

**VIRTUAL MEETING OF THE BIRMINGHAM PLANNING BOARD**  
**WEDNESDAY, SEPTEMBER 9, 2020**  
**7:30 PM**

**<https://zoom.us/j/111656967> or dial: **877-853-5247 Toll-Free, Meeting Code: 111656967****

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- A. Roll Call
- B. Review and Approval of the Minutes of the regular meeting of **August 26, 2020**
- C. Chairpersons' Comments
- D. Review of the Agenda
  
- E. Study Session Items
  - Rules of Procedure for Study Sessions: Site Plan and Design Review, Special Land Use Permit Review and other review decisions will not be made during study sessions; Each person (member of the public) will be allowed to speak at the end of the study session; Each person will be allowed to speak only once; The length of time for each person to speak will be decided by the Chairman at the beginning of the meeting; Board members may seek information from the public at any time during the meeting.
  
  - 1. **Review of First Draft of 2040 Birmingham Plan**
    - **Mixed Use Districts** (pages 169 – 175)
      - **Maple and Woodward** (pages 176 – 191)
      - **Market North** (pages 192 – 199)
  - 2. **Bates Street Public Process Framework**
  
- F. Miscellaneous Business and Communications:
  - a. Communications
  - b. Administrative Approval Correspondence
  - c. Draft Agenda for the next Regular Planning Board Meeting (**September 23, 2020**)
  - d. Other Business
  
- G. Planning Division Action Items
  - a. Staff Report on Previous Requests
  - b. Additional Items from tonight's meeting
  
- H. Adjournment

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**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).*

**CITY OF BIRMINGHAM  
REGULAR MEETING OF THE PLANNING BOARD  
WEDNESDAY, AUGUST 26, 2020**

Held Remotely Via Zoom And Telephone Access

Minutes of the regular meeting of the City of Birmingham Planning Board held on August 26, 2020. Chairman Scott Clein convened the meeting at 7:30 p.m.

**A. Roll Call**

**Present:** Chairman 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 Representatives Rachel Hester, June Lee

**Absent:** None.

**Administration:** Jana Ecker, Planning Director  
Jamil Alawadi, IT Staff  
Nicholas Dupuis, City Planner  
Laura Eichenhorn, Transcriptionist

**08-100-20**

**B. Approval of the Minutes of the Regular Planning Board Meeting of August 12, 2020**

Mr. Share recommended the following changes:

- On page four, second bullet point, 'discusses' should be changed to 'discussed'.
- On page five, second bullet, 'multi-family' should be changed to 'courtyard'.

**Motion by Mr. Share**

**Seconded by Ms. Whipple-Boyce to approve the minutes of the Regular Planning Board Meeting of August 12, 2020 as amended.**

**Motion carried, 7-0.**

**ROLL CALL VOTE**

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

Nays: None

**08-101-20**

**C. Chairperson's Comments**

Chairman Clein welcomed everyone to the meeting and reminded everyone that the meeting was being held under the guidance of the City Attorney and City administration to ensure compliance with Governor Whitmer's executive orders. Chairman Clein then reviewed procedures for the meeting.

08-102-20

**D. Review of the Agenda**

There were no changes to the agenda.

08-103-20

**E. Unfinished Business – Revised Final Site Plan & Design Review**

**1. 34745 Woodward (JAX Kar Wash) – Request for Revised Final Site Plan & Design Review for site plan and design changes to Jax Car Wash (Postponed from July 8, 2020, Request to postpone to September 23, 2020).**

Planning Director Ecker stated the September 23, 2020 agenda was already at capacity. She said the next meeting with availability would be October 28, 2020.

She explained the applicant requested the postponement because they only received a letter from MDOT regarding the right-of-way issue a week prior to the present meeting, and they wanted to ensure that the City Attorney and City staff would have sufficient time to review and respond to the MDOT letter.

**Motion by Mr. Williams**

**Seconded by Mr. Jeffares to postpone the Final Site Plan and Design Review for 34745 Woodward (JAX Kar Wash) to October 28, 2020.**

**Motion carried, 7-0.**

ROLL CALL VOTE

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

Nays: None

08-104-20

**F. Public Hearing**

1. An ordinance to amend Chapter 126, Zoning, of the Code of the City of Birmingham:

**TO AMEND ARTICLE 3, SECTION 3.04(E), ARCHITECTURAL STANDARDS, AND ARTICLE 4, SECTION 4.90(A), WINDOW STANDARDS TO AMEND THE WINDOW GLAZING STANDARDS IN THE DOWNTOWN BIRMINGHAM OVERLAY DISTRICT;**

**AND**

**TO AMEND ARTICLE 9, SECTION 9.02, DEFINITIONS TO REDEFINE CLEAR**

**GLAZING, AND TO ELIMINATE THE DEFINITION OF LIGHTLY TINTED  
GLAZING.**

Chairman Clein opened the public hearing at 7:48 p.m.

City Planner Dupuis reviewed the item.

Chairman Clein clarified that by reducing the VLT to 66% the City would be allowing low-e coating which would help with the Eenergy Code. He noted that by adding the reflectivity component the City would be ensuring the ability to see the inside of a business when viewed from the exterior.

Mr. Boyle asked City Planner Dupuis if he had been able to return with comparative costs between regular and low-iron glass as had been requested during the last Board discussion of this topic.

City Planner Dupuis said he had been unable to attain comparative costs because he would have had to receive quotes for a specific proposed project.

Ms. Whipple-Boyce said that when she asked her glass supplier about comparative costs she was told that low-iron glass could be up to 25% more than regular. She said she looked at a sample of low-iron glass and a sample of regular glass side-by-side and saw only a negligible difference. She said the regular glass appeared slightly more green, but not enough to merit the City requiring low-iron glass for its storefronts.

Mr. Koseck said in a recent purchase low-iron glass was about 10% more costly than regular. He noted that the prices likely vary according to the amount of glass being purchased. Given that storefronts in Birmingham are relatively small and therefore unlikely to receive a volume discount, he said that low-iron glass could be unnecessarily cost burdensome on owners and should perhaps not be required by ordinance.

Mr. Share said he also did outside research and was told that low-iron glass is about 30% more expensive than regular glass. He reported that he was told that low-iron glass is more often used in retail display cases or as backing for whiteboards. When walking by the Daxton and Brookside he said he was unable to notice a difference between their glass, even though the Daxton is low-iron and Brookside is not.

After Board discussion regarding the definitions of 'facade' and 'storefront', Chairman Clein said the Board should likely return to a study session to clarify the meanings of those words as they apply to this potential ordinance change.

The Board was unclear on whether 'facade' meant any vertical exterior surface of a building facing a street, or the vertical exterior surface of a building facing the frontage line, as determined by the address. They also felt that 'storefront' was more vague than necessary.

Mr. Jeffares said he would want concrete definitions of these terms at the study session.

Ms. Whipple-Boyce said it would be helpful for City Planner Dupuis to determine the most likely comparative costs of low-iron and regular glass since the Board members' research yielded a range of increased costs anywhere from 10% to 30%.

Chairman Clein closed the public hearing at 8:12 p.m.

**08-105-20**

### **G. Special Land Use Permit Amendment and Final Site Plan & Design Review**

**1. 525 N. Old Woodward, Luxe Bistro** – Request for Special Land Use Permit Amendment to expand the existing restaurant into the storefront space to the south.

**2. 525 N. Old Woodward, Luxe Bistro** – Request for Revised Final Site Plan Review to expand the existing restaurant into the storefront space to the south.

