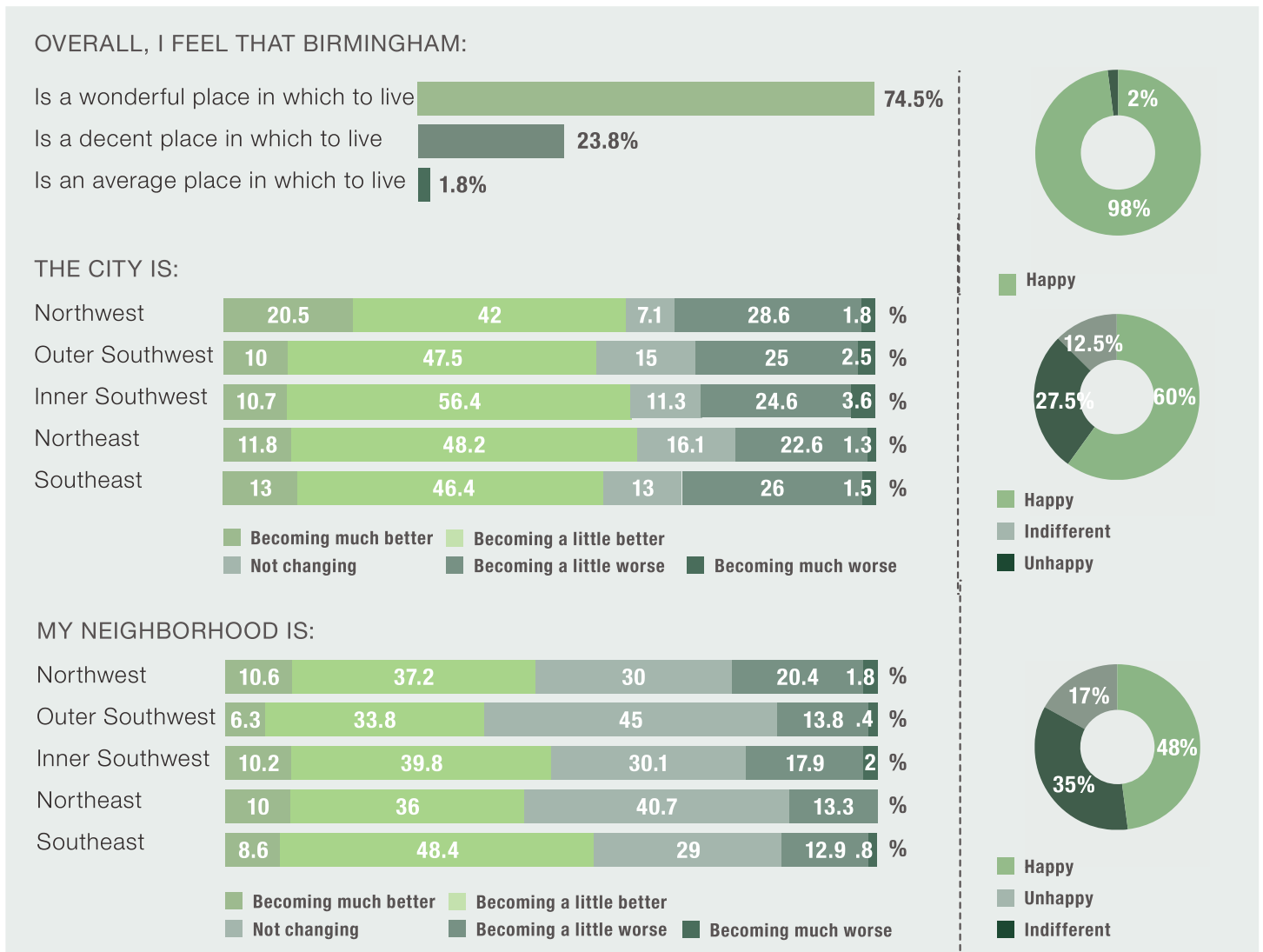


Figure 2. The Birmingham Plan initial survey results (May 2019).

# A. Introduction

## Planning Districts

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

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

A key component of all three social realms is diversity. When cities become too narrow in their diversity of age, race, family structure, background, experience, civic institutions, and businesses, they eventually decline. Residents have discussed the needs of the older adult population extensively. Discussed less frequently are the needs of middle aged and younger populations. Focusing too much on one group over another is a distraction of the

present; cities need to provide for and retain a population that is diverse in age. Similarly, businesses must be diverse in their sizes, areas of focus, and age. Cities need well established businesses along with new and innovative businesses. To achieve this, buildings are needed which differ in the size of space provided, rent, and location in the community, and zoning needs to allow for a broad and ever-changing range of business types.

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



Figure 3. Vibrant tree canopy in Birmingham.

# A. Introduction

## Planning Districts

but also in the form of cafes, markets, and social clubs.

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

All of these other aspects of resilience rely upon good governance. Yet in a dynamic city, and a distracted society, governance is difficult. Too often difficult decisions are put off and important ones not made to

avoid conflict. And as part of this ethos, new and innovative ideas are also pushed aside. Rather than regularly voicing their desires for the City's future, those who support change don't get involved while those who oppose it show up in force and ferocity. In the lead-up to the master plan's charrette process, a digital survey of residents painted a very different picture than what was heard in person, representing nearly 10 times the number of people. In order to better inform decision-making the City should endeavor to reach a broad cross-section of residents, many of whom cannot attend meetings. It should also support the physical world social network needed to support an engaged and broad constituent. This is a key point where the physical and social structure of the city should better support its' governance. When working well, broad participation helps a city remain resilient. When working poorly, the loud voice of the minority weakens a city's ability to adapt to the future.



Figure 4. Residents biking in Birmingham.



Figure 5. Birmingham Hometown Parade (May 2019).

## B. Future Land Use

# B. Future Land Use

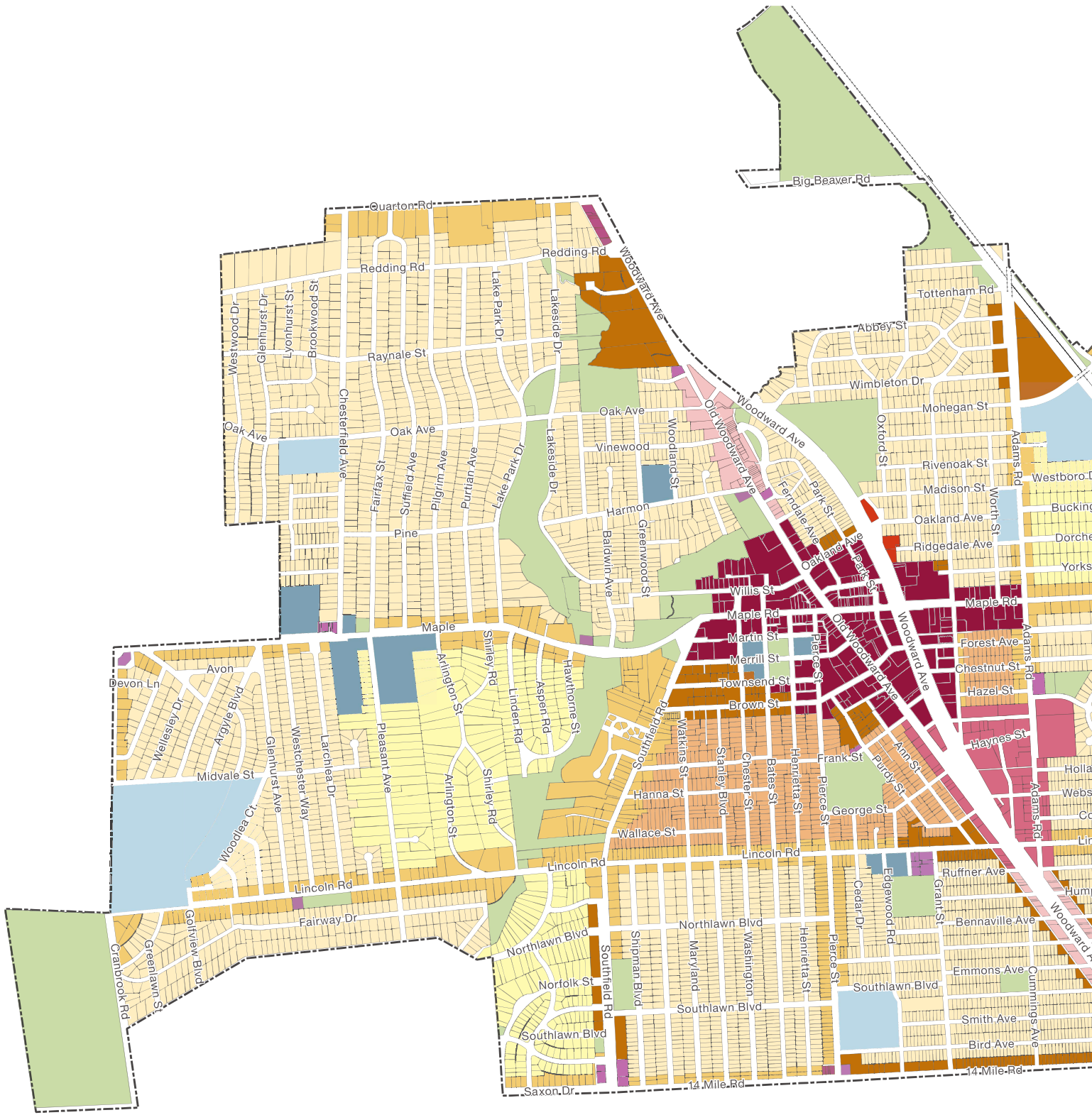


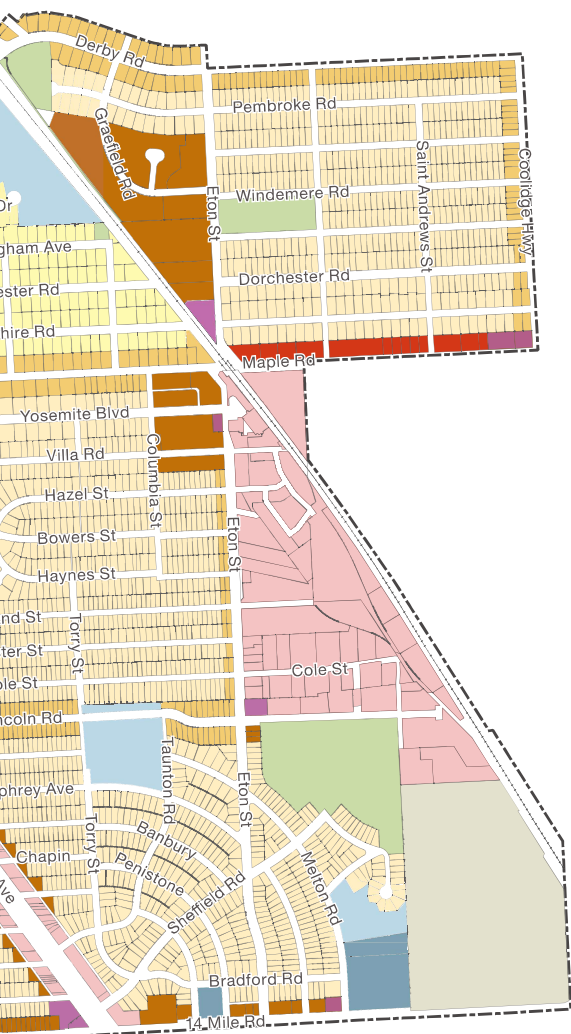
Figure 6. Future Land Use Map.

# B. Future Land Use

## Future Land Use Map

### Future Land Use Map

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



#### Boundaries

- Planning Districts

#### District Destinations

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

#### Mixed Use District Fabric

- High Intensity
- Medium Intensity
- Low Intensity

#### Neighborhood District Fabric

- High Intensity
- Medium Intensity
- Low Intensity

#### District Seams

- High Intensity (TZ-1, TZ-3, R3, R4, R5, R6, R7, R8, and MX)
- Medium Intensity (TZ-1, R3, R4, R5, R6, and R8)
- Low Intensity (R1A, R1, R2, R3)



# B. Future Land Use

## Zoning Plan

### Zoning Plan

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

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

Future Land Use Planning District	Corresponding Zoning District(s)
<b>District Destinations</b>	
Civic Destinations: General	Any district which permits institutional uses
Civic Destinations: School	Varies: must match the predominant district of surrounding properties
Recreational Destinations	PP: Public Property
Commercial Destinations	N/A: New zoning district required
<b>Mixed-use District Fabric</b>	
High Intensity Fabric	Downtown Overlay; Triangle Overlay; MX: Mixed Use
Medium Intensity Fabric	Downtown Overlay; Triangle Overlay; MX: Mixed Use
Low Intensity Fabric	Downtown Overlay
<b>Neighborhood District Fabric</b>	
High Intensity Fabric	R2: Single-Family Residential; R3: Single-Family Residential; R4: Two-Family Residential
Medium Intensity Fabric	R1: Single-Family Residential; R2: Single-Family Residential
Low Intensity Fabric	R1A: Single-Family Residential; R1: Single-Family Residential
<b>District Seams</b>	
High Intensity	TZ-1: Transition Zone; TZ-3: Transition Zone; R3: Single-Family Residential R4: Two-Family Residential; R5: Multiple-Family Residential R6: Multiple-Family Residential; R7: Multiple-Family Residential R8: Attached Single-Family Residential; MX: Mixed Use
Medium Intensity	TZ-1: Transition Zone; R3: Single-Family Residential R4: Two-Family Residential; R5: Multiple-Family Residential R6: Multiple-Family Residential; R8: Attached Single-Family Residential
Low Intensity	R1A: Single-Family Residential; R1: Single-Family Residential; R2: Single-Family Residential; R3: Single-Family Residential; R4: Two-Family Residential (only where abutting R3 or more intense zoning districts)

## B. Future Land Use

### Birmingham Planning Districts

#### Birmingham Planning Districts

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

Birmingham's Planning Districts, due in part to the era in which the city was built, reflect the structure of a 1920's neighborhood unit. Figure 7 illustrates neighborhood unit structure, which is reflected in the Future Land Use Map.



Figure 7. Planning District Structure.

The neighborhood unit consists mostly of District Fabric, whether mixed-use or residential. Some districts are higher density and others lower, which is reflected in the intensity of the district fabric. Districts typically contain recreational space, civic institutions, and a small commercial area, which are all destinations for district residents. Most of Birmingham's Planning Districts include these elements, Barnum and Pierce most closely resembling the diagram.

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

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

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

- District Fabric is either mixed-use or neighborhood, and is consistent across the district;
- District Seams occur along the edge of a district;
- Commercial Destinations occur along the edge of a district and are limited in area (a local exception is recognized for the historic destination at Barnum Park);
- Civic Destinations may occur within a district or at its edge, and are few in number;
- Recreational Destinations may take many forms, but districts should include or abut at least one.