Planning Director Ecker summarized the proposed Special Land Use Permit (SLUP) Amendment and the Final Site Plan and Design Review. In reply to Chairman Clein, she confirmed that condition three of the proposed motion language could be removed as the applicant submitted the revised contract just prior to the present meeting. She said that for condition two of the proposed motion language the applicant had submitted the colors and glazing specs, but had not yet submitted the spec sheets for the planters and outdoor furnishings.

Joseph, Carrie, and Larry Bongiovanni, owners, Roman Bonislowski, architect, and Darrell Dinges, architect, were present on behalf of the applicant. Of the owners, only Joseph Bongiovanni spoke on behalf of the request.

Mr. Bongiovanni said part of the changes proposed were to allow for more social distancing within the restaurant and to better facilitate carryout service in light of the Covid-19 pandemic.

Kshama Jay spoke as a neighbor of Luxe. She said that she has been pleased to live next to Luxe in general and is a regular patron of their carryout services. Ms. Jay said her concerns were that parking was becoming congested by restaurant patrons and that there has been an accumulation of litter and cigarette butts in front of and adjacent to Luxe. She asked what the owners would be doing to remedy the issues.

Mr. Bongiovanni said that the Park-n-Fly model has reduced the strain on parking and decreases the opportunity to litter. He said that anything the City can do to encourage Park-n-Fly as an option would yield further benefits. He also said that he took responsibility as the owner of Luxe and would make sure that Luxe staff pay more attention to litter generated by restaurant customers.

Chairman Clein asked Mr. Bongiovanni for a confirmation that he would take appropriate action to reduce litter and cigarette butts outside Luxe. He emphasized the importance of being respectful to neighbors as a business in a residential area.

Mr. Bongiovanni confirmed he would.

Mr. Emerine noted that the applicant was allowed 65 seats but was only asking for 64. He said it might be worthwhile for the Board to consider allowing the 65th seat to be at the bar if the applicant wanted that option.

Mr. Bongiovanni said the lack of the 65th seat was an oversight and not intentional.

Mr. Williams said he would be in favor of allowing an additional seat at the bar. He also commended the Bongiovanni family for the commercial vibrancy they have added via their joint ventures to the north end of Birmingham.

Mr. Boyle echoed Mr. Williams' commendation of the Bongiovanni family and noted that their establishments gave Birmingham a model of what bistros could look like.

**Motion by Mr. Boyle**

**Seconded by Mr. Jeffares to recommend approval to the City Commission for a SLUP Amendment to allow Luxe bistro at 525 N. Old Woodward to expand into the storefront to the south with the following conditions:**

- (1) The applicant must submit official hours of operation to ensure the outdoor dining area is not open past 12 AM;**
- (2) The applicant provide specification sheets for the planters, outdoor furnishings, paint colors and glazing prior to appearing before the City Commission for review;**
- (3) The applicant comply with the requests of all city departments; and,**
- (4) The applicant be permitted to have six seats at the bar.**

**Motion carried, 7-0.**

**ROLL CALL VOTE**

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

Nays: None

**Motion by Mr. Boyle**

**Seconded by Mr. Williams to recommend approval to the City Commission for the revised final site plan and design review to allow Luxe bistro at 525 N. Old Woodward to expand into the storefront to the south with the following conditions:**

- (1) The applicant must submit official hours of operation to ensure the outdoor dining area is not open past 12 AM;**
- (2) The applicant provide specification sheets for the planters, outdoor furnishings, paint colors and glazing prior to appearing before the City Commission for review; and,**
- (3) The applicant comply with the requests of all city departments; and,**
- (4) The applicant be permitted to have six seats at the bar.**

**Motion carried, 7-0.**

**ROLL CALL VOTE**

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

Chairman Clein reminded Mr. Bongiovanni to take neighbors' comments to heart, noting that successful businesses in the City hinge in part on good relationships with their neighbors.

**08-106-20**

**F. Miscellaneous Business and Communications:**

**a. Communications**

**b. Administrative Approval Correspondence**

City Planner Dupuis reviewed a request for 420 E. Frank.

Chairman Clein said the number of changes proposed amounted to a new landscape plan, and said the item should not be approved administratively. He said he would only consider approval of the plan at a Board level after seeing a full revised site plan along with comments from the City arborist and any other appropriate City staff.

Mr. Jeffares agreed with Chairman Clein.

Mr. Share agreed with the Chair as well, and noted that one of the neighbors had previously commented on the landscape plan. He said the item should be reviewed by the Board in order to allow the neighbors the opportunity to comment on the new proposal. He added that pear trees are no longer considered appropriate to plant given a rust they are experiencing.

Mr. Koseck said he recognized that sometimes the availability of certain landscape materials change. He said he would want to hear from a landscape architect regarding their assessment of the proposed changes to the landscaping.

**c. Draft Agenda for the next Regular Planning Board Meeting (September 9, 2020)**

- **Master Plan discussion of Mixed Use Districts**
- **Draft review of a framework plan, as composed by staff, regarding next steps for the Bates Street extension**

**d. Other Business**

**08-107-20**

**G. Planning Division Action Items**

**a. Staff Report on Previous Requests**

**b. Additional Items from tonight's meeting**

**08-108-20**

**H. Adjournment**

No further business being evident, the Chairman adjourned the meeting at 8:57 p.m.

Jana L. Ecker  
Planning Director

DRAFT



September 3, 2020

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

**1<sup>st</sup> Draft Master Plan Workshop, September 9, 2020 Planning Board Meeting**

Dear Planning Board Members,

Enclosed you will find the brief presentation concerning the following Master Plan topics our team has assembled for your meeting on September 9<sup>th</sup>:

- Mixed Use Districts
- Maple and Woodward
- Market North

These review topics are based on the approved review process that City Commission and Planning Board spent considerable time formulating during the early summer months.

**MASTER PLAN THEMES**

During the August Planning Board meeting, members focused on discussing the 11 draft Master Plan themes, which had been reviewed at a high level by City Commission and Planning Board and were the specific subject of the plan review meeting. Members of the Planning Board and commenters who attended the virtual meeting gave detailed feedback on the draft themes, which we've used to amend the language. We hope that you'll find this list simpler and inclusive of specific language that we've repeatedly heard, especially on topics such as missing middle housing and the Woodward divide.

## 1. Connect the City

Major roadways and the region's focus on automobiles over other modes of movement have divided many of Birmingham's neighborhoods. Recent efforts, such as crossings and lane reductions along Maple, have proven success in re-connecting neighborhoods. "Big" Woodward (M-1) is the most substantial of barriers, carving a divide that is extremely unsafe for all roadway users, in effect cutting off eastern neighborhoods from downtown. Both physical and perceptual changes should reinforce that M-1 is a part of Birmingham, it does not simply pass through the city. Yet Big Woodward is not alone; many smaller barriers exist along busy streets and even neighborhood streets that are missing sidewalks, crossings, and suffer from poor surfaces. Street improvements across the City should be prioritized to establish safe and convenient walking and biking routes, safely connecting Birmingham.

- A. Advocate for and fund (as necessary) a reduction of travel lanes, lane widths, and speeds along Big Woodward
- B. Improve the Big Woodward streetscape, especially in the South Woodward Gateway
- C. Invest in the Triangle district to grow a downtown area that spans Big Woodward
- D. Increase safe crossings of larger roads such as Maple's recent pedestrian refuges and future safe Big Woodward crossings
- E. Prioritize pedestrian and bike improvements along the neighborhood loop, and continue improvements throughout the City, especially to schools and civic buildings
- F. Ensure bike routes have adequate facilities and connect to routes and trails in surrounding communities
- G. Ensure public facilities, spaces, and sidewalks are accessible to people of all abilities
- H. Participate in regional transit planning and programs, and improve existing transit stops

## **2. Retain Neighborhood Quality**

Neighborhoods are organizational touchstones for the community, helping to orient and relate households, institutions, amenities like parks and schools, and businesses. Together, the fabric of neighborhoods coalesce, making Birmingham a wonderful place to live. Still, improvements are needed across the community, small and large. Residents in each area of Birmingham should have safe and convenient access to parks, schools, and services; walking, biking, and driving routes; and well-maintained streets, sewers, and stormwater systems.

- A. Reinforce neighborhood identity
- B. Focus land-use on neighborhood structure
- C. Evaluate regulations, City programs, and amenities per-neighborhood
- D. Improve streets and sidewalks to provide safe paths for all residents and modes of transportation
- E. Encourage small neighborhood retail destinations
- F. Incentivize renovation of existing homes as well as additions which retain the neighborhood scale
- G. Evaluate and address stormwater issues per-neighborhood

## **3. Invest in Civic Spaces and Programs**

Parks, plazas, and civic programs bring the City to life. While many parks are within neighborhoods, they are intended for use by all residents, offering a variety of programming opportunities. Similarly, civic programs connect people from across the City. All residents should have a park and playground nearby, and easy access to civic functions. The City should invest in parks, provide or help fund inexpensive space for organizations, and host numerous civic events throughout the year, solidifying the community as a whole.

- A. Invest in park programming, accessibility, maintenance, equipment, and plantings
- B. Improve the edges and access through the Rouge River corridor and attached parks
- C. Provide a centrally located senior center with space for use by other local organizations
- D. Support existing civic organizations in the community
- E. Add more civic events like the Hometown Parade and summer concert series

#### **4. Support Mixed-use Areas**

Birmingham's downtown is a shining jewel in the region, yet its edges and the other mixed-use areas are underperforming. Each district would benefit from increased housing, street improvements, and parking management. Yet each district is unique, requiring different solutions in their specific context; the Rail District's context differs significantly from the Triangle District and the South Woodward Gateway. Investments in each mixed-use district should be aimed to deliver multiple experiences across the City, retaining customers throughout the week and providing additional experiences to attract more. With more housing and active businesses, the tax base in these areas can better contribute to citywide programs.

- A. Reinforce or establish unique identities for Birmingham's mixed-use districts
- B. Establish different standards for each mixed-use district, diversifying intensity, character, and businesses
- C. Incentivize housing to increase activity, district tax-base, and to absorb future growth
- D. Ensure each district has amenities like parks and public art
- E. Promote private development in underperforming mixed-use districts through public investments in parking and streetscapes

#### **5. Embrace Managed Growth**

The region is growing, placing pressure on Birmingham and its' neighboring cities. How and to what extent that growth is accommodated is a key decision for the City's future. Should little or no new housing be provided, housing costs will surely increase, further eroding the City's age and income diversity. Should unrestricted housing development be allowed everywhere, the character of neighborhoods will likely suffer. Well managed growth can preserve neighborhood character and diversity while providing housing opportunities for our teachers, first responders, and other community members who are increasingly priced out. Managed growth can also increase lifestyle choice, expanding housing options as requested by seniors, young families, and singles in the community.

- A. Retain neighborhood character and stability by ensuring new housing is located and designed to enhance neighborhood identity
- B. Retain age, family structure, and income diversity with a variety of housing types and sizes
- C. Concentrate most growth in mixed-use districts, increasing multi-family housing in a downtown-like setting
- D. Carefully add Missing Middle housing along major and secondary thoroughfares
- E. Adjust zoning regulations to retain neighborhood scale and intensity
- F. Allow accessory dwelling units where they align with neighborhood character, adding housing and secondary income
- G. Invest in a high-quality senior center to help retain the community's age diversity

#### **6. Advance Sustainability Practices**

Birmingham's natural resources and beauty are assets to all residents. The City should protect these assets, especially the Rouge River watershed, through sustainable development practices on the part of the City, residents, businesses, and developers.

- A. Repair degraded riverbanks along the Rouge River and take measures to reduce chemical and other damage from run-off
- B. Reduce stormwater run-off affecting homes and the watershed with neighborhood-scale treatment and stricter standards for new construction
- C. Improve recycling availability, investigate composting
- D. Incentivize sustainable business practices such as compostable containers, recycling, and composting
- E. Improve municipal practices both in facilities and operations



**SCHEDULE SUMMARY**

To position this meeting in terms of future review efforts, below is a snapshot of the Draft 1 Review schedule approved by City Commission in June, 2020:

Master Plan Review and Adoption, 2020 - 2021		
Action	Meeting(s) / Time Period	Outcome(s)
<b>1<sup>st</sup> Draft Review:</b> <ul style="list-style-type: none"> <li>Affirm and continue process for completing review of 1<sup>st</sup> draft</li> <li>Prepare neighborhood packets for additional public input on neighborhood proposals</li> <li>Focus on themes and key objectives</li> </ul>	<ol style="list-style-type: none"> <li>PB study session 6/10/20</li> <li>CC / PB joint meeting 6/15/20</li> <li>PB review meetings 3 – 5 (1 + 2 completed), 8/20 through 11/20</li> <li>6. CC review meeting for direction on proposed revisions to 1<sup>st</sup> draft per PB recommendation, 12/20</li> </ol>	<ul style="list-style-type: none"> <li>Broad consensus on Themes and Key Objectives revisions to draft plan by PB and CC</li> </ul>
<b>Prepare 2<sup>nd</sup> Draft:</b> <ul style="list-style-type: none"> <li>Consultant team prepare revisions to draft Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>1 month</li> </ul>	<ul style="list-style-type: none"> <li>2nd Draft Master Plan, delivered to City approx. 2/1/21</li> </ul>
<b>Option - Conduct Additional Public Engagement:</b> <ul style="list-style-type: none"> <li>Interactive draft 2 website</li> <li>Neighborhood meetings</li> <li>Report</li> </ul>	<ul style="list-style-type: none"> <li>2 months</li> </ul>	<ul style="list-style-type: none"> <li>City receives additional public input related to revised draft plan to use in reviewing 2nd draft</li> </ul>
<b>2<sup>nd</sup> Draft Review:</b> <ul style="list-style-type: none"> <li>Focus on outstanding strategic issues concerning themes and key objectives</li> </ul>	<ol style="list-style-type: none"> <li>PB review meetings 1 - 4</li> <li>5. CC / PB joint meeting</li> </ol>	<ul style="list-style-type: none"> <li>City finalize 2<sup>nd</sup> draft and distribute to adjoining and other entities consistent with MI Planning Enabling Act for their review</li> </ul>



## MEETING PROCESS

The Planning Board meeting process was approved to be conducted as follows:

- Consultants will briefly present the revised themes outlined above, 5 minutes.
- The Planning Board will discuss theme revisions, approximately 10 minutes or so.
- Consultants will briefly summarize the Plan Recommendations for Maple and Woodward and Market North, 15 minutes.
- The Planning Board will welcome public comment on Key Objectives, approximately 30 minutes or so.
- The Planning Board will discuss recommendations concerning the Key Objectives.