# B. Future Land Use

## Zoning Plan

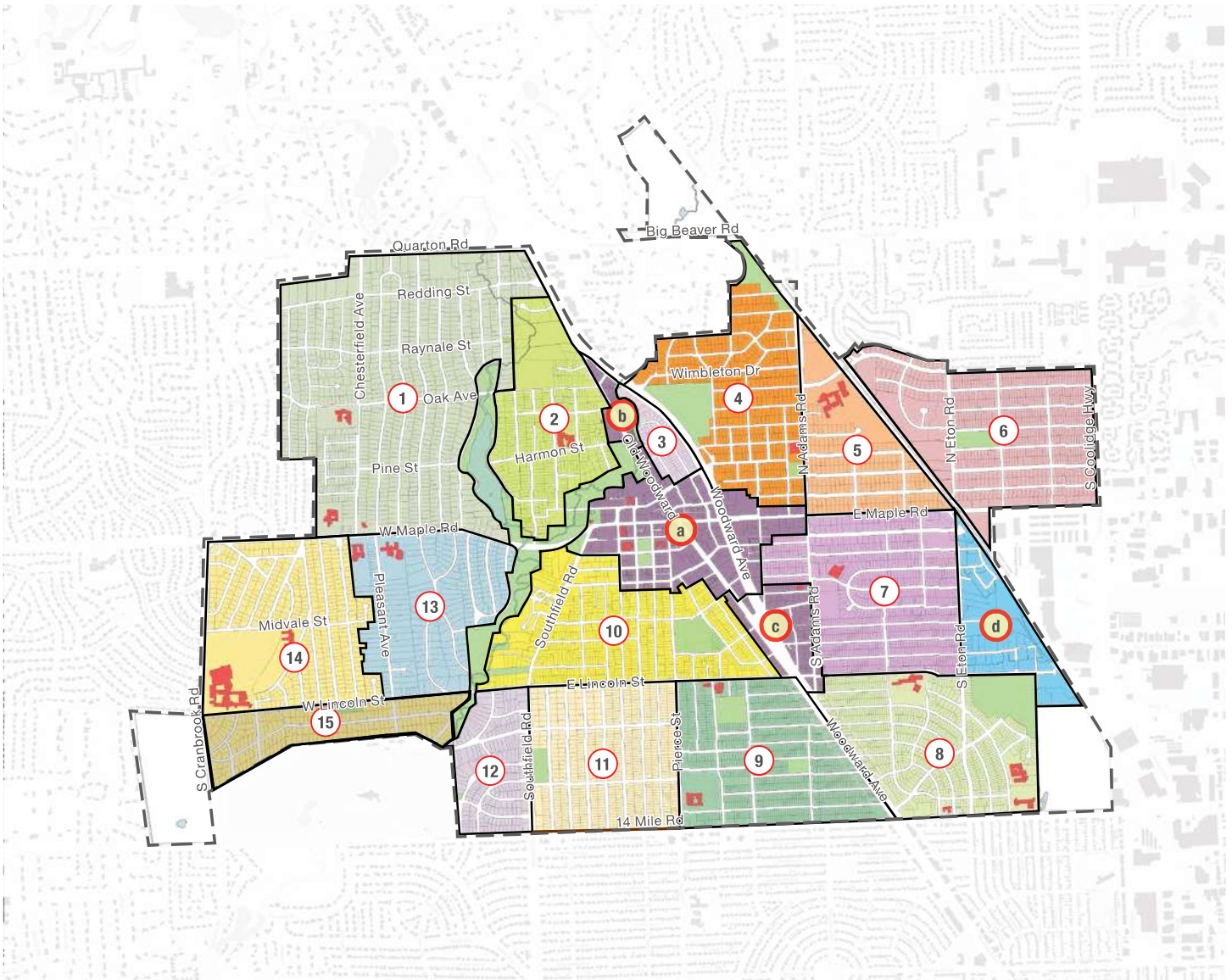


Figure 8.

### BIRMINGHAM PLANNING DISTRICTS

#### Neighborhood Districts

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

#### Mixed-use Districts

- Ⓐ Downtown
- Ⓑ North Woodward
- Ⓒ South Woodward
- Ⓓ Railroad District

## B. Future Land Use

### Mixed-use District Fabric

#### Mixed-use District Fabric

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

- Maple and Woodward is a high intensity mixed-use district which includes zones as defined in the Downtown and Triangle District Overlays. Zoning may be modified to create greater consistency between these overlay districts, but should generally retain the heights and uses as defined in those overlays. Ground floor commercial uses are required as defined by the Red Line Retail standards.
- Haynes Square is a medium intensity mixed-use district which includes zones as defined in the Downtown and Triangle District Overlays. Similar to Maple and Woodward, zoning may be modified for greater consistency. Haynes Square should be lower in height and intensity than areas further north in the core of downtown. Ground floor commercial uses should be provided along Old Woodward, Woodward, and Haynes Street. Other streets may include other primary uses.
- Market North is a low intensity mixed-use district which includes zones as defined in the Downtown Overlay. Market North should consist of buildings lower in scale and intensity than the core of Downtown to the south, and of smaller scale businesses. Ground floor commercial uses are required as defined by the Red Line Retail standards.
- The Rail District is a low intensity mixed-use district which includes zones as defined in the Eton Corridor Plan. Similar to other Mixed-use Districts, zones may be modified for greater consistency.

#### Neighborhood District Fabric

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

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

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

- Low Intensity Fabric includes R1-A and R1 zoning districts.
- Medium Intensity Fabric includes R1 and R2 zoning districts.
- High Intensity Fabric includes R2, R3, and R4 zoning districts.

## B. Future Land Use

### District Seams

#### District Seams

District Seams are an important means of coordinating land use and transportation and significant routes of vehicular, bicycle, and pedestrian movement. Identified as low, medium, and high intensity, neighborhood seams consist of a variety of single-family and multi-family housing types, limited according to intensity, home-based businesses, and some size-limited businesses in high intensity seams. By definition, Seams are applied only at the edges of Planning Districts - one or two lots deep. The intensity of Neighborhood Seams is directly related to the Neighborhood Fabric intensity and the size of the adjacent roadway. High Intensity Seams are very limited in application, only appropriate adjacent to mixed-use centers and the intersections of major and section line roads.

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

Medium and High Intensity Seams are located along regionally significant streets and in places where multi-family



Figure 10. A Medium Intensity Neighborhood Seam.

housing, attached single-family housing, and commercial uses have previously been built. The Seam designation establishes consistency, recognizing what has already been built and enabling infill development in conditions that are not conducive to single-family housing. Medium and High Intensity Seams provide opportunities for building townhomes, cottage courts, and small multi-family buildings. These types are allowed within some Mixed-use Districts, however the value of land precludes their construction.

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

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



Figure 9 - Crestview neighborhood fabric.

## B. Future Land Use

### District Destinations

#### District Destinations

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

Destinations are organized in three categories: Civic Destinations, Recreational Destinations, and Commercial Destinations. Civic destinations include civic institutions and outdoor spaces in institutional use. Schools and cemeteries are further identified within the civic category due to their importance within the city. Recreational destinations include parks and public open spaces of different sizes, from pocket parks to

the Rouge River natural area. Commercial destinations are a special category of non-residential uses that serve a local rather than regional customer base due to their size, hours of operation, and the specific category of business. These include neighborhood-supportive services where a significant share of customers are located nearby. (See Figure 11)

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



Figure 11. Example of a commercial destination land use.

# Ch 1. Connect the City

# Ch 1. Connect the City

## Overcome the Woodward Divide

### Overcome the Woodward Divide



Figure 12. The Woodward divide.

Woodward divides Birmingham physically and mentally. It is an extremely fast, high volume, and divisive roadway described as a “superhighway” in the city’s 1929 plan. While it provides regional connections that support Downtown activities, Woodward separates the City’s neighborhoods. Particularly for older adults and children, Woodward can be an impenetrable barrier to mobility.

A complete street plan for Woodward has been produced by the Woodward Avenue Action Association, and has been well supported but not yet implemented. The state department of transportation (MDOT) indicated that their current preference for major roadways such as Woodward is to provide greater accommodation for pedestrians, cyclists, and transit, and to stitch together those communities historically divided by state routes. However, implementing those changes are currently well beyond MDOT’s ability to fund directly. Funding aside, they are likely to support City-led initiatives to improve crossings and the character of Woodward. In the short term, small key changes to Woodward should be targeted, especially with a focus on pedestrian and bicyclists at crossings. In the long term, larger changes should be studied and advocated for at the county and state levels.

#### Short-term Action: Improve Crossings

The simplest changes to have a significant impact are to improve key crossings by providing sufficient crosswalk time at signals, better signage, more substantial crosswalk and bike lane striping, pedestrian activated signals, and pedestrian refuges. Presently, there are too few crossings, and most of those that exist are uncomfortable for pedestrians and cyclists.

An initial set of key crossings is selected from those major Sectionline and Quartersection roads, crossings necessary to implement the Neighborhood Loop (discussed later), and crossings that already exist but are insufficient. (See Figure 14) These include: Sectionline crossings at 14 Mile and Maple, Quartersection crossings at Lincoln and Oak, Neighborhood Loop crossings at Emmons and Oak, and existing crossings at Brown and Oakland. Additionally, the intersection of Old Woodward and Woodward is proposed for redevelopment (discussed later). Development of this intersection would include adding a crossing at Haynes St.

#### Short-term Action: Re-striping

Should Woodward be justifiably reduced to three lanes in each direction, reconfiguring the roadway still remains prohibitively expensive. However, as a lower cost option,

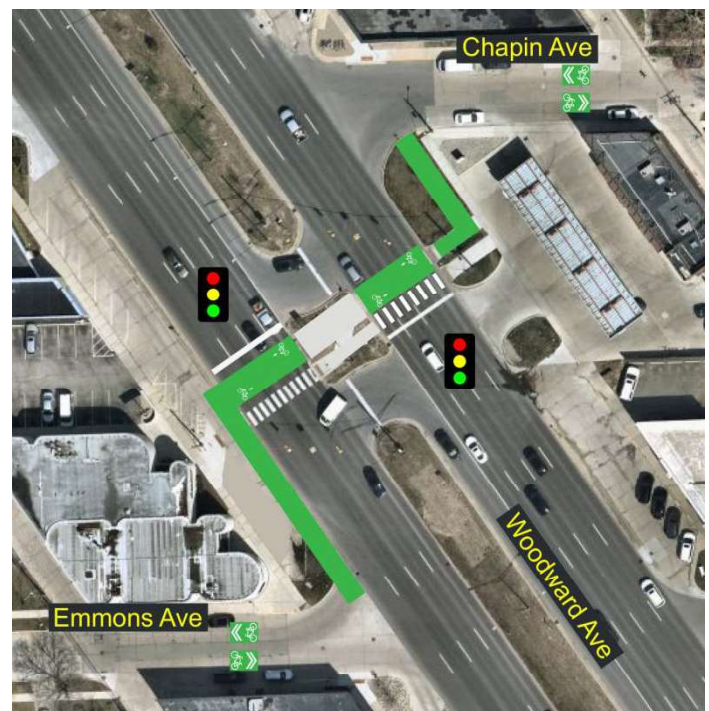


Figure 13. Neighborhood Loop Crossing at Emmons.



# Ch 1. Connect the City

## Overcome the Woodward Divide

the City should pursue re-striping the outside travel lane, converting it to a substantial protected bicycle lane, one-way each side, or a pair of two-way cycle tracks on each side, similar to what the City of Ferndale is pursuing. Regionally, Ferndale's Woodward bike facilities should connect north to facilities in Pleasant Ridge, Royal Oak, and Birmingham, and on to Bloomfield Hills and Pontiac.

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

### Medium-term Action: Reduce Vehicle Speeds

Woodward's high travel speeds perpetuate the City's east-west disconnection, create dangerous conditions accessing

businesses along the corridor, and threaten the safety of all roadway users. While reducing vehicle speeds is a critical and immediate issue to tackle, change is not simple.

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

Unfortunately MDOT is forced by state law to use the "85th Percentile Rule" when attempting to lower speeds, which measures the typical speed actually traveled on the roadway and can result in increased posted speeds instead of

### KEY WOODWARD CROSSING IMPROVEMENTS

- Key Crossings
- Neighborhood Loop
- Special Connections
- Shared Use Trails
- ▭ Planning Districts
- Civic Institutions

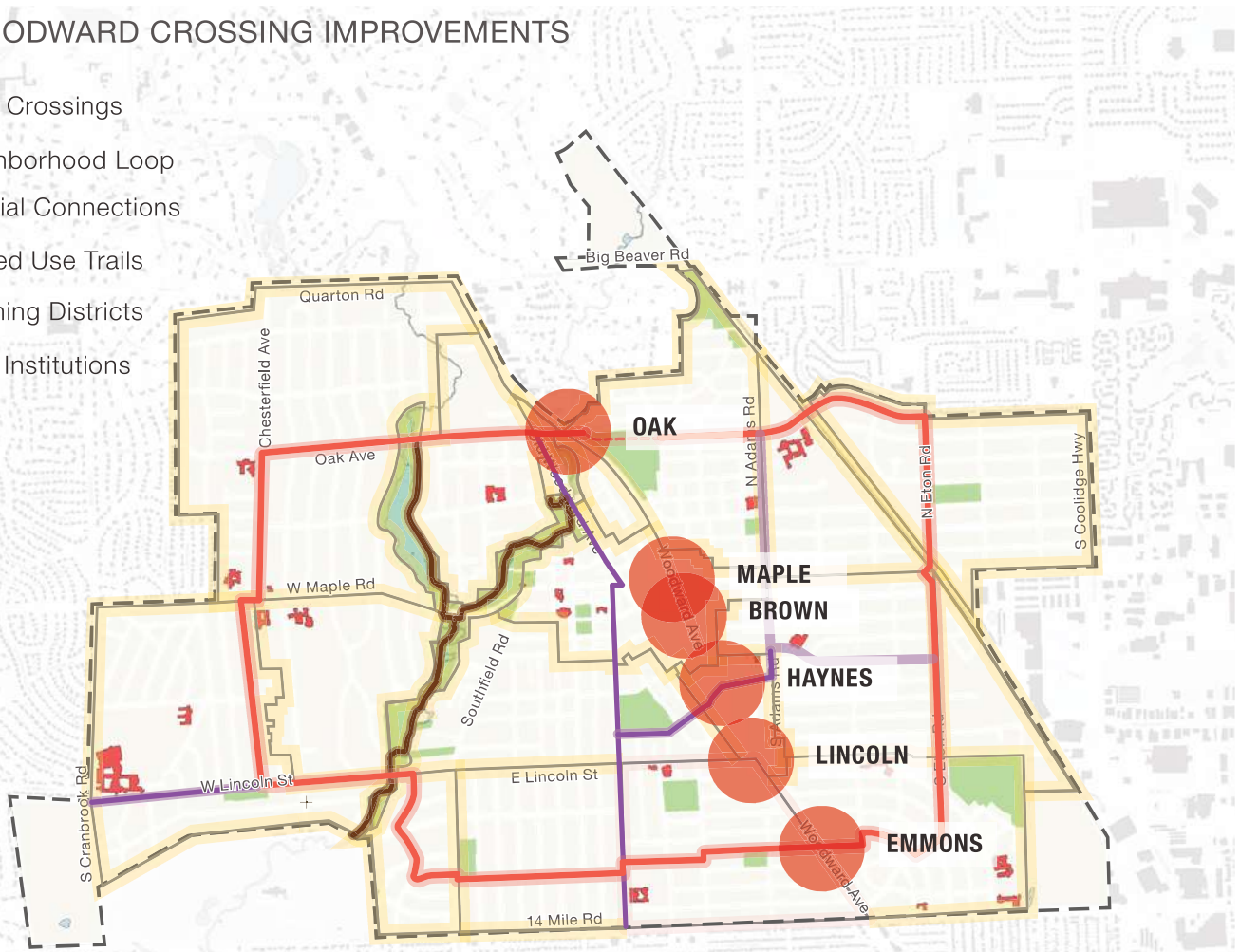


Figure 14. Key Woodward Crossing Improvements.