Please let us know if you have any questions; 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



THE  
BIRMINGHAM  
PLAN

2040

# Master Plan Themes

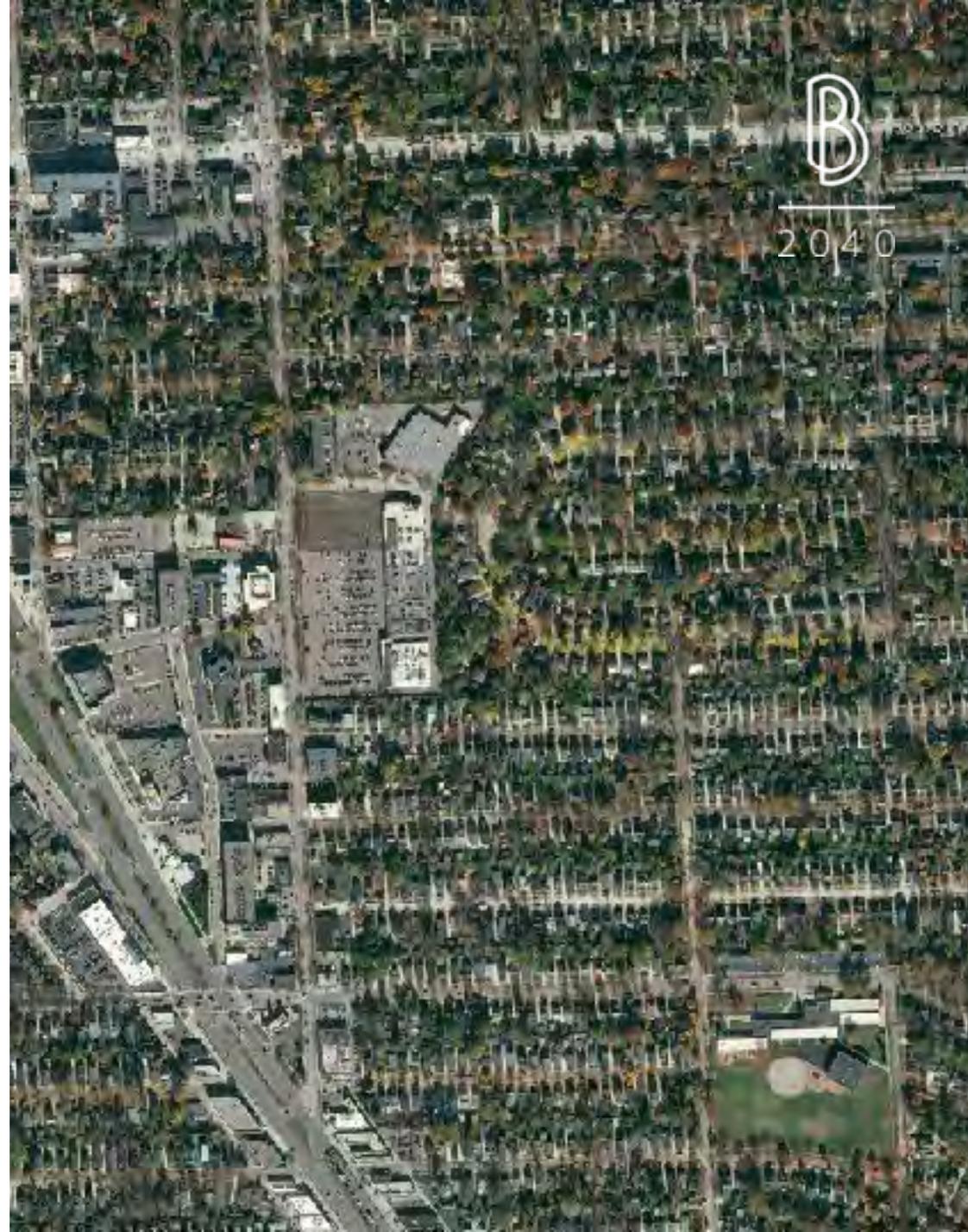
PLANNING BOARD MEETING · SEPTEMBER 09, 2020

DPZ GIBBS MCKENNA

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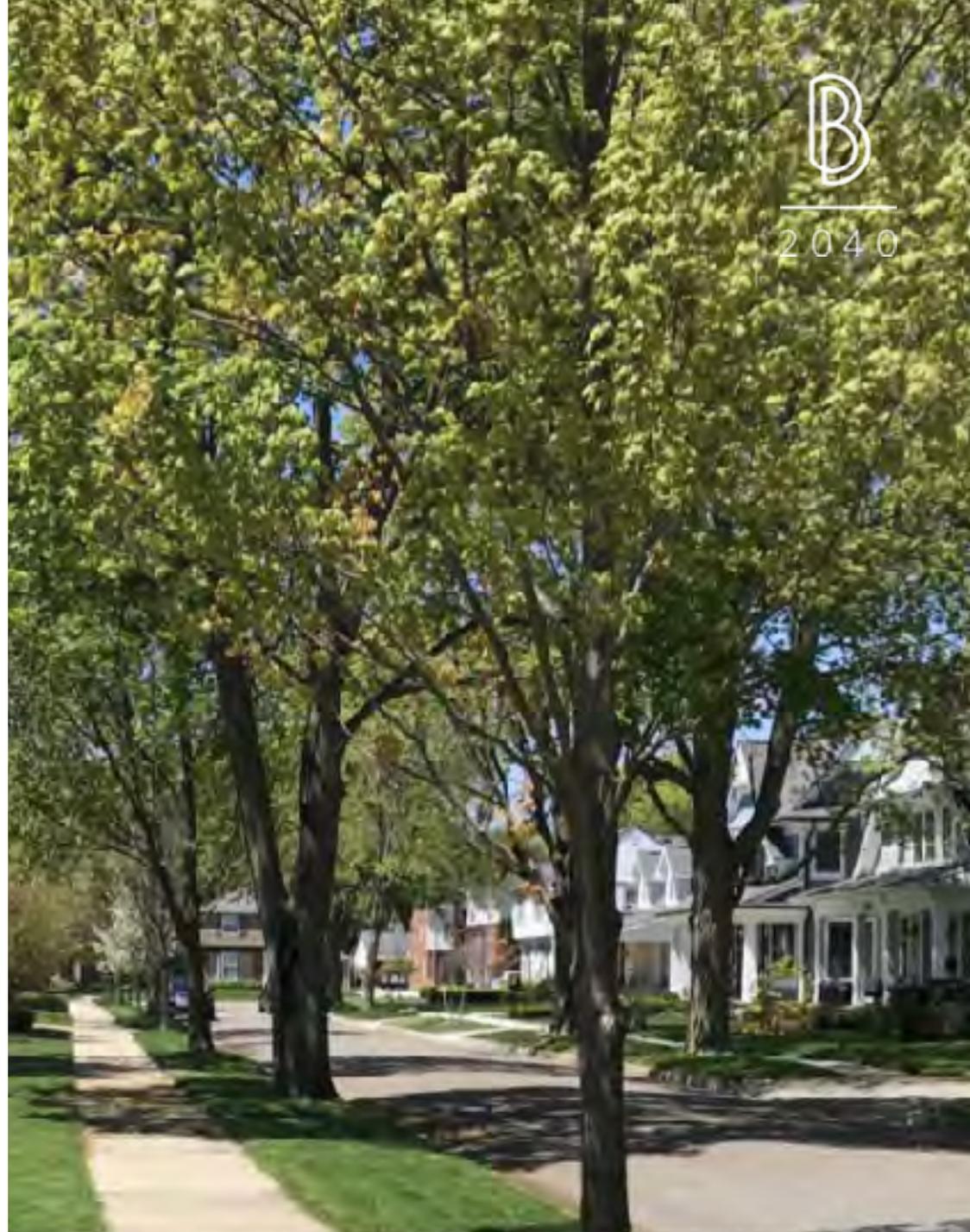
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2040

# 6. Advance Sustainability Practices

Birmingham's natural resources and beauty are assets to all residents. The City should protect these assets, especially the Rouge River watershed, through sustainable development practices on the part of the City, residents, businesses, and developers.