# Ch 1. Connect the City

## Overcome the Woodward Divide

reduced. The most expedient path to changing the speed along Woodward is through legislative means.

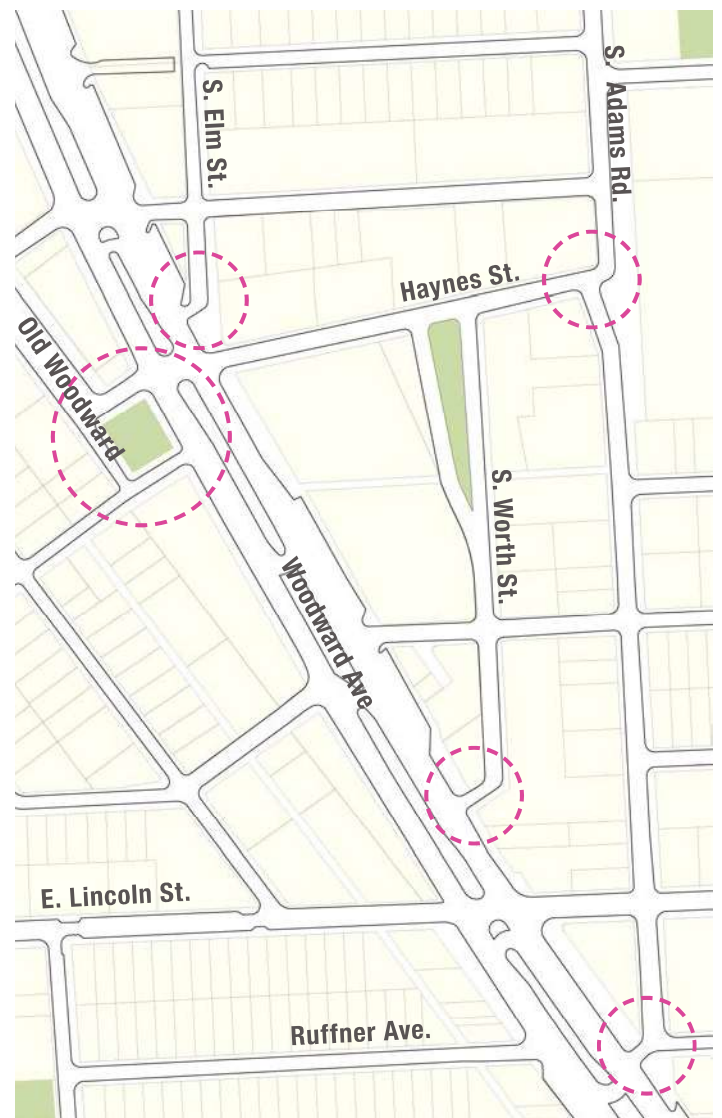
The posted speed is not the only means necessary to control speed. Land use, landscaping and landscape architecture, travel lane size, lighting, and other elements in and around the roadway signal drivers to reduce speed who may otherwise ignore speed limits. From the south, the large clear zone and curb separation in the South Woodward Gateway gives visual clues to drivers that Woodward is a high-speed roadway. Solving the speed issue here requires land use changes described later in this plan, along with posted speed reductions. From the north, the highway-like conditions of Woodward through Bloomfield Hills brings drivers in to Birmingham at high speeds. From this direction, drivers need a signal that they have entered a different type of environment than Bloomfield Hills and should reduce speeds. Like the South Woodward Gateway, Birmingham needs a vision for the North Woodward Gateway, from Big Beaver to Maple, with a particular focus on the Old Woodward and Oak Avenue intersections.

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

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

The intersection of Adams with Woodward is especially complicated due to its traffic volume and existing median breaks, making it particularly dangerous for pedestrians. To address this issue, when the Haynes Square intersection redevelopment occurs (discussed later), traffic along Adams should be rerouted to access Woodward at Haynes, which is already a near-perpendicular intersection. Additionally, the median break on Woodward at southbound Adams should be closed. The Haynes Square intersection would allow southbound Adams traffic to turn Left onto Woodward at

a new traffic signal. This will reduce traffic at Adams and Lincoln. At the Woodward intersection, Adams should be realigned to intersect perpendicularly, as is proposed for Elm and Worth. Where Adams meets Haynes, the street should turn to the left slightly, to intersect perpendicularly with Haynes, which may also be accomplished through signage encouraging southbound Adams traffic to use Haynes for Woodward access. Additionally, this movement will help provide momentum to future retail in the Haynes Square / Triangle District area. To accommodate this, Haynes between Woodward and Adams should receive a streetscape redevelopment similar to Maple through Downtown, which has the same width.



Intersection changes along Woodward and Adams.

Figure 15. Key Woodward intersection adjustments.

# Ch 1. Connect the City

## Overcome the Woodward Divide

Woodward crossings and conditions.

### MASTER PLAN ACTIONS

1. Adjust Elm to meet Woodward perpendicularly per the Triangle District plan.
2. Adjust Worth to meet Woodward perpendicularly per the Triangle District plan.
3. Task the Multi-modal Transportation Board to pursue a speed reduction on Woodward, to 35mph or similar, through legislative means.
4. Task the Multi-modal Transportation Board to study lane reduction and re-striping options for Woodward in coordination with MDOT. Recommended actions:
  - a. Participate in a traffic study along Woodward, with MDOT, once I-75 reopens fully to determine whether the road can be reduced to 3-lanes in each direction.
  - b. Pending verification of potential lane reductions, fund and implement re-striping on Woodward, between 14 Mile and Oakland, potentially to Quarton, converting the outside lane to a buffered bicycle and transit lane.
  - c. Participate in regional plans to coordinate bicycle and transit infrastructure along Woodward between municipalities.
5. Create a Haynes Square Plan, implementing the intent of the following recommendations:
  - a. Reconfigure the Woodward and Old Woodward intersection at Haynes Square as described in later Chapters.
  - b. Divert Adams traffic onto Haynes by angling Adams to intersect perpendicularly with Haynes, taking a portion of the parking lot of The Plant Station.
  - c. Adjust Adams to meet Woodward perpendicularly at Ruffner.
6. Create a North Woodward Gateway Plan to address land use, gateway, and road design elements of Woodward north of Maple.
7. Revisit and adopt a South Woodward Gateway Plan, focused on traffic calming and beautification of Woodward.
8. Update the multi-modal plan as to improve

### MULTI-MODAL PLAN UPDATES

- a. Improve pedestrian and bicycle crossings along Woodward at 14 Mile, Emmons, Lincoln, Haynes, Brown, Maple, Oakland, and Oak.
- b. Move signage at Lincoln and Woodward which obscures pedestrian countdown timers.
- c. Add a signal for the Brown Street crosswalk along the northbound lanes of Woodward.
- d. Install ADA-compliant ramps at intersections that are not in compliance along Woodward.
- e. Review pedestrian crossing times for MUTCD compliance, some may need to be lengthened.
- f. Add a protected only left turn signal for northbound left turns to Old Woodward. This may be omitted if the Haynes Square street reconfiguration occurs quickly.
- g. Update the plan to reflect the chosen outer lane conversion along Woodward.

# Ch 1. Connect the City

## Redefine Downtown Districts

### Redefine Downtown Districts

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

#### Downtown Sub-districts

Larger downtowns contain multiple districts with their own distinct character. For instance, Downtown Detroit contains

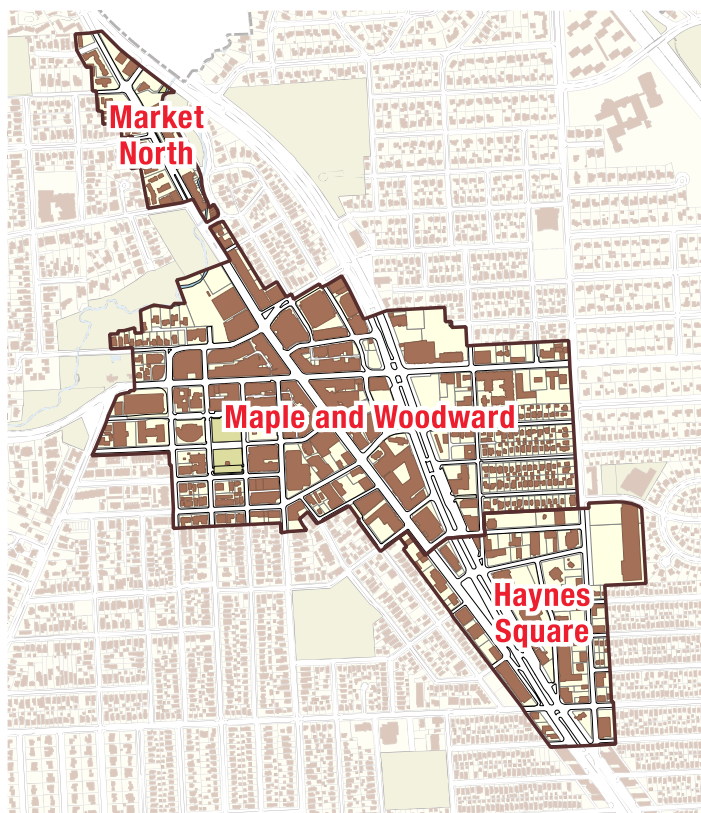


Figure 16. Three districts of downtown.

Bricktown, Greektown, Hudson Corktown, and other districts. Together they make up the greater downtown, but they each have an individual character. Similarly yet at a more relate-able scale, Ann Arbor has a downtown district along Main Street and a university district along State Street. Both are distinct yet interconnected.

North to south, Downtown Birmingham includes three distinct districts. At the center, Maple and Woodward, Downtown is at its most intense and successful.

To the north along Old Woodward, the topography and building scale clearly changes after Oakland, becoming clearly distinct by Euclid. North of Euclid is a distinct Downtown sub-district. This Market North area (See Fig A.2-09) is now most clearly defined by the Farmers' Market and Booth Park, as well as a scale that is less intense than Maple and Woodward. To the south along Old Woodward, the street activity clearly changes after Brown. This area is distinct and requires an identity, but the area is heavily constrained by the intersection of Woodward and Old Woodward. Each sub-district should be clearly differentiated, offering a different customer experience yet working together as the larger downtown area.

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

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



# Ch 1. Connect the City

## Redefine Downtown Districts

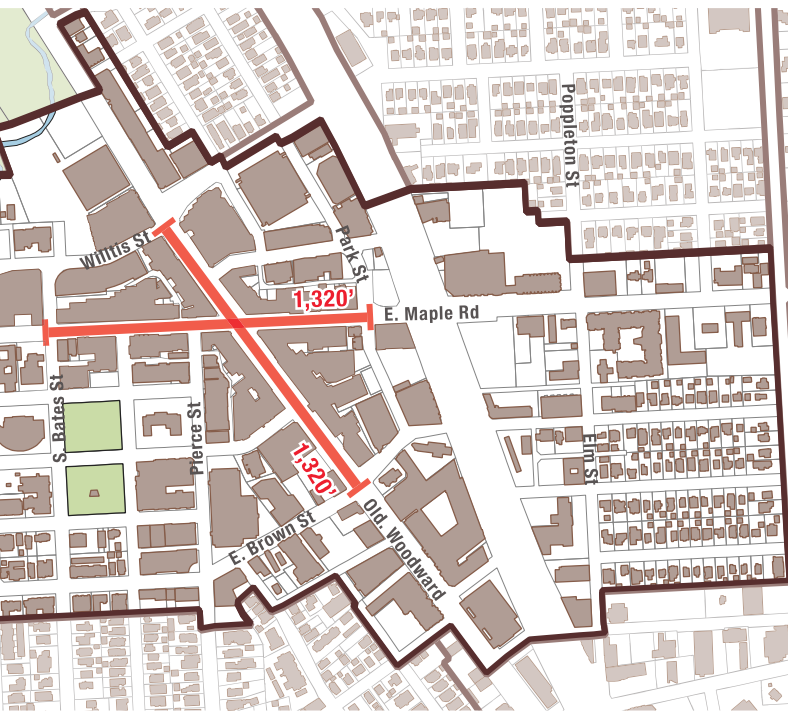


Figure 17. Typical length of main streets.



Figure 18. Way-finding signage examples.

### Identity, Signage, and Way-finding

Many downtown visitors are unfamiliar with its business offerings, parking locations, and street layout. When establishing multiple districts, signage is especially important to orient visitors. Similarly, multiple districts can assist in way-finding overall if signed properly. Today, signage is lacking throughout the greater downtown area, from way-finding for parking access to civic institutions and business directories. Each district should have clear signage which is consistent in the information provided but differentiated by district. (See Figure 18)

Parking signage is especially important as the City deals with extremely high occupancy of its Downtown garages. Prior to the Covid pandemic, many of the City's parking garages operated at 99% capacity; still in the pandemic we will rely upon recent, historic usage levels. While the North Old Woodward, Park, and Peabody garages typically operated above 90%, visitors are not always aware of nearby spaces available in the Chester and Pierce garages. Technology should be employed to inform users of available capacity throughout the greater downtown. Much of this equipment is unattractive, like the signage in use currently in Ann Arbor, yet there are minimal and elegant solutions available to direct users to the nearest available

capacity. This signage should be piloted in downtown and spread to the City's other mixed-use districts once parking investments are made.

### MASTER PLAN ACTIONS

1. Create a greater downtown branding plan, in coordination with the Birmingham Shopping District, to brand the City's multiple mixed-use districts. This plan should address, at a minimum:
  - a. District way-finding (vehicular, pedestrian, and cyclist-oriented), business directory, and gateway signage;
  - b. Differentiation in streetscape products like tree grates, lights, trash and recycling cans, and public art themes;
  - c. A marketing plan for each of the distinct districts;
  - d. A phasing plan to install business directory and way-finding signage throughout all districts.
2. Install parking way-finding signage in downtown, ensuring the design is simple and elegant. (priority)
3. Permit murals and wraps like the popcorn utility wrap to be city-initiated or by the Public Arts Board.

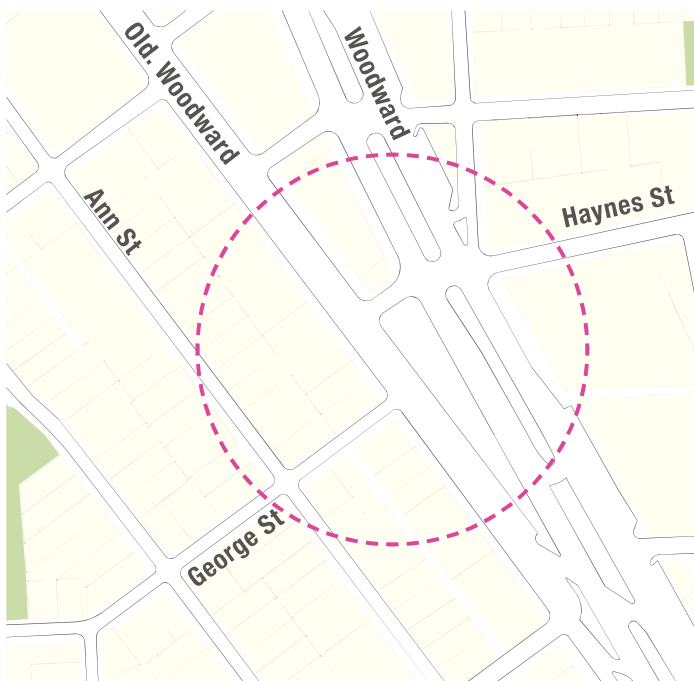
# Ch 1. Connect the City

## Implement Haynes Square

### Implement Haynes Square

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

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



EXISTING

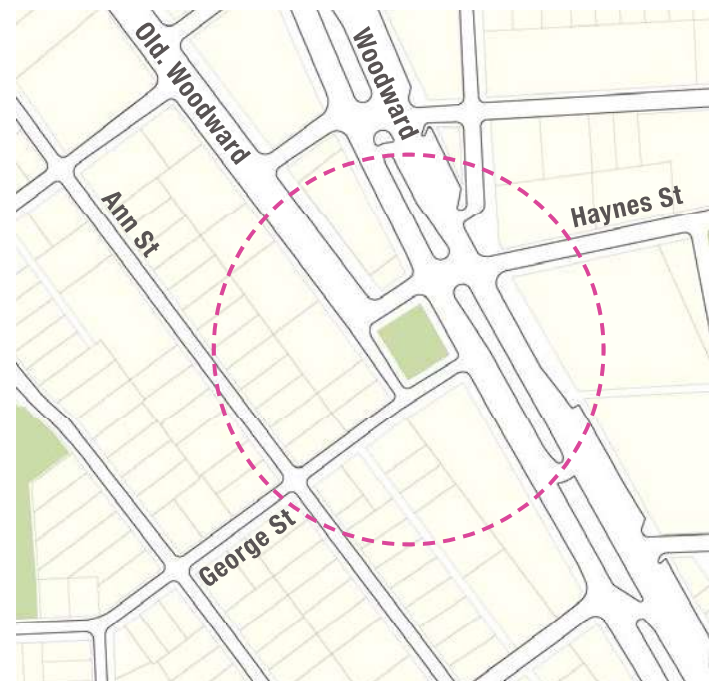
Figure 19. Haynes Square reconfiguration.

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

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

### Street and Property Reconfiguration

A pair of related issues make clear the need for street and property reconfiguration in this area. First, the intersection of Old Woodward and Woodward occurs at a very acute angle and requires a dangerous northbound left turn. The intersection also creates a narrow and unusable strip of land which mirrors the poor frontage condition of the South Woodward Gateway. Second, properties that are located along Old Woodward south of George Street are zoned for taller buildings, but have not seen redevelopment



PROPOSED

# Ch 1. Connect the City

## Implement Haynes Square



Figure 20. Redevelopment of Haynes Square.

due in part to parking issues. The parking necessary to redevelop properties south of George St is difficult to accommodate with shallow lots that back onto single-family properties. This plan recommends that Old Woodward be reconfigured to alleviate the awkward intersections and provide larger building sites. George St. is extended to big Woodward, and Old Woodward removed south of George. South of George St, properties are extended to big Woodward, providing sites that can accommodate buildings and parking. Property extensions may be traded for a public surface parking lot where buildings currently sit along Old Woodward, 70 feet deep measured from the alley, which leaves over 100 feet of property for development, deeper than current properties.

Through this redevelopment, Haynes St. crosses Woodward to meet Old Woodward at a new signal. On the east side of Woodward, Haynes becomes a main street, paired with Worth Street. To support the main street with additional traffic, as Maple and Woodward is supported by Maple's

traffic, Adams should be slightly adjusted so that south-bound traffic uses Haynes to access Woodward. This adjustment is detailed in Figure 15.

### Public Parking

Due to the odd lot shapes in the district, significant zoned capacity, and lack of access to the downtown parking district, private development is unlikely to take the first step to launch the Haynes Square, as has been the case for the Triangle District, which is synonymous. To successfully launch Haynes Square, the City needs to invest in a parking garage. Unfortunately, neither of the 2007 Triangle District plan's proposed public parking structures nor its proposed parking assessment district have been implemented. A new garage is needed and should be suited to meet most of the needs of the district, alleviating developers from the burden of parking with both commercial and residential parking permitted. With a structure in place, and mixed-use residences able to unbundle parking (See the Mixed-use Districts section), new housing and businesses

# Ch 1. Connect the City

## Implement Haynes Square

are likely to developed quickly. Due to the district's size and low existing intensity, development will bring significant increases in tax revenue. While a smaller garage has been discussed, which may be pursued to whet the appetite of developers, the construction of multiple smaller garages is less efficient in the long run than one higher-capacity structure.

### Other Area Improvements

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

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

### MASTER PLAN ACTIONS

1. Implement the public parking deck recommendation of the 2007 Triangle District Plan.
2. Create a parking assessment district, per the 2007 Triangle District Plan, or incremental tax district as necessary for land purchases and for financing the development of parking structures.
3. Study the potential for Public Private Partnerships to construct parking structures in the Triangle District.
4. Create a Haynes Square Plan which provides the details, timing, and funding for implementing Haynes Square. This may be an update to the 2007 Triangle District Plan. This plan should:
  - a. Reconfigure the streets around Haynes Square to create the square and fix the acute intersection between Woodward and Old Woodward.
  - b. Build the public square with a cafe, trees, seating, a kids play area, and other civic features.
  - c. Consider revising the design of Worth Park in the form of a plaza and other opportunities for shared streets and passageways, civic art, traffic calming, and way-finding.
  - d. Detail streetscape and landscape improvements along Worth, Bowers, Haynes, and Webster.
  - e. Improve pedestrian linkages to the surrounding neighborhoods, especially along Adams.
  - f. Consider swapping land to install a public parking lot along the south Old Woodward alley.
  - g. Create a parking district for Haynes Square which allows residences to purchase parking passes in public garages, in addition to commercial parking.
  - h. Install metered, on-street parking along Adams and Lincoln Roads.
  - i. Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center, offering significant development capacity in exchange for a public open space and public parking.
  - j. Consider streetscape improvements along Woodward to improve the walkability to both downtown and the market districts.
  - k. Consider green stormwater management opportunities made possible through the area's growth and redevelopment.



# Ch 1. Connect the City

## Encourage Gathering Places

### Encourage Gathering Places

While Birmingham is more walkable than most cities in Metro-Detroit, accessing daily destinations still require a car for many residents. City structure and the distribution of daily destinations is the greatest determinant of the transportation mode people will choose and its impact on sociability and the environment. When comparing Birmingham's neighborhoods with immediately surrounding communities, the differences are stark; Birmingham's neighborhoods are more consistent, cohesive, and complete. But there is still room for improvement in the City's neighborhoods. The most significant modifications concern accommodating nearby, daily destinations, means of accessing the City's mixed-use districts more easily, and accommodations provided at neighborhood parks. When people have access to nearby destinations, they are more likely to choose walking or biking, which increases interaction among neighbors.

Due to the regional draw of Downtown, its price point is too high to provide normal neighborhood services, and its location is too far for most residents to walk. Historically, Birmingham has supported civic institutions and parks within neighborhoods, and has had a number of smaller, neighborhood businesses that provided more frequent offerings to nearby residents. Birmingham retains its' parks and institutions, but only a few neighborhood commercial destinations: Maple and Chesterfield, Maple and Eton, and 14 Mile and Southfield.

Neighborhood Destinations are the glue for neighborhood and community social structures. At destinations, neighbors meet and interact, and the act of walking or rolling to nearby destinations builds familiarity between neighbors on the street. Neighborhood Destinations fall into 3 categories: Commercial Destinations like markets and cafes, Recreational Destinations like parks and trails, and Civic Destinations like schools and religious institutions.

#### Commercial Destinations

Local bakeries, specialty markets, coffee shops, brew pubs, dry cleaners, hair salons, pharmacies, and even service stations comprise neighborhood scaled amenities that are unique to Birmingham among surrounding communities. Easy access to these amenities, especially

by walking, contribute to the City's comfortable lifestyle and high property values. Recent studies indicate house values dramatically increase when located within a ten-minute walk of a coffee shop, green grocery, micro-brewery, park, or school. But some city residents live beyond a comfortable walk or bike ride.

Commercial destinations should be located to provide walkable access to neighborhoods, but not be so close to one another that they become a larger district. (See Figure 22) To accommodate social interaction, a few cafes within existing parks may provide a sufficient destination. Commercial Destinations should be encouraged and their scale and specific uses should be limited, along with operating hours and noise, to limit their impact on surrounding residents. These destinations should also be allowed to provide residential uses above the ground floor, which will help their success by providing immediately adjacent customers and allowing the residential units to offset some of the operational costs of managing the buildings. Scale and character should remain compatible with the surrounding neighborhood, reviewed by the Planning Board.

#### MASTER PLAN ACTIONS

1. Build a cafe in Booth Park as recommended in the 2016 Downtown Plan.
2. Build a model neighborhood destination at the northeastern corner of Lincoln and Eton.
3. Create a neighborhood destination zoning district. This district should consider the following recommendations:
  - a. Allow by-right Commercial Destinations of up to 10,000 square feet total, no more than 3,000 square feet per tenant.
  - b. Limit uses to bakeries, banks, bicycle shops, cafés, carry-out foods, coffee shops, exercise studios, florists, hardware, ice cream parlors, mail centers, personal care, medical offices, pharmacies, real estate offices, financial services, small groceries, specialty shops, and other small local service-businesses. Housing should be permitted above the ground floor.
    - Where located in parks, limit uses to

# Ch 1. Connect the City

## Encourage Gathering Places

bakeries, cafes, and coffee shops.

- c. Nationally branded chains should be permitted when designed to look local.
- d. Limit evening hours and prohibit excessive noise, including music in the late evenings, and early or late truck deliveries should be restricted.
- e. Larger restaurants and other potentially intensive commercial should be permitted as special uses, with appropriate design, management, and operational conditions geared to minimize their potential impact on surrounding properties.
- f. Drive-thru windows should be prohibited.
- g. Loading docks should be minimal, if provided.
- h. Landscaped screening should be required from adjacent single-family properties.
- i. Allowed up to three floors, provided they match

the scale of a two and one-half story structure.

- For buildings with 3 stories, the upper floors must be residential.
- For buildings with 2 stories, the upper floor may be office or residential.
- Where located in parks, limit height to one story.
- j. Parking should be as minimal as possible, or not required. If required, parking should not exceed 3 cars per 1,000 square feet of non-residential uses and 1 car per bedroom of residential uses.
- k. Planning Board review should ensure minimal impacts to the neighborhood.

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

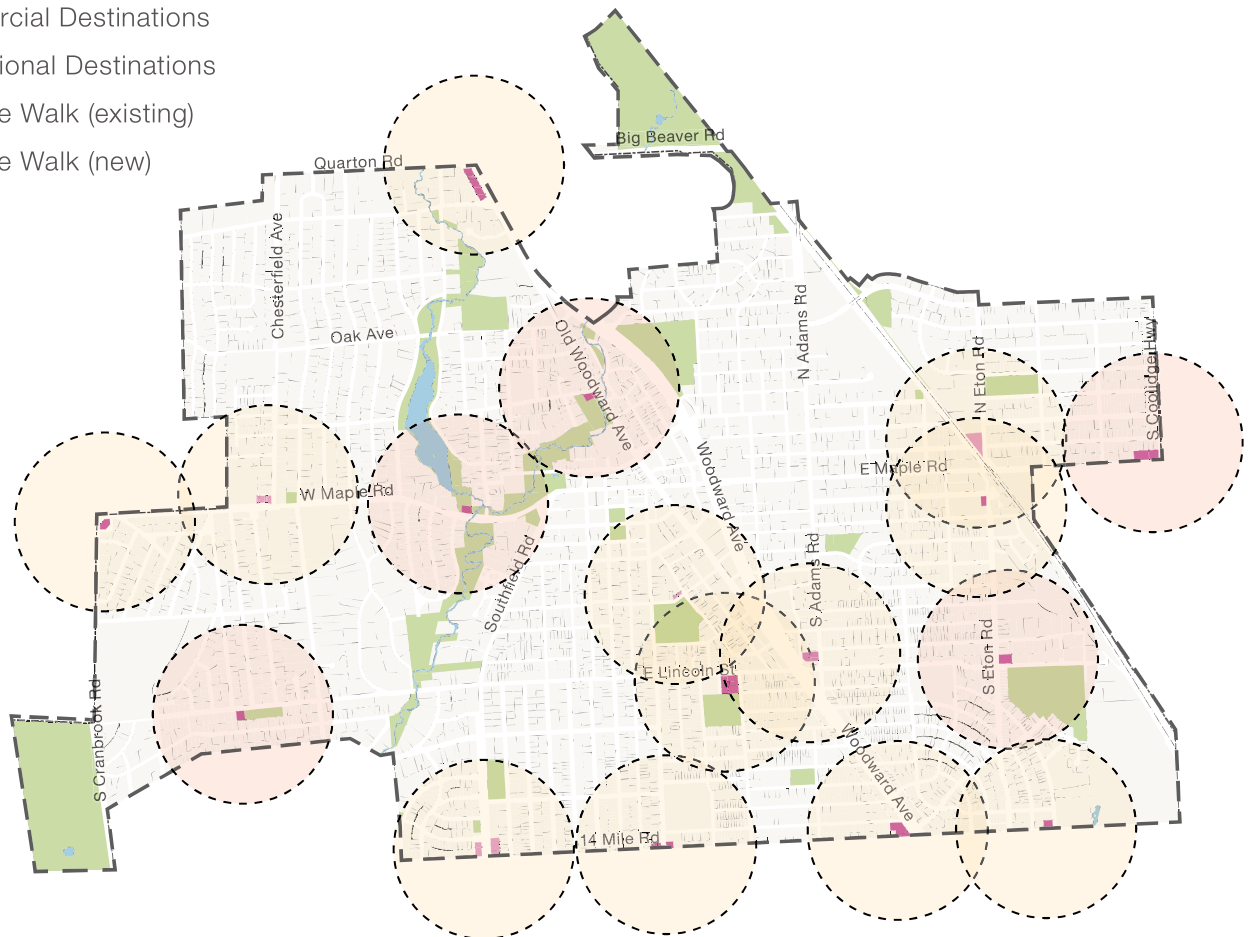


Figure 22. Proposed Neighborhood Destinations.

# Ch 1. Connect the City

## Encourage Gathering Places

### Civic Destinations

Birmingham has a long tradition of investing in civic buildings and landscapes, which began with the construction of its first library and the build-out of its civic center in the 1920s. This civic center is centrally located downtown, with its constituent buildings grouped around Shain Park. The center occupies five blocks that once housed privately owned houses, which the city purchased and razed as part of the 1929 Plan. Outside of the City's primary civic cluster in Downtown, nearly all of Birmingham's neighborhoods include one or more civic uses within a short walk for most of their residents. This relationship is relatively rare in postwar suburbs and contributes to Birmingham's desirable quality of life. These Civic Destinations include fire stations, meeting halls, museums, places of worship, post offices, schools, and specialized civic institutions such as Next and the YMCA. The 1929 plan proposed anchoring each of the city's neighborhoods with a civic center, a

school, or a park. Largely implemented, this plan resulted in the numerous schools and parks that now exist in most of Birmingham's neighborhoods.