- A. Repair degraded riverbanks along the Rouge River and take measures to reduce chemical and other damage from run-off
- B. Reduce stormwater run-off affecting homes and the watershed with neighborhood-scale treatment and stricter standards for new construction
- C. Improve recycling availability, investigate composting
- D. Incentivize sustainable business practices such as compostable containers, recycling, and composting
- E. Improve municipal practices both in facilities and operations





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2040

# Mixed-use Districts

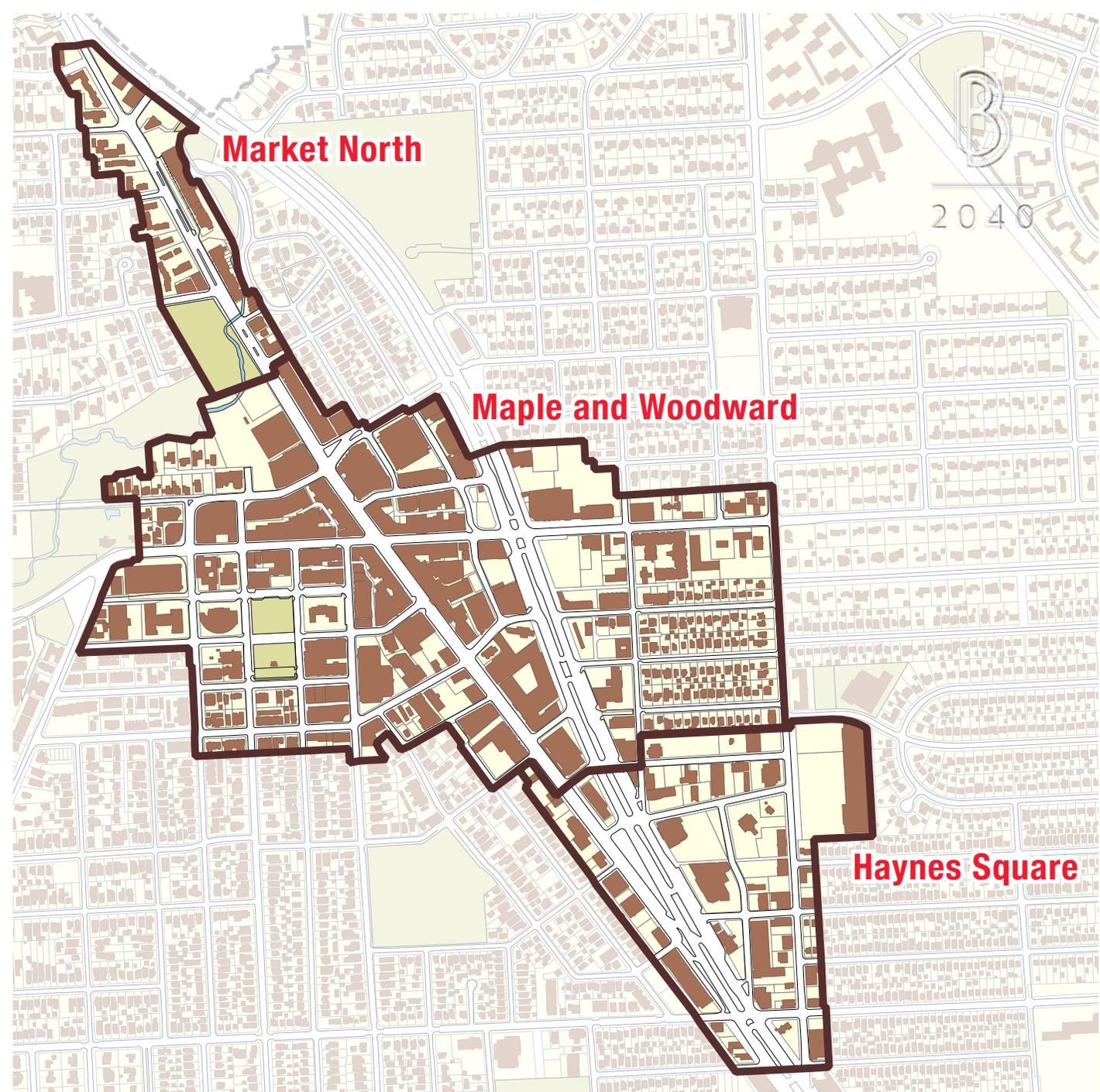
PLANNING BOARD MEETING · SEPTEMBER 09, 2020

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# District Differentiation

**Goal:** To create a clear identity for each mixed-use district in order to drive customer traffic and encourage harmonious businesses in each area. For instance, Market North should remain a lower-scale, quaint main street surrounded by neighborhoods. Maple and Woodward should remain the City's primary shopping district, along with its upscale dining and lodging. And South Old Woodward needs a real identity and sense of place, proposed as Haynes Square for a traffic safety and placemaking solution which will be presented at a subsequent meeting.

1. Release an RFP to brand the City's multiple mixed-use districts, especially concerning signage and wayfinding, but extending also to elements of the streetscape like tree grates, lights, trash and recycling cans, and public art themes like the recent popcorn painting of a utility box on Old Woodward at the theater.
2. Define, sign, and market three distinct Downtown districts: Market North, Maple and Woodward, and Haynes Square.
3. Install business directory and way-finding signage for pedestrians and cyclists throughout all shopping districts, beginning with Maple and Woodward, Market North, and Haynes Square.
4. Install smart and elegant parking wayfinding signage in Downtown.



# Zoning

## Triangle overlay

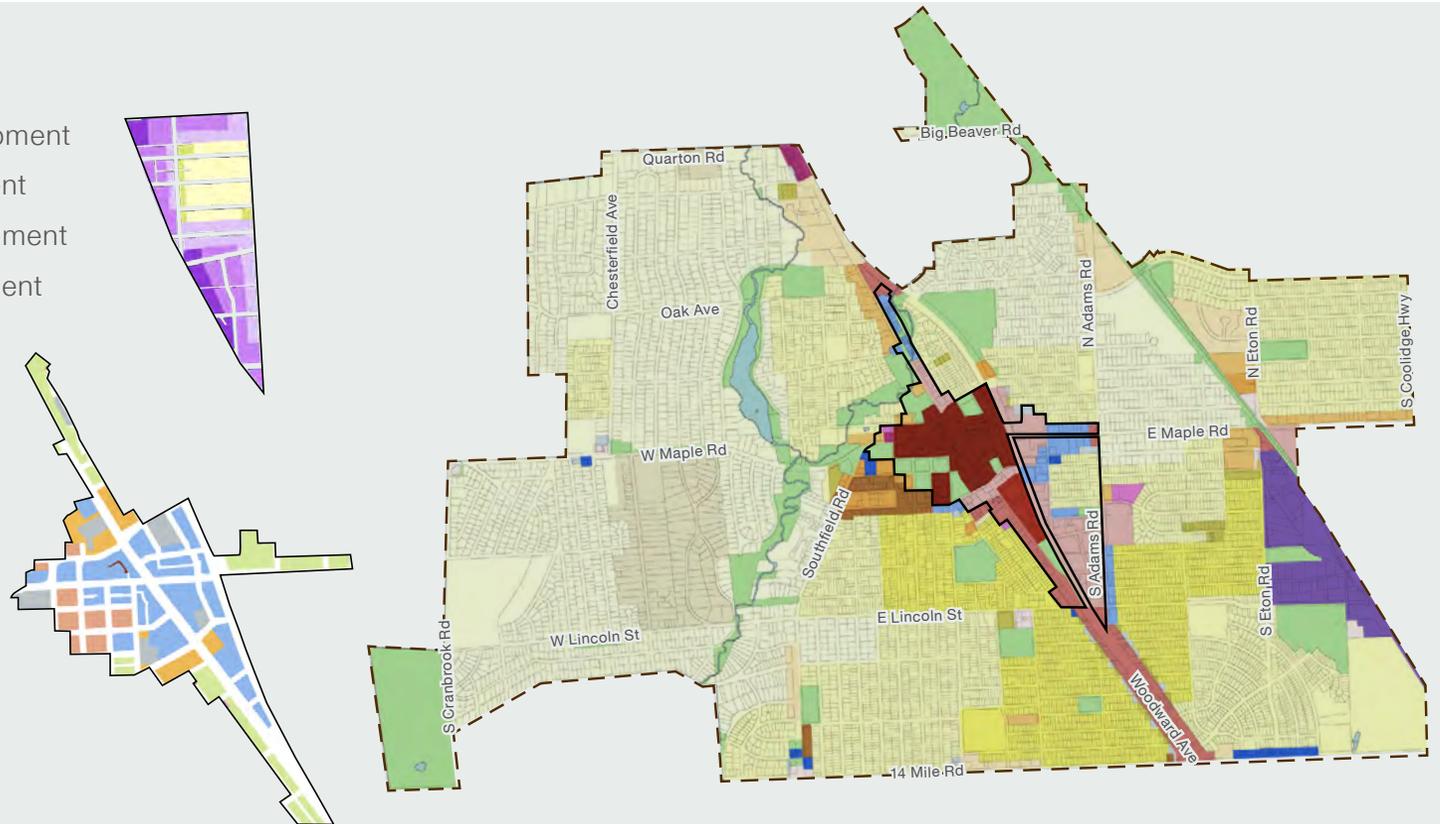
- ASF-3 SFR 3-story development
- R2 MFR 2-story development
- MU-3 MFR 5-story development
- MU-5 SF 6-story development
- MU-7 9-story development