Civic buildings offer neutral, aspirational places for citizens and community leaders to exchange ideas, form community associations, or simply socialize. Located in a neighborhood setting, these institutions encourage neighborhood interaction. (See Figure 23) They also tend to draw people from other nearby neighborhoods, cross-pollinating the City's social structures. Civic buildings and landscapes should be grand and iconic, and be distinct from residential construction to avoid confusing public and private uses. Birmingham's prewar civic buildings—the City Hall, library, post office, and train station—were built of brick and stone in an English Tudor style, with the exaggerated scale and exceptional quality befitting signature civic buildings.

Throughout the community, Civic Destinations should be

- Civic Destinations
- Recreational Destinations
- 5-minute Walk (existing)



Figure 23. Civic Destinations.

# Ch 1. Connect the City

## Prioritize the Neighborhood Loop

maintained and supported. During the planning charrette, some of the City's civic institutions discussed their great variety of programs. We also heard that some struggle to reach residents and new generations who are not familiar with the role that civic institutions play in the community. To support these institutions, Birmingham should have a Community Foundation or fund, which the Chamber of Commerce is in the process of establishing. In addition to the fund, regular social events should be organized throughout the city. At present, a series of events occurs downtown, but additional events should be considered throughout the community. The Community Foundation or fund should contribute to these events and involve civic institutions in organizing and promotion. Regular events such as these are an important means of gaining visibility among community members, engaging them, and strengthening the community's social and civic structure.

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

### MASTER PLAN ACTIONS

1. Establish policy to continue the tradition of constructing Birmingham's civic buildings and parks as iconic structures and landscapes to the highest standards and at a civic scale. This should include authentic durable materials, oversized windows, high ceilings, and Tudor design and detailing.

2. Ensure the Community Foundation / Fund is established in a timely manner.
3. Establish a Civic Events Board or extend the role of the Public Arts Board to develop regular civic events to continue engaging the community throughout the year and promote existing civic institutions.
4. Convene a committee to study the location, programming, and funding for new facilities for Next.

## Prioritize the Neighborhood Loop

Presently, the city's major roads run between planning districts which is efficient for long-distance car needs, but is less convenient and safe for walkers and cyclists. Additionally, many neighborhoods experience cut-through traffic when congestion is high on major roads along the district perimeter. To address these issues and increase social interaction through walking and cycling, a Neighborhood Loop is proposed. (See Figure 24) This is a pedestrian and bicycle priority route through most of Birmingham's neighborhoods, avoiding larger roads where possible. This plan recommends that improvements be prioritized over most other multi-modal improvements. The loop is also an opportunity for a future internal public transportation circulator for the City, to provide mobility options for those who cannot walk long distances or cycle.

The loop is intended to be a bicycle boulevard system which also focuses on pedestrian accommodations and comfort. Bicycle boulevards are routes that are designed for bicycle access while discouraging through access for cars. As such, the loop will serve to reduce cut-through traffic by diverting cars to provide better bike and pedestrian access and safety. Pedestrian accommodations include sufficient sidewalks, marked crosswalks, shading, and benches. The proposed loop route builds upon the cycle track recently piloted along Eton Rd.

Beyond physical accommodations, the Neighborhood Loop is intended to be a social concentrator for the City's neighborhoods. Once established, at least by signage, activities should be planned along the loop to encourage pedestrian and cyclist use, especially families. During the summer, a monthly program could close the loop to traffic one day per month, and parks along the path programmed

# Ch 1. Connect the City

## Prioritize the Neighborhood Loop

with family-friendly activities. Where the Hometown Parade brings people to Downtown, activities along the loop are intended to connect neighbors with each other and get residents walking and riding through other neighborhoods they don't normally experience. Additionally, the loop is intended to make pedestrians and cyclists more visible throughout the City, especially across the major roadways.

Bicycle destination signage is currently lacking throughout the City. While the 2013 Multi-modal Plan recommended signage, this plan establishes a number of more clear destinations with planning district boundaries and multiple downtown districts. Signage should be installed along the Neighborhood Loop and other routes with bike lanes. Signage may be expanded to secondary connections and routes at a later time. Bicycle signage provides significant way-finding assistance to riders who may be unsure of how to use the bike network.

### MASTER PLAN ACTIONS

5. Hire a consultant to design the Neighborhood Loop bicycle boulevard, including signage and diverters, and pedestrian improvements, like complete sidewalks and crosswalks.
6. Update the Multi-modal Plan to include and prioritize the Neighborhood Loop design elements.
7. Develop civic programming events along the neighborhood loop, within the purview of the Civic Events Board or Public Arts Board.
8. Update the multi-modal plan to implement the Neighborhood Loop.

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

- a. Add benches along the loop where the Neighborhood Loop crosses major roads, like Maple, schools, and parks, like Linden Park.
- b. Add bicycle destination signage along the Neighborhood Loop and routes with bike lanes.
- c. Add bicycle parking and repair stations like those found in Shain Park to all parks.

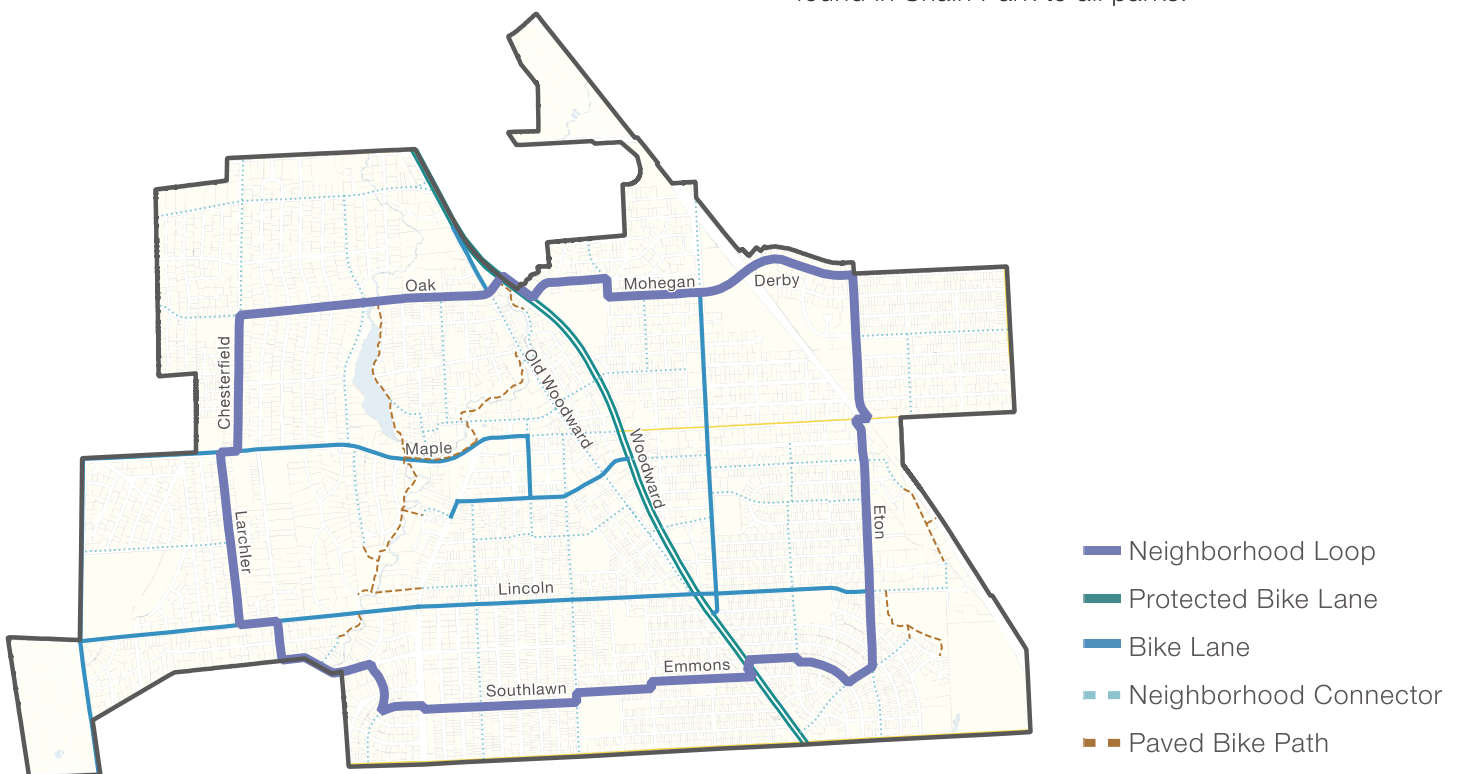


Figure 24. The Neighborhood Loop

# Ch 1. Connect the City

## Accommodate More Modes of Movement

### Accommodate More Modes of Movement

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

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

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

#### Multi-modal Facilities

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

Within neighborhoods, accommodation for multiple modes is relatively easy. Most streets in Birmingham are narrow, slowing cars enough to mix modes within the street. The Neighborhood Loop, consisting of a series of bicycle

boulevards, also provides safe and convenient access for multiple modes. But in neighborhoods, bikes, scooters, and similar technology should be discouraged from using sidewalks through signage and education.

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

Another recommended initiative is to pilot shared-use streets where materials, signage, and the street edge are designed for all users to operate at very slow speeds and mix. These shared use spaces and streets are common in Europe and are increasing in use in the US. A notable example is Argyle Street in Chicago. Merrill Street is an excellent location to pilot a shared use street, connecting Old Woodward with Shain Park and the Library, potentially extending to Martha Baldwin Park and the Rouge River trail network. Worth Street in Haynes Square could pilot the form as a future main street, along with Cole Street in the Rail District. Over time a network of shared use streets should be assembled, better accommodating changing mobility.

#### Educating Roadway Users

While new mobility options provide benefits for many travelers, addressing safety issues and a clear understanding and respect for rules is critical. Riders of bicycles, scooters, and other modes must be aware of where they are expected and allowed to ride, whether safety equipment is required, and how right-of-way is determined. In addition to awareness, the city should understand that most frequently violations occur where people feel that it is unsafe or very inconvenient to ride where directed. But equally importantly, drivers need to respect the rights of other roadway users, many of which do not. To address these issues, adequate signage, public education, and enforcement are necessary.

# Ch 1. Connect the City

## Improve Regional Transit Connections

### MASTER PLAN ACTIONS

1. Update the Multi-modal Plan to address new mobility technology, recent design innovations, and a public education component.
2. Require protected bicycle facilities on all streets posted at or above 35mph.
3. Pilot a shared use street along Merrill Street first from Old Woodward to Shain Park, and in a later phase connecting to the Rouge River trail system through Martha Baldwin Park.
4. Update the multi-modal plan to implement additional multi-modal and micro-mobility best practices.

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

- a. Shift the burden of public bicycle parking in the downtown from private businesses to the city.
- b. Increase proposed streetside bicycle parking.
- c. Add parking areas for micro-mobility devices.
- d. Convert bicycle lane signage to mobility lane.
- e. Install signage informing micro-mobility users and cyclists of where they are permitted to ride.
- f. Provide mobility education to all residents.

## Improve Regional Transit Connections

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

To support transit, Birmingham has relatively little work to do, already having a well established downtown along Woodward. Most significantly, Birmingham needs to add residents to Downtown, which is proposed in greater detail in following chapters. Residents Downtown would also be located along the regional transit corridor, more readily users of that service and able to reduce car dependency as a result. The Rail District also needs to secure a

connection to the Troy Transit Center and add residents and businesses. This is also discussed in later chapters. Physically the City needs to improve transit stops to be covered and include real-time information, along with nearby long-term covered bike parking.

For Birmingham, regional transportation will mean relatively little for residents who are further from Downtown without an internal circulator. A circulator, autonomous or otherwise, would also improve access around the City to residents who have difficulties walking and biking during the winter months. A circulator within Birmingham should run along the Neighborhood Loop, with a few diversions to high-frequency destinations like Seaholm. Overall this would provide greater access to residents and reduce some parking issues Downtown and also at Seaholm.

### MASTER PLAN ACTIONS

1. Update the Multi-modal Plan to improve the conditions at bus stops along more major roads.
2. Convene a committee to study a public circulator.

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

- a. Improve bus stops by adding shelters, paving, and seating along:
  - Big Woodward
  - Old Woodward (completed in part with Phase 1 streetscape).
  - Maple, including stops outside of Downtown
  - Coolidge Hwy.
  - 14 Mile Rd.

# Ch 1. Connect the City

## Multi-modal Plan Updates

### Multi-modal Plan Updates

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

### PEDESTRIAN FACILITIES

Pedestrian facilities are generally adjusted in order to implement recommendations in the Connect the City and Prioritize the Neighborhood Loop sections. These are specified in Figure 25.

### BICYCLE FACILITIES

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

### TRANSIT FACILITIES

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

- Improvements Added
- Curb Extensions Added

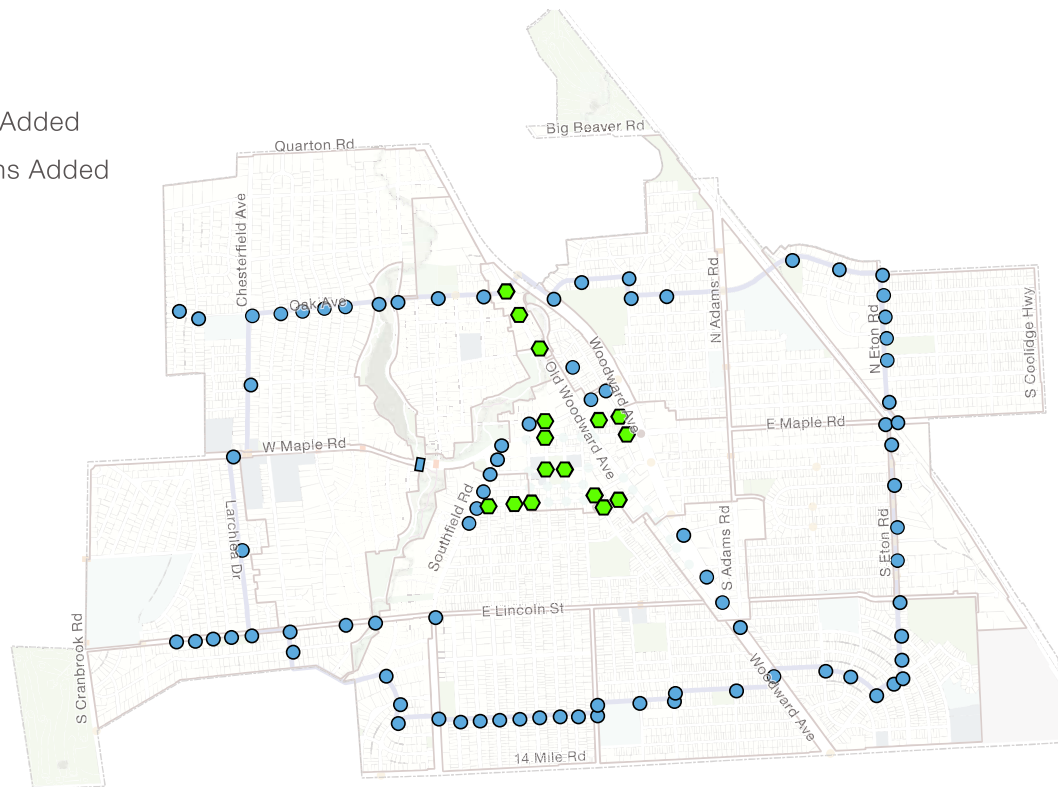


Figure 25. Pedestrian updates to the multi-modal plan.



# Ch 1. Connect the City

## Multi-modal Plan Updates

- Bike Connection Added
- Type Changed
- Removed / Relocated



Figure 26. Bicycle facility updates to the multi-modal plan.

- Transit Stops Added
- Removed / Relocated

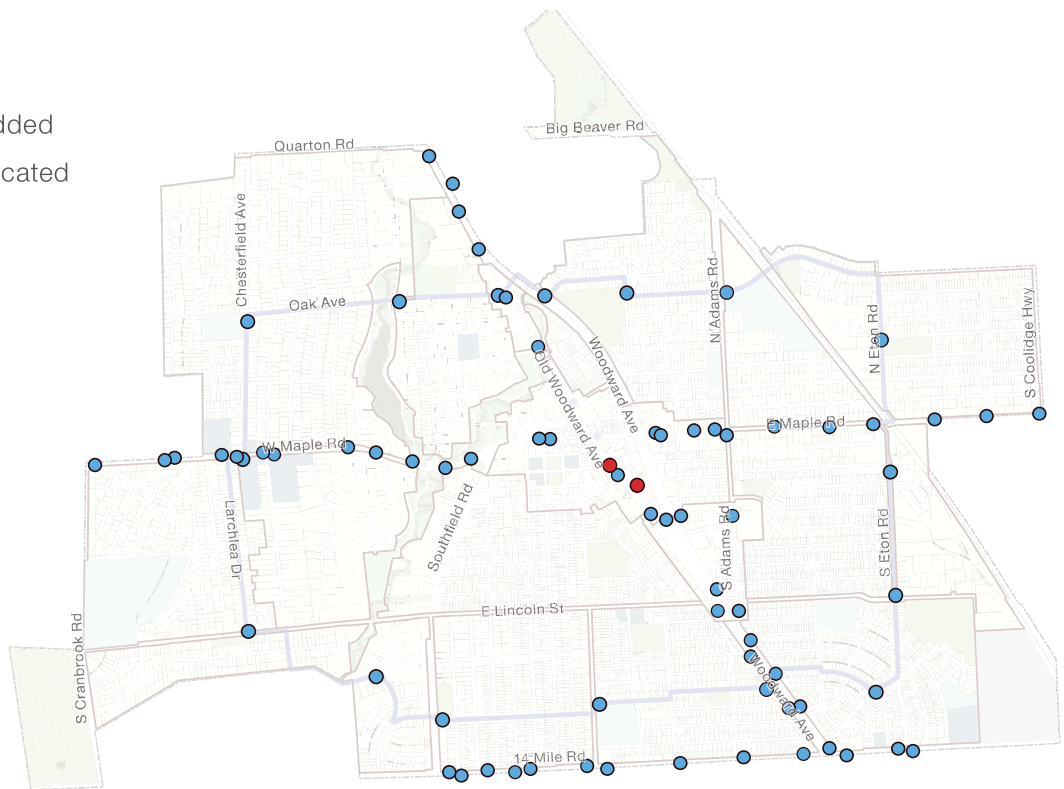


Figure 27. Transit updates to the multi-modal plan.

## 2040 Master plan question - potential map and labelling errors?

3 messages

**Birmingham Andrew** <andrewinbham@gmail.com>

Fri, Oct 22, 2021 at 11:49 AM

To: jecker@bhamgov.org, ndupuis@bhamgov.org

Cc: tmarkus@bhamgov.org

Dear Jana & Nick, on page 56 of the 2nd draft I see this label of the residential zoning. When I cross refer it to Section 126 of the Zoning ordinance it appears to be incorrect for R4 - R7 and potentially R8. TZ1 has a different label to the ordinance and we have no zone X, but there is an MX zone in the ordinance. Are all the labels & markings on the zoning maps correct as I cannot correlate the labels to the ordinance 1 for 1 and it is causing some confusion in how to read the map & permitted uses. Especially with some of the colors on the Future Use map on pages 8 & 9 being very similar too.

Please could you also confirm that R1 is 1 residence with a minimum lot size of 9000 sq feet & R3 is 1 residence with a minimum lot size of 4500 sq feet if I am reading the ordinance correctly? (Similar question for R2)

Also, if R1 is a minimum of 9000 sq feet surface area for 1 residence, how does table 2.06.4 refer to lots <9000 sq feet for height? Is that for any pre existing lot sizes within the existing zoning that are already under 9000 sq feet in size that wish to have a new building on that sub 9000 sq feet lot? Do any new constructions require a zoning variance due to lot size and zone or is it automatic due to the table reference?

Thanks.

Andrew


 R1 Single Family Residential	 R6 Single Family Residential	 TZ3 Mixed-Use	 B-3 Office-Residential
 R1-A Single Family Residential	 R6 Single Family Residential	 X Mixed-Use	 B-4 Business-Residential
 R2 Single Family Residential	 R7 Single Family Residential	 B-1 Neighborhood Business	 O-2 Office Commercial
 R3 Single Family Residential	 R8 Single Family Residential	 B-2 General Business	 O-1 Office
 R4 Single Family Residential	 TZ1 Attached Single-Family	 B-2B General Business	 P Parking
			 PP Public Property

Figure 32. Existing Zoning Districts.

## CHAPTER 126 - ZONING

### ARTICLE 2: ZONING DISTRICTS AND REGULATIONS

#### Contents:

2.01 PP (Public Property) District Intent, Permitted Uses, and Special Uses
2.02 PP (Public Property) District Development Standards
2.03 R1A (Single-Family Residential) District Intent, Permitted Uses, and Special Uses
2.04 R1A (Single-Family Residential) District Development Standards
2.05 R1 (Single-Family Residential) District Intent, Permitted Uses, and Special Uses
2.06 R1 (Single-Family Residential) District Development Standards
2.07 R2 (Single-Family Residential) District Intent, Permitted Uses, and Special Uses
2.08 R2 (Single-Family Residential) District Development Standards
2.09 R3 (Single-Family Residential) District Intent, Permitted Uses, and Special Uses
2.10 R3 (Single-Family Residential) District Development Standards
2.11 R4 (Two-Family Residential) District Intent, Permitted Uses, and Special Uses
2.12 R4 (Two-Family Residential) District Development Standards
2.13 R5 (Multiple-Family Residential) District Intent, Permitted Uses, and Special Uses
2.14 R5 (Multiple-Family Residential) District Development Standards
2.15 R6 (Multiple-Family Residential) District Intent, Permitted Uses, and Special Uses
2.16 R6 (Multiple-Family Residential) District Development Standards
2.17 R7 (Multiple-Family Residential) District Intent, Permitted Uses, and Special Uses
2.18 R7 (Multiple-Family Residential) District Development Standards
2.19 R8 (Attached Single-Family Residential) District Intent, Permitted Uses, and Special Uses
2.20 R8 (Attached Single-Family Residential) District Development Standards
2.21 O1 (Office) District Intent, Permitted Uses, and Special Uses
2.22 O1 (Office) District Development Standards
2.23 O2 (Office/Commercial) District Intent, Permitted Uses, and Special Uses
2.24 O2 (Office/Commercial) District Development Standards
2.25 P (Parking) District Intent, Permitted Uses, and Special Uses
2.26 P (Parking) District Development Standards
2.27 B1 (Neighborhood Business) District Intent, Permitted Uses, and Special Uses
2.28 B1 (Neighborhood Business) District Development Standards
2.29 B2 (General Business) District Intent, Permitted Uses, and Special Uses
2.30 B2 (General Business) District Development Standards
2.31 B2B (General Business) District Intent, Permitted Uses, and Special Uses
2.32 B2B (General Business) District Development Standards
2.33 B2C (General Business) District Intent, Permitted Uses, and Special Uses
2.34 B2C (General Business) District Development Standards
2.35 B3 (Office-Residential) District Intent, Permitted Uses, and Special Uses
2.36 B3 (Office-Residential) District Development Standards
2.37 B4 (Business-Residential) District Intent, Permitted Uses, and Special Uses
2.38 B4 (Business-Residential) District Development Standards
2.39 MX (Mixed Use) District Intent, Permitted Uses, and Special Uses
2.40 MX (Mixed Use) District Development Standards
2.41 TZ1 (Transition Zone) District Intent, Permitted Uses, and Special Uses
2.42 TZ1 (Transition Zone) District Development Standards
2.43 TZ2 (Transition Zone) District Intent, Permitted Uses, and Special Uses
2.44 TZ2 (Transition Zone) District Development Standards
2.45 TZ3 (Transition Zone) District Intent, Permitted Uses, and Special Uses
2.46 TZ3 (Transition Zone) District Development Standards

Jana Ecker <Jecker@bhamgov.org>

Thu, Oct 28, 2021 at 12:09 PM

To: Birmingham Andrew <andrewinbham@gmail.com>

Cc: Nicholas Dupuis <ndupuis@bhamgov.org>, Tom Markus <tmarkus@bhamgov.org>

Dear Andrew,

Thank you for sending along your comments and questions. I am sorry the response has been delayed. Please see below for responses to the questions you raised in your email above:

**1. Are the labels of the zoning classifications listed in the legend on page 56 of the draft 2040 Plan correct?**

As you pointed out, there are some inconsistencies in the naming conventions of several of the zoning districts. For the multi-family zoning classifications of R4 through R8, the zoning district symbols or icons are correct, however the written naming conventions are incorrect. R4 should be listed as Two-Family Residential and R5 – R7 should be listed as Multiple Family Residential. R8, while listed as Single Family Residential, should be labelled as Attached Single Family Residential. The TZ1 zoning classification is correct, but should be listed as Transition Zone, not Attached Single Family. The zoning classification of X is incorrect, and should be MX, which is accurately labelled as Mixed Use. All of these corrections have been provided to the City's consultant for correction in the next draft of the 2040 Plan.

**2. Can you confirm that R1 is 1 residence with a minimum lot size of 9,000 square feet?**

Yes, R1 is a single family zoning classification that permits mainly one family residential dwellings. There are however several additional permitted residential, institutional and recreational uses. Properties zoned R1 have a minimum lot area of 9,000 square feet.

**3. Can you confirm that R2 is 1 residence with a minimum lot size of 6,000 square feet?**

Yes, R2 is a single family zoning classification that permits mainly one family residential dwellings. There are however several additional permitted residential, institutional and recreational uses. Properties zoned R2 have a minimum lot area of 6,000 square feet.

**4. Can you confirm that R3 is 1 residence with a minimum lot size of 4,500 square feet?**

Yes, R3 is a single family zoning classification that permits mainly one family residential dwellings. There are however several additional permitted residential, institutional and recreational uses. Properties zoned R3 have a minimum lot area of 4,500 square feet.

**5. If R1 requires a minimum of 9,000 square feet of surface area for 1 residence, how does table 2.06.4 refer to lots <9,000 square feet for height? Is that for any pre existing lot sizes within the existing zoning that are already under 9,000 square feet in size that wish to have a new building on that sub 9,000 square feet lot?**

The R1 zoning does require a minimum lot size of 9,000 square feet for any new lots created. However, there are many lots that were created under previous zoning requirements that are less than 9,000 square feet in area, although they were legal at the time they were platted.

**6. Do any new constructions require a zoning variance due to lot size and zone or is it automatic due to the table reference?**

If an original platted lot is less than the current required minimum lot area, a new home can be constructed on the undersized lot without a variance if the lot area has not been altered since it was originally platted. All other current setback, placement and massing standards apply other than the minimum lot area standard.

I hope I have answered all of your questions.

Jana

[Quoted text hidden]

--

***Jana L. Ecker***

***Assistant City Manager  
City of Birmingham  
248-530-1811***

**\*Important Note to Residents\***

Let's connect! Join the Citywide Email System to receive important City updates and critical information specific to your neighborhood at [www.bhamgov.org/citywideemail](http://www.bhamgov.org/citywideemail).

---

**Birmingham Andrew** <andrewinbham@gmail.com>

Thu, Oct 28, 2021 at 8:42 PM

To: Jana Ecker <Jecker@bhamgov.org>

Cc: Nicholas Dupuis <ndupuis@bhamgov.org>, Tom Markus <tmarkus@bhamgov.org>

Jana, thank you for the detailed response.

Please can this entire email communication be put into the next Planning Board Master Plan meeting agenda packet to show the items found for correction to keep a record of updates?

In addition, the next plan update, please can we have either a redline copy or a document modification record attached to each subsequent update to make sure that any changes made are transparent and traceable?

Thank you,

Andrew

Ethermail

On Oct 28, 2021, at 12:09, Jana Ecker <[Jecker@bhamgov.org](mailto:Jecker@bhamgov.org)> wrote:

Dear Andrew,

Thank you for sending along your comments and questions. I am sorry the response has been delayed. Please see below for responses to the questions you raised in your email above:

**1. Are the labels of the zoning classifications listed in the legend on page 56 of the draft 2040 Plan correct?**

As you pointed out, there are some inconsistencies in the naming conventions of several of the zoning districts. For the multi-family zoning classifications of R4 through R8, the zoning district symbols or icons are correct, however the written naming conventions are incorrect. R4 should be listed as Two-Family Residential and R5 – R7 should be listed as Multiple Family Residential. R8, while listed as Single Family Residential, should be labelled as Attached Single Family Residential. The TZ1 zoning classification is correct, but should be listed as Transition Zone, not Attached Single Family. The zoning classification of X is incorrect, and should be MX, which is accurately labelled as Mixed Use. All of these corrections have been provided to the City's consultant for correction in the next draft of the 2040 Plan.

**2. Can you confirm that R1 is 1 residence with a minimum lot size of 9,000 square feet?**

Yes, R1 is a single family zoning classification that permits mainly one family residential dwellings. There are however several additional permitted residential, institutional and recreational uses. Properties zoned R1 have a minimum lot area of 9,000 square feet.

**3. Can you confirm that R2 is 1 residence with a minimum lot size of 6,000 square feet?**

Yes, R2 is a single family zoning classification that permits mainly one family residential dwellings. There are however several additional permitted residential, institutional and recreational uses. Properties zoned R2 have a minimum lot area of 6,000 square feet.

**4. Can you confirm that R3 is 1 residence with a minimum lot size of 4,500 square feet?**

Yes, R3 is a single family zoning classification that permits mainly one family residential dwellings. There are however several additional permitted residential, institutional and recreational uses. Properties zoned R3 have a minimum lot area of 4,500 square feet.

**5. If R1 requires a minimum of 9,000 square feet of surface area for 1 residence, how does table 2.06.4 refer to lots <9,000 square feet for height? Is that for any pre existing lot sizes within the existing zoning that are already under 9,000 square feet in size that wish to have a new building on that sub 9,000 square feet lot?**

The R1 zoning does require a minimum lot size of 9,000 square feet for any new lots created. However, there are many lots that were created under previous zoning requirements that are less than 9,000 square feet in area, although they were legal at the time they were platted.