## Downtown overlay

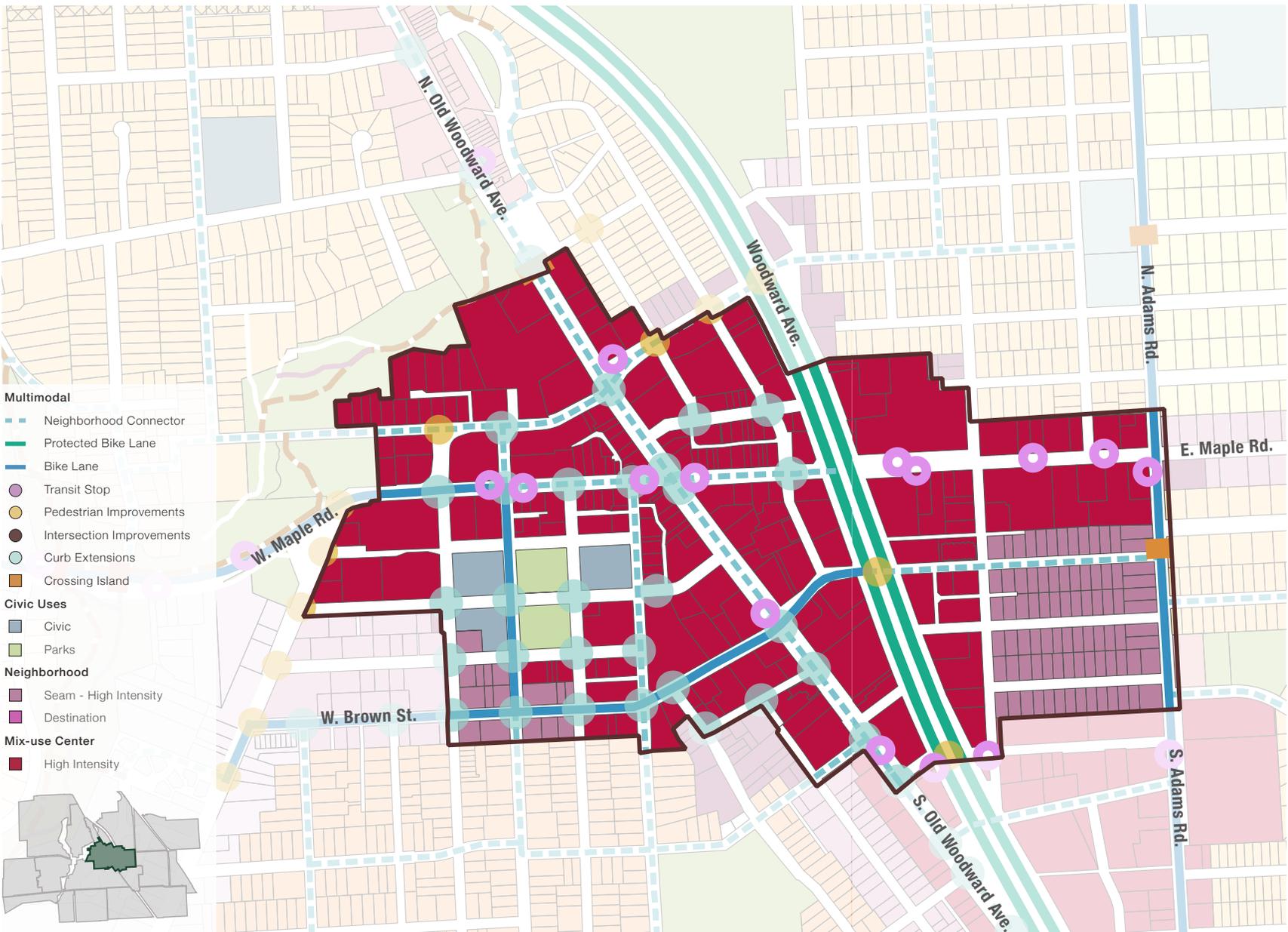
- C community use
- D2 3-story development
- D3 4-story development
- D4 5-story development
- D5 special land use
- P parking structures

## Zoning

- |   |   |  |   |
|---|---|--|---|
| <span style="color: #FFFF00;">■</span> R1 Single Family Residential   | <span style="color: #FFD700;">■</span> R5 Single Family Residential | <span style="color: #DC143C;">■</span> TZ3 Mixed-Use             | <span style="color: #8B0000;">■</span> B-3 Office-Residential   |
| <span style="color: #D2B48C;">■</span> R1-A Single Family Residential | <span style="color: #FFA500;">■</span> R6 Single Family Residential | <span style="color: #483D8B;">■</span> MX Mixed-Use              | <span style="color: #8B0000;">■</span> B-4 Business-Residential |
| <span style="color: #FFFF00;">■</span> R2 Single Family Residential   | <span style="color: #FF8C00;">■</span> R7 Single Family Residential | <span style="color: #FFC0CB;">■</span> B-1 Neighborhood Business | <span style="color: #6495ED;">■</span> O-2 Office Commerical    |
| <span style="color: #FFFF00;">■</span> R3 Single Family Residential   | <span style="color: #8B4513;">■</span> R8 Single Family Residential | <span style="color: #F08080;">■</span> B-2 General Business      | <span style="color: #0000CD;">■</span> O-1 Office               |
| <span style="color: #90EE90;">■</span> R4 Single Family Residential   | <span style="color: #FF00FF;">■</span> TZ1 Attached Single-Family   | <span style="color: #CD5C5C;">■</span> B-2B General Business     | <span style="color: #A9A9A9;">■</span> P Parking                |
|   |   |  | <span style="color: #90EE90;">■</span> PP Public Property       |