**6. Do any new constructions require a zoning variance due to lot size and zone or is it automatic due to the table reference?**

If an original platted lot is less than the current required minimum lot area, a new home can be constructed on the undersized lot without a variance if the lot area has not been altered since it was originally platted. All other current setback, placement and massing standards apply other than the minimum lot area standard.

I hope I have answered all of your questions.

Jana

On Fri, Oct 22, 2021 at 11:50 AM Birmingham Andrew <[andrewinbham@gmail.com](mailto:andrewinbham@gmail.com)> wrote:

Dear Jana & Nick, on page 56 of the 2nd draft I see this label of the residential zoning. When I cross refer it to Section 126 of the Zoning ordinance it appears to be incorrect for R4 - R7 and potentially R8. TZ1 has a different label to the ordinance and we have no zone X, but there is an MX zone in the ordinance. Are all the labels & markings on the zoning maps correct as I cannot correlate the labels to the ordinance 1 for 1 and it is causing some confusion in how to read the map & permitted uses. Especially with some of the colors on the Future Use map on pages 8 & 9 being very similar too.

Please could you also confirm that R1 is 1 residence with a minimum lot size of 9000 sq feet & R3 is 1 residence with a minimum lot size of 4500 sq feet if I am reading the ordinance correctly? (Similar question for R2)

Also, if R1 is a minimum of 9000 sq feet surface area for 1 residence, how does table 2.06.4 refer to lots <9000 sq feet for height? Is that for any pre existing lot sizes within the existing zoning that are already under 9000 sq feet in size that wish to have a new building on that sub 9000 sq feet lot? Do any new constructions require a zoning variance due to lot size and zone or is it automatic due to the table reference?

Thanks.

Andrew

<image.png>

<image.png>

[Quoted text hidden]

Clerk's Office  
City of Birmingham, MI

NOV - 3 2021

RECEIVED

895 Lake Park Drive  
Birmingham, MI 48009  
November 3, 2021

City Commission  
City of Birmingham  
151 Martin Street  
P. O. Box 3001  
Birmingham, MI 48012-3001

Dear Commissioners:

The city has requested comments from its citizens on The Birmingham Plan, Draft 2, 10/08/2021. For your information, I have lived in Birmingham for 58 years and served on the City Planning Board for 20 years. During that period, the Birmingham Plan of 1980 was developed and approved. After reviewing the proposed Master Plan, issues have come to my attention which I wanted to share with you.

1) What is a master plan and what should we be looking for in Draft 2?

Most planners would agree that it should be a plan for the physical development of a municipality that includes land use, circulation, and a report presenting objectives, standards, and principles. Over the years, the scope has been expanded to include future land use, traffic circulation, sanitary, storm water and drainage, conservation, historic preservation, recreation and open space, adequacy of utilities, present and future parking needs, as well as a number of issues of concern to the community. A key element is participation by citizens who should help in developing the goals and objectives with the Planning Board. They should reach a consensus on what our community is today and what we want it to be in the future. A goal statement should be developed to communicate the purpose of the master plan.

2) For background, it is suggested that we review the goal statements of the two previous master plans.

The Village Plan of 1928 included in the forward "During the past 10 years, Birmingham has grown from a quiet village community of 2,500 to a metropolitan suburb of 12,000. Realizing that this growth would continue at the same rapid rate, a Planning Commission was appointed and they, after careful investigation, employed Mr. Arthur C. Comey, a national authority on city planning, to study the situation and needs of Birmingham with the idea of preserving and protecting the natural beauty of this village and making it a highly desirable residential community".

The Birmingham Plan of 1980 stated that “The Future Land Use Plan recommends that the basically single-family character of Birmingham be retained. Commercial land uses should not infiltrate or pressure established single-family residential neighborhoods. Birmingham is a city of fine single-family homes and this character should be carefully preserved in future years. During preparation of this Land Use Plan, the Birmingham City Commission set forth a strong goal statement which has guided the work of the Planning Board and the city’s planning consultant as follows: To preserve and enhance Birmingham’s principally single-family, low density residential nature and small-town character. To sustain a viable commercial district and to restrict commercial building density and height. To prohibit commercial intrusion into surrounding residential areas.”

- 3) The Birmingham Plan of 2021 does not set forth a goal statement as such but includes the following comments in the introduction (See Pages 2 and 6):

“All too often the act of planning is encumbered by an obsession with the present and the past. It (Birmingham) has been a place built heavily upon community, weaving together neighborhoods, schools, churches, civic clubs and institutions and businesses...Birmingham is desirable. That desire results in growth pressure which continually increases property values...Through conversations with residents and leaders we’ve been exposed to...divergent desires. But overall, when we have surveyed residents, responses as a whole have been optimistic for the City’s future. Birmingham is doing well today and will continue to be a wonderful place to live...Those who support change don’t get involved while those who oppose it show up in force and ferocity.” The survey on Page 4 provides percentages of those responding, their answers, but does not include the number of participants as compared with the population of 19,291. How representative is this sample?

- 4) The issue raised is if Birmingham is doing so well based on preserving its single-family character as recommended in the previous two master plans, why do we need change?

To answer that question, we need to look at the planner, Andres Dunay. He and Elizabeth Plater – Zyberk are the founders of New Urbanism and will include its principles in any plan they develop. New Urbanism is a movement that promotes walkable and diverse neighborhoods that are environmentally friendly, which sounds great. The next question is how is this implemented? The answer is in livable streets arranged in compact, walkable blocks. Further, that schools, stores, churches, and parks should be reached within a 10-minute walk in each neighborhood. This can only be achieved by a significant increase in density and developing commercial and multifamily residential along “seams” in single-family zoned areas. “Seams” are significant routes of vehicular, bicycle and pedestrian movement at the edges of planning districts (neighborhoods) and are one to two lots deep. (Examples in the Quarton Lake neighborhood would be Quarton Road, West Maple Avenue, Chesterfield Avenue and Lake Park Drive-Oak Street-Lakeside Road. See Page 14) This approach was raised in the initial draft which resulted in about 100 letters of objection received by the Commission. Most citizens that live in single family residents do not want intrusions of commercial and multi-family residential in their neighborhoods. Talk with your neighbors on this issue and get their feedback. A question frequently asked is why did you choose to move to Birmingham? Frequently, the responses will



mention great neighborhoods, good schools, and a viable downtown. That appears consistent with the goal statements in the two previous master plans.

- 5) The first draft plan called for an increase of 2,000 residential units to meet future demand. Is this supported by demographics? (See Page 50-52)

The Birmingham Plan of 1980 reports a population of 26,161 in 1970 and a projection by SEMCOG in 1980 of 26,667. The proposed plan reports a present population of 19,291 or a decrease of 7,376 or 28%. To provide additional housing, the second draft plan recommends increasing the height of lower buildings in the downtown area to 5 stories, add infill development to the proposed Haynes Square and Rail areas, and extend multi-family along seams around single-family neighborhoods. Based on the population decline that has occurred, what is the basis to say Birmingham needs 2,000 more residential units.

- 6) Parking is another issue.

Draft 2 acknowledges the need for additional parking and recommends that the City build additional parking structures as initially proposed in the 2007 Triangle District Plan as well as one in the vicinity of the proposed Haynes Square. Further, that developers of property in these areas would be relieved of providing any on-site parking and that the commercial and residential occupants would have access to permit parking in City structures.

- 7) New Urbanism: Has it worked?

Birmingham was introduced to New Urbanism in the 2016 Downtown Plan. It proposed increasing the density of Downtown by revising the Zoning Code to permit buildings of 5 stories (1<sup>st</sup> Floor Retail, 2<sup>nd</sup> and 3<sup>rd</sup> Floors Office and 4<sup>th</sup> and 5<sup>th</sup> Floors Residential). On-site parking would only be required for the Residential. The justification was to create a “live-work” environment where residents would be able to walk to work and eliminate the need for office parking. How has this worked out? Developers built only luxury condominiums which were out of the price range of most office workers. Before Covid-19, 95% to 98% of the Downtown office workers commuted by car from communities outside Birmingham filling the City’s parking structures during the day and creating the need for more municipal parking capacity. To meet this need, the city has considered adding two decks to the Pierce Street Structure and building a replacement for the North Woodward Structure. It appears that the concept of “live-work” may be successful in large cities like New York, Chicago and San Francisco where public transportation is readily available, but it has not met the needs of suburbs like Birmingham.

- 8) Parking Alternatives

In the Birmingham Plan of 1980, downtown parking for new buildings was to be provided by developers on-site at a ratio of one space per 300 sf of office and one space per bedroom of residential. At the time, this was considered a better alternative than the city building more municipal parking structures. The cost and space limitations of providing on-site parking restricted new downtown buildings according to developers.

When the office building at the southeast corner of Old Woodward and Willits was constructed, the parking requirements were determined, and the developer paid their cost to the city which partially financed the Park Street Structure. Past Commissions thought that developments that generated parking demand should provide it on-site, where possible, or pay for the city to provide it. More recent Commissions have concluded that parking was a responsibility of the city and should be provided at no cost to developers. While it is recognized that more parking capacity is needed Downtown, the issue is who should pay for it, the developers and users or the citizens of Birmingham?

#### 9) Process

Master Plans are usually developed by one of two processes, top-down or bottom-up. The Birmingham Plan 2021 Draft 2 prepared by Andres Dunay is a top-down approach in which the master plan is based on New Urbanism. This is to be expected because he and Elizabeth Plater-Zyberk are the founders of the movement. In essence, the proposed master plan becomes an education in New Urbanism as an approach to city planning. This movement promotes walkable and diverse neighborhoods that are environmentally friendly. The main principles are livable streets arranged in compact blocks, housing choices to serve a range of ages and income levels, schools, stores, and parks reachable by walking no more than 10 minutes and encouraging human-scaled buildings that define and enliven streets in (downtown) areas. Much of this approach is desirable, suggests minor improvements, but it is focused on change.

The Birmingham Plan of 1980 was a bottom-up process. Meetings were held in all neighborhoods of the city, the present zoning code explained, and residents were asked what they wanted their neighborhoods to be like in the future. In addition, the Central Business District was analyzed for potential development and the resulting needs for parking in accordance with direction of the City Commission. Numerous public meetings were held as the plan developed and public comment encouraged. In general, the most successful master plans are those that were developed through the bottom-up process and are evolutionary rather than revolutionary. This plan was focused on retaining the single-family character of Birmingham.

#### 10) Conclusion

Birmingham is about 10% urban (office, retail, and service) and 90% residential after excluding streets, open space, public, parking, transportation, utility, and industrial uses. While the concept of New Urbanism may be applicable to the Downtown Central Business District and some adjoining properties, the proposed intrusion of commercial and multi-family uses along seams into single-family residential areas would be detrimental to neighborhoods. As single-family properties were rezoned to commercial or multifamily residential along seams, their value would increase and benefit developers while the value of the remaining single-family residential in the area would decrease due to the additional activity, traffic, and noise. The goals of New Urbanism are achieved at a price. That price is an increase in density and loss of the present residential character and quality of life.

The second issue is parking and who should pay for it. The proposed plan calls for the city to expand and construct parking decks in the Downtown Central Business District, the Triangle

District/Haynes Square and possibly the Rail District and Lot 6 (North Old Woodward). Additionally, the proposed plan suggests that present requirements for commercial and multi-family parking in these areas be eliminated and that the city provide it. We live adjacent to Motor City and private vehicles are the means of transportation for most of us. As a result, providing for parking is mandatory.

In most communities, the cost of parking is borne by developers and users. In some communities, this cost is shared through the creation of parking assessment districts as has been done in the CBD of Birmingham. However, the 2016 Plan and Zoning Overlay eliminated parking for offices which provided an incentive to developers but has resulted in the present parking shortage. The proposed plan doubles down on this problem by expanding the areas in which parking spaces are no longer required.

Given the size and configuration of many parcels that could be redeveloped, providing all on-site parking may not be possible in all situations. Although developers should be encouraged to provide as much on-site parking as possible, any remaining required spaces could be made up for by payment to the city to off-set the cost of building additional structures.

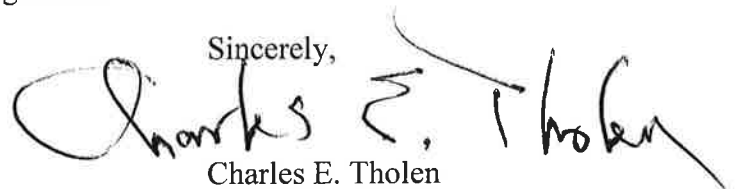
If the city finds it necessary to build another parking facility, the cost of the structure is currently estimated at \$50,000 per space plus the land. A site near downtown could cost as much as \$250 per SF or \$11 million an acre. A less costly approach would be to use city owned land, such as the surface lot on Willits behind the North Old Woodward parking deck, surface lot No. 6 or some of the DPW site on Eton.

Given our experience with Covid-19 and sheltering in place, people have become used to working from home and many prefer it. Therefore, the demand for the present offices may be different in the future and alternate uses sought for some of the existing space. It may be wise to delay any zoning or master plan actions, as well as parking deck construction, until the impact of Covid-19 and working from home are known.

There are many good recommendations in Draft 2 of the master plan which should be implemented. However, increasing density, intruding into single-family residential neighborhoods, and eliminating parking requirements are not compatible with previous master plans and should be excluded.

Thank you for undertaking an update of Birmingham's master plan. This is something that I lobbied for during my last few years on the Planning Board.

Sincerely,

A handwritten signature in black ink that reads "Charles E. Tholen". The signature is written in a cursive style with a large, sweeping flourish at the end.

Charles E. Tholen

cc: Planning Board

BirminghamPlan2021Draft2



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## 2040 Master Plan comments

2 messages

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**Eric Wolfe** <elwolfe1@comcast.net>  
To: ndupuis@bhamgov.org

Fri, Oct 22, 2021 at 9:34 AM

Dear Planning Board,

With respect to the proposed 2040 Master Plan, we are extremely unhappy that Ann St., north of Frank St., remains as a "seam" under the proposed 2040 plan, for many reasons, including:

- 1) Ann St. is not a main street, it is the dead end side street along our home, for which we have already been subjected to significant impacts to our quiet enjoyment, and our property value, over the years. Compare the activity on Ann St. in 2007, when we moved here, to today and it becomes clear that the use has increased dramatically, including traffic, parking and noise.
- 2) It incentivizes the destruction of the 1882 built home at 566 Ann St., adjacent to our home, which would be a terrible loss for the city.
- 3) The traffic and density in this area is already far beyond what people normally expect in a single family home neighborhood. We invite you to sit at the corner of Ann and Frank for one hour to see what it's like to live here.
- 4) The fact of the "transitional" rezoning of parcels resulting in The Bristol, which we opposed for years, and which is now in the 5th year of construction with no end in sight, should not be used as justification for making the situation even worse.
- 5) This "seam" would impact multiple homes on Frank St. and Purdy, subjecting us to years of uncertainty and construction, with the eventual loss of what little privacy and peace we have in this active area of Birmingham.
- 6) We recall clear direction from the Planning Board that Ann St. be removed as a seam, yet here it is anyway.
- 7) It is unclear, based on the confusing use of colors, whether Ann St. is proposed to be a low density or high density "seam". We are unable to tell, but either way it is an appalling abuse of the integrity of the current underlying single family zoning which we relied upon when we made our decision to move to this corner years ago.
- 8) The view that the 2040 plan is not actually a "rezoning" is a hairsplitting insult to our intelligence. It would be used as a basis for rezoning, of course.

If the "seam" on Ann St. remains, it will be abundantly clear that the city is not protecting residents who moved here for many good reasons, particularly the tranquility of a single family residential neighborhood. Our home at this corner is almost unlivable at this point, with excessive and unrestrained traffic and development destroying our quality of life and property value. We urge you to remove Ann St., as you previously directed, as a "seam" from the 2040 Master Plan.

Thank you for your time and consideration.

Eric and Tracey Wolfe  
393 E. Frank St.

---

**Nicholas Dupuis** <ndupuis@bhamgov.org>  
To: Eric Wolfe <elwolfe1@comcast.net>

Fri, Oct 22, 2021 at 9:35 AM

Received, thank you!

[Quoted text hidden]

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**Nicholas J. Dupuis**

Planning Director



**Email:** [ndupuis@bhamgov.org](mailto:ndupuis@bhamgov.org)

**Office:** 248-530-1856

**Social:** [LinkedIn](#)

**\*Important Note to Residents\***

Let's connect! Join the Citywide Email System to receive important City updates and critical information specific to your neighborhood at [www.bhamgov.org/citywideemail](http://www.bhamgov.org/citywideemail).



## MEMORANDUM

Planning Division

**DATE:** November 10<sup>th</sup>, 2021

**TO:** Planning Board

**FROM:** Nicholas Dupuis, Planning Director

**SUBJECT:** Outdoor Dining Ordinance (Outdoor Dining End Date Removal) – Study Session #1

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On October 11<sup>th</sup>, 2021, the Planning Board and City Commission met at a joint meeting to discuss planning topics and get some feedback on key items in the Planning Board pipeline. During the discussion on outdoor dining, City Commission and Planning Board members discussed the possibility of an ordinance amendment to allow for year-round outdoor dining as soon as this year, while also considering a change to the rule in which outdoor dining operators are required to bring in all outdoor dining fixtures and furnishings each night for snow removal.

On October 25<sup>th</sup>, 2021, the City Commission directed the Planning Board to study the Outdoor Dining ordinance to amend the November 15<sup>th</sup> end of regular outdoor dining season date and provide recommendations to the City Commission.

On October 28<sup>th</sup>, 2021, the Planning Division sent a letter to all permit-holding outdoor dining establishments indicating that there will be study regarding a change in the outdoor dining ordinance that could eliminate the November 15<sup>th</sup> end of regular outdoor dining season date for outdoor dining patios in the public right-of-way, and that the City will be pausing enforcement of this deadline while the study session progresses.

At this time, the Planning Division proposes the following ordinance amendments to Chapter 4, Section 4.44 of the Zoning Ordinance (*please see next pages*):

CITY OF BIRMINGHAM

ORDINANCE NO. \_\_\_\_\_

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 4, SECTION 4.44, OUTDOOR DINING STANDARDS, TO REMOVE TEMPORAL RESTRICTIONS ON OUTDOOR DINING PATIOS IN THE PUBLIC RIGHT-OF-WAY, AND TO ALLOW OUTDOOR DINING FIXTURES AND FURNISHINGS TO STAY OUTSIDE OVERNIGHT.

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**4.44 OD-01 Outdoor Dining Standards**

This Outdoor Dining Standards section applies to the following districts:

B1 B2 B2B B2C B3 B4 MX O1 O2 TZ3

The following outdoor dining standards apply:

- A. Outdoor Dining: Outdoor dining is permitted immediately next to the principal use, subject to Site Plan Review, and the following conditions:
  - 1. Outdoor dining areas shall provide and service refuse containers within the outdoor dining area and maintain the area in good order.
  - 2. All outdoor activity must cease at the close of business or as noted in subsection 3 below.
  - 3. When an outdoor dining area is immediately adjacent to any single-family or multiple-family residential district, all outdoor activity must cease at the close of business or 10:00 p.m., whichever is earlier.
  - 4. Outdoor dining may be permitted on the sidewalk throughout the year with a valid Outdoor Dining License, ~~provided that all outdoor dining fixtures and furnishings must be stored indoors each night between November 16 and March 31 to allow for snow removal.~~
  - 5. All tables and chairs provided in the outdoor dining area shall be constructed primarily of metal, wood, or material of comparable quality.
  - 6. Table umbrellas shall be considered under Site Plan Review and shall not impede sight lines into a retail establishment, pedestrian flow in the outdoor dining area, or pedestrian or vehicular traffic flow outside the outdoor dining area.
  - 7. For outdoor dining located in the public right-of-way:
    - a. All such uses shall be subject to a license from the city, upon forms provided by the Community Development Department, contingent on compliance with all city codes, including any conditions required by the Planning Board in conjunction with Site Plan approval.



- b. In order to safeguard the flow of pedestrians on the public sidewalk, such uses shall maintain an unobstructed sidewalk width as required by the Planning Board, but in no case less than 5 feet.
  - c. Outdoor dining is permitted to extend in the right-of-way in front of neighboring properties, with the written permission of the property owner(s) and with Planning Board approval, if such property is vacant or the first floor storefront(s) is/are vacant. Outdoor dining areas may extend up to 50% of the width of the neighboring lot(s) storefront(s), or up to 50% of the lot(s) frontage, if such lot is vacant.
  - d. City Commission approval is also required for outdoor dining extensions onto neighboring property if the establishment making such a request holds a bistro license.
  - e. An elevated, ADA compliant, enclosed platform may be erected on the street in front of an eating establishment to create an outdoor dining area ~~from April 1 through November 15~~ only if the Engineering Department determines there is sufficient space available for this purpose given parking and traffic conditions.
  - f. No such facility shall erect or install permanent fixtures in the public right-of-way.
8. Outdoor dining is permitted in a B1 District at a rate of 4 seats for every 12 linear feet of store frontage, with no more than 12 seats total per building; no elevated enclosed platforms on the street are permitted in a B1 District.

appropriate on Mondays when brick-and-mortar restaurants are often closed. He also said he would not view them as encroaching into the neighborhoods.

A Birmingham resident stated he and his wife were food truck operators and could provide insight into what would be required to make Birmingham attractive for food truck operators.

Mayor Boutros recommended the aforementioned member of the public reach out to PD Dupuis to further discuss his experiences operating a food truck.

## B. Outdoor Dining

PD Dupuis introduced the item.

There was general consensus that full enclosures should not be permitted as part of an expansion of the outdoor dining standards.

Commissioner Nickita said he was in favor of finding ways to activate the streets in winter. He noted that there are occasionally warmer days in winter where dining outside would be pleasant.

Mr. Koseck said architectural standards and codes' impact on outdoor dining would require further study.

Commissioner Nickita recommended exploring how other local municipalities have interpreted and enforced building, plumbing, fire or other codes for winter outdoor dining. He stated that guardrails much shorter than 42 inches might suffice and asked the Planning Board to look into it further.

Mayor Pro Tem Longe, Commissioner Nickita and Mr. Jeffares concurred that snow clearing or similar needs could be figured out and should not be treated as an impediment to winter outdoor dining.

The Mayor Pro Tem said that restaurant staff might be willing to help clear the street in front of their restaurants.

Commissioner Baller stated that it was not the City's responsibility to legislate to protect certain kinds of dining establishments. He noted outdoor dining's overwhelming popularity per the Engage Birmingham survey and said it likely did not matter to residents whether a particular establishment was a bistro or Class C license holder. He said it was worth considering relaxing the bistro outdoor dining standards for the winter months since people are in favor of being able to dine outside.

Mr. Jeffares said he was not overly concerned with maintaining the distinction between Class C and bistro outdoor dining since colder temperatures would cause outdoor dining to be self-limiting regardless. He said if outdoor dining decks were not being used by an establishment during the winter they should be taken inside.

Mayor Pro Tem Longe and Mr. Boyle also both noted the overwhelming popularity of outdoor dining according to the Engage Birmingham survey and said it was the City's responsibility to

figure out how to deliver that option to residents. They both noted the importance of being responsive to feedback received.

Mr. Jeffares and Mayor Pro Tem Longe said the City needed to determine what it would do on November 15, 2021 while the study of outdoor dining standards was still on-going.

Mayor Boutros said it would be important to determine whether there is demand for winter outdoor dining from restauranteurs, especially in light of current staffing difficulties in the service industry.

Chair Clein noted that the Planning Board would not make changes to the distinction between bistro and Class C licenses since that falls under the Commission's purview. Consequently, he said the Planning Board was focusing on keeping them distinct while trying to determine what outdoor dining allowances would be appropriate. He stated that the decision about what to do for Winter 2021-2022 was a Commission one since the Planning Board would not have its ordinance recommendations ready by then.

Commissioner Baller said the Commission should discuss the matter of outdoor dining during Winter 2021-2022 during its next two meetings.

Commissioner Sherman said there could be temporary regulations for Winter 2021-2022.

Allowing decks to remain and allowing wind breaks were mentioned as possibilities for Winter 2021-2022.

Commissioner Hoff observed that dining establishments already had an option in the City for offseason outdoor dining and suggested that no changes be made for Winter 2021-2022. She said that perhaps the City could not charge for offseason licenses during this season only as a compromise.

CM Markus stated that the Birmingham Shopping District was in the process of collecting feedback from its members regarding the potential expansion of the outdoor dining standards.

Commissioner Baller said he did not want to see the outdoor dining standards stem the creativity of the restauranteurs too much.

Mr. Williams, Chair Clein, Mr. Jeffares spoke in favor of having some sort of trial period once the ordinance recommendations are determined. Mr. Jeffares specified that they would have to make clear to the restauranteurs that it would be a trial period.

CM Markus expressed concerns about the management and enforcement that will be required of Staff for trial periods.

Commissioner Baller said the City would have to ensure that the costs to the City are outweighed by the benefits.

Mr. Share said the Planning Board was not looking to guarantee all-weather dining.

Mr. Share, CM Markus and Commissioner Hoff all commented on the importance of preventing outdoor dining from encroaching beyond its permitted areas.

### Public Comment

Anthony Long said residents would need to know what outdoor dining might look like to provide relevant feedback. He recommended posting another survey to Engage Birmingham with descriptions. He also concurred with prior comments that the restaurateurs' interest in having outdoor dining needs to be ascertained. Mr. Long also recommended extending outdoor dining through the winter since Covid-19 remains an issue, and then soliciting further feedback from the public and restaurateurs then.

Mr. Bloom said it would be positive if the Planning Board could recommend temporary standards for Winter 2021-2022. He said the City should also consider two sets of outdoor dining standards: one for normal circumstances and one for ongoing Covid-19 issues.

### C. 2040 Master Plan Update

PD Dupuis introduced the item.

Chair Clein, Mr. Williams and Commissioner Baller all noted that the Planning Board was presently working with the second draft of the master plan, and not with a finalized document.

Commissioner Nickita said the Planning Board should pay specific attention to what changed between the first and second drafts.

PD Dupuis confirmed that would be the case.

Commissioner Baller said more attention should be paid to the presentation of the Master Plan, including keeping maps on one page and with legible street names. He said the presentation should make it easy for residents to review.

In reply to Mr. Share, PD Dupuis said that in addition to speaking at Planning Board meetings members of the public could submit feedback on the Master Plan directly to staff or at [thebirminghamplan.com](http://thebirminghamplan.com).

Mr. Williams encouraged the public to attend Planning Board meetings and submit feedback. He said there were likely to be a number more changes before review of the second draft is completed.

Mr. Boyle noted Commissioners Nickita, Sherman and Hoff were stepping down in November and acknowledged them for their contributions to the City.

### Public Comment

Mr. Bloom said he would like to see redline maps to see what how the maps changed from draft one to draft two. He expressed concern about some of the draft's recommendations and said he wanted to make sure they would all be thoroughly vetted. He said he also wanted to ensure that residents' concerns about the draft would be taken into account.



[DATE]

RESTAURANT OWNER  
RESTAURANT  
ADDRESS  
Birmingham MI, 48009

**RE: Outdoor dining in the public right of way**

Mr./Ms. Restaurant Owner,

On October 25<sup>th</sup>, 2021, the City Commission directed City Staff to study ordinance amendments that would allow outdoor dining located in the public right-of-way to continue past the current November 15<sup>th</sup> deadline for the regular outdoor dining season. This includes outdoor dining patios located on the sidewalk, as well as outdoor dining platforms in the street.

At this time, the City would like to advise you of the direction given by the City Commission and inform you that the earliest discussion at the Planning Board that could be had is November 10<sup>th</sup>, 2021. Additionally, the City would like to report that although the ordinance amendment process would not be complete for several months, the City Manager has indicated that enforcement of the November 15<sup>th</sup> deadline for the removal of outdoor dining patios would be paused until the ordinance amendment process is complete. This would allow outdoor dining to continue past November 15<sup>th</sup>. However, all outdoor dining areas that remain on the sidewalk or in the street past November 15, 2021 must remain in use for outdoor dining. Structures and furniture may not remain in place simply to avoid removal costs, nor may outdoor dining areas be used for equipment or furniture storage. In addition, restaurant operators will be responsible for all snow removal within and adjacent to the outdoor dining areas during the winter months.

It is essential to also state that this focused ordinance amendment study does NOT include the addition or permission of any enclosures or other new elements at existing outdoor dining patios. All of the regular outdoor dining rules found in the Zoning Ordinance will continue to apply, with the exception of the November 15, 2021 expiration date. Outdoor dining operators must comply with all other outdoor dining regulations currently in effect.

If you should have any questions, please feel free to reach out to me.

Regards,

**Nicholas Dupuis**  
Planning Director  
(248)-530-1856  
[ndupuis@bhamgov.org](mailto:ndupuis@bhamgov.org)

cc: Tom Markus, City Manager  
Jana Ecker, Assistant City Manager

**AGENDA**  
**REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD**  
**WEDNESDAY, DECEMBER 8<sup>th</sup>, 2021**  
**151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI \***  
**\*\*\*\*\*7:30 pm\*\*\*\*\***

The highly transmissible COVID-19 Delta variant is spreading throughout the nation at an alarming rate. As a result, the CDC is recommending that vaccinated and unvaccinated personnel wear a facemask indoors while in public if you live or work in a substantial or high transmission area. Oakland County is currently classified as a substantial transmission area. The City has reinstated mask requirements for all employees while indoors. The mask requirement also applies to all board and commission members as well as the public attending public meetings.

- A. Roll Call
- B. Review and Approval of the Minutes of the Regular Meeting of **November 10<sup>th</sup>, 2021**
- C. Chairpersons' Comments
- D. Review of the Agenda
- E. Unfinished Business
- F. Rezoning Applications
- G. Community Impact Studies
- H. Special Land Use Permits
- I. Site Plan & Design Reviews
- J. Study Session
  - 1. **The Birmingham Plan 2040 – Review of Chapter Two (Embrace Managed Growth)**
  - 2. **Outdoor Dining**
- K. Miscellaneous Business and Communications:
  - 1. Communications
  - 2. Administrative Approval Correspondence
  - 3. Draft Agenda – **December 16<sup>th</sup>, 2021 (Special Meeting?)**
  - 4. Other Business
- L. Planning Division Action Items
  - 1. Staff Report on Previous Requests
  - 2. Additional Items from Tonight's Meeting
- M. Adjournment

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

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

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

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

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