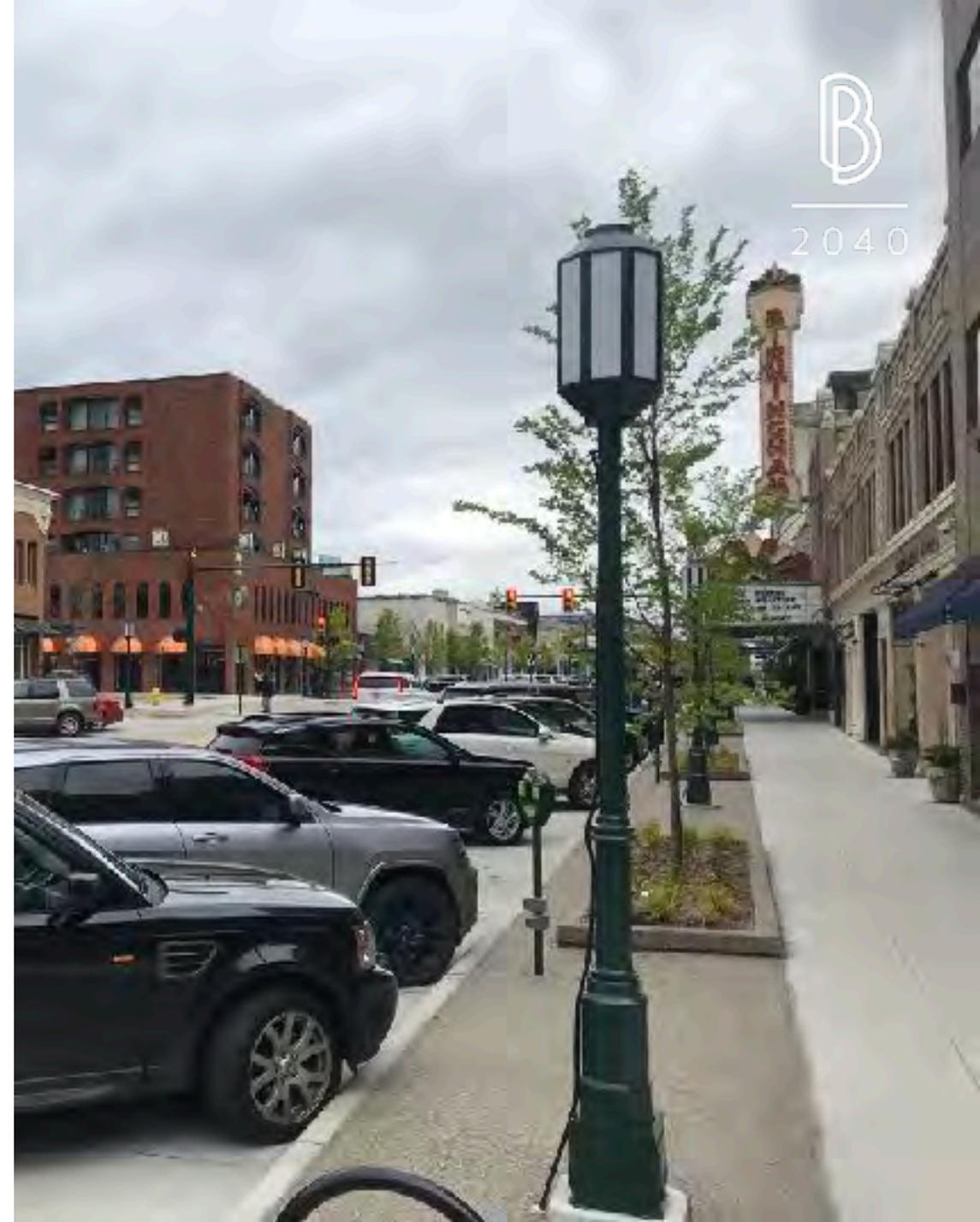


# Maple and Woodward



# M&W: Street Life

1. Expand activities and special events to attract office workers and residents to shop and dine downtown, including weekly food-truck events at Shain Park.
2. Encourage new housing downtown, discussed in a subsequent section.
3. Reduce the number of permitted dining decks in the Old Woodward, Hamilton, Merrill, Pierce, West Maple area to improve parking for retail shoppers and sidewalk space. Limit restaurants to one deck each, and limit the number of decks to two per block.
4. Require a minimum 6 foot sidewalk be retained where dining decks are installed.
5. Expand the distance of corner curb extensions at street intersections and midblock to accommodate seated dining for restaurants not fronting onto wide sidewalks.
6. Install 6-foot-long benches with backs and armrests throughout the downtown area.
7. Implement a program to report, regularly inspect, and replace non-working street lighting.
8. Increase bike parking within the public streetscape throughout the district, especially at corner and midblock bulb-outs where multiple racks can be installed.
9. Reserve space for future micro-mobility storage at corner and midblock bulb-outs along with bike parking.
10. Pursue a shared space streetscape retrofit for Merrill between Old Woodward and Shain Park.
11. Add liner buildings along the south edge of the City Hall property to activate Merrill, housing small and lower cost incubator retail spaces and a few apartments on the upper floor.
12. Further study and then adopt the proposed retail frontage plan; primary and secondary retail frontage quality to respond to primary and secondary shopping streets.



# M&W: Public Space

1. Increase the amount of seating in Shain, Booth, and the City's pocket parks with traditional English garden benches, as specified in the 1996 master plan.
2. Expand portable café seating in Shain and Booth Parks, in all pocket parks, and on all widened sidewalks.
3. Open a café in both Shain and Booth Parks, each with public restrooms and limited food and beverage offerings, per the 1996 master plan's recommendations.
4. Expand the civic art program into all parks and implement a timetable for the regular rotation of art.
5. Implement an art-mural program for large blank wall surfaces in key locations.
6. Expand the Oakland – Old Woodward pocket park by removing the south vehicular lane, per the 1996 master plan recommendations.
7. Add paths and seating to the Pierce-Brown pocket park.
8. Improve the Library's entrance plaza with seating and murals.
9. Integrate the Birmingham Museum into the Rouge River trail and park system, including more connections and signage at Maple and Woodward and with wayfinding along trails.



# M&W: Housing

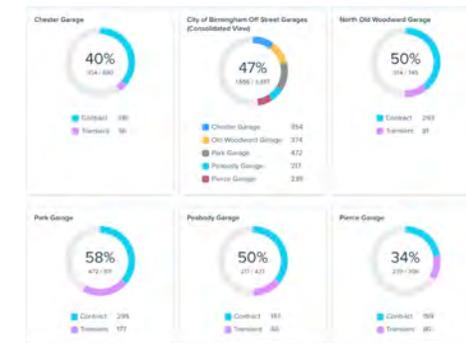


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1. Immediately pilot unbundled residential parking in Downtown and study its progress over a 5-year period (adjusted as necessary for recessions).
  - A. Offer a limited supply of 500 permits for Downtown housing which is not required to provide on-site parking.
  - B. Tie this to an average rental or sales rate of 150% of Area Median Income or less, calculated on a per-building basis to allow for a range or prices.
  - C. Establish a residential permit program for Downtown housing, with pricing tiered according to the number of vehicles per residence, increasing in price for each vehicle, and the parking garage residents are permitted to park within.
2. Evaluate the outcomes of the unbundled residential parking pilot, evaluating the average number of vehicles per unit and price incentives over the pilot period as well as usage rates in Downtown structures.
3. Establish permanent unbundled residential parking in Downtown.
4. Establish permanent unbundled residential parking in other mixed-use Districts as municipal garages are built.



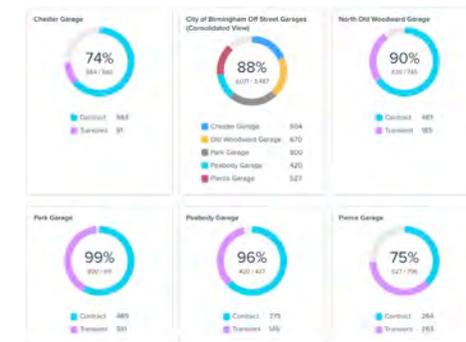
MONDAY, 9:30AM



MONDAY, 11AM



MONDAY, 1PM



MONDAY, 5PM



# M&W: Parking

1. Build a parking deck in the Triangle District as soon as possible. Ensure that the decks are flat, not sloped, and ceilings are sufficiently high that the structure can be reused should demand fall.
2. Study the Bates Street Extension elements that are not parking related, specifically the additional street connections and a plaza and trail connection to the Rouge River trail.
3. Study opportunities for expanding downtown parking capacity with the APC, BSD, Planning Board, and City Commission.
4. Accommodate more monthly permit users as capacity becomes available.
5. Pursue recommendations noted in the mixed-use districts parking section, especially directional and informational signage.
6. Pursue technological improvements to ease parking usage, such as parking space occupancy indicators (green and red lights above spaces) to more easily direct users through the garages.
7. Use tiered parking meter prices to achieve an average maximum 85% occupancy along district streets.
8. Increase monthly parking pass fees.
9. Study a tiered parking rate system across all garages, once monthly fees have been increased, to supplement assignment-based management.
10. Study opportunities to accommodate secure bike parking and electric vehicle charging stations within parking garages as capacity becomes available.



2040



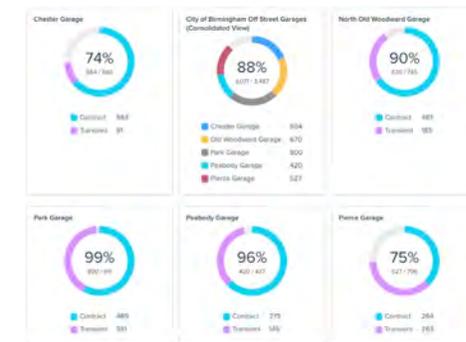
MONDAY, 9:30AM



MONDAY, 11AM



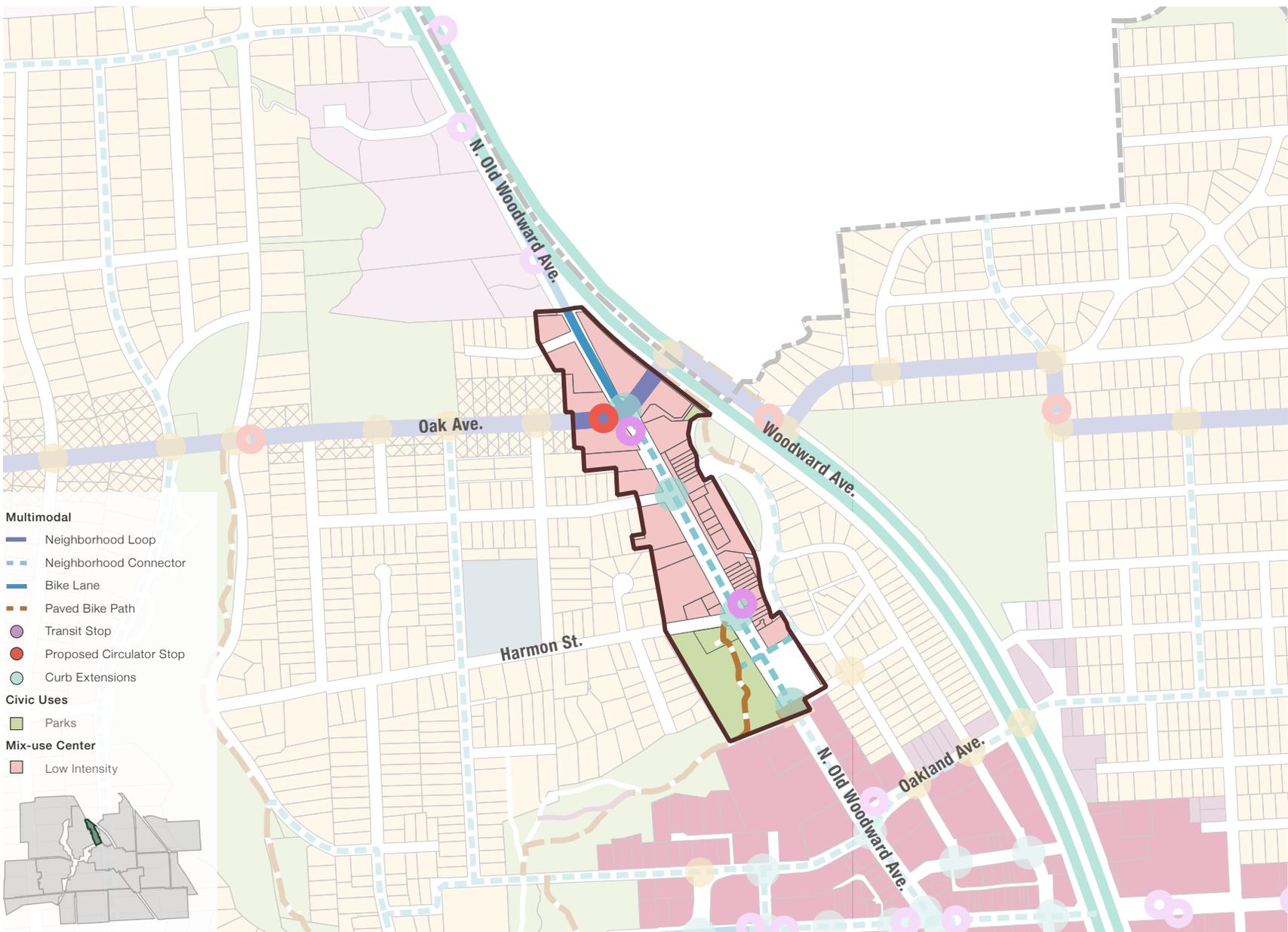
MONDAY, 1PM



MONDAY, 5PM



# Market North



- Multimodal**
  - Neighborhood Loop
  - Neighborhood Connector
  - Bike Lane
  - Paved Bike Path
- Transit**
  - Transit Stop
  - Proposed Circulator Stop
  - Curb Extensions
- Civic Uses**
  - Parks
- Mix-use Center**
  - Low Intensity

# MN: Street Life

1. Continue pedestrian safety and traffic-calming measures along North Old Woodward and in surrounding neighborhoods.
2. Reinforce the distinctive character of the Market District with branding; unique architectural design; and special signage, seating, and streetscape elements that distinguish it from the City's other commercial districts.
3. Install additional café and pedestrian seating along Old Woodard.
4. Enforce or expand storefront design and signage standards.
5. Install street and business way-finding signage throughout the district.
6. Install additional pedestrian seating throughout the district.



# MN: Public Space

1. Construct a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.
2. Establish a plaza with curb extensions, mid-block crossings, consistent paving, and ample seating at the front of the pavilion, crossing Old Woodward.
3. Install ample benches in Booth Park.
4. Install a small café and public restrooms in Booth Park along with moveable tables and chairs.



# MN: Housing

1. Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton.
2. Make streetscape improvements to support additional pedestrians as discussed in the Street Life section.
3. Make park and plaza improvements to support additional residents as discussed in the Public Space section.

# MN: Parking

1. Research constructing a parking garage in the Lot 6 parking lot.
2. Provide additional on-street parking along Old Woodward, north of Harmon including the area north of Oak.
3. Study the ability to increase parking supply through the proposed district expansion.





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## C. Mixed-use Districts

## C. Mixed-use Districts

### C.1. Districts in General

#### Districts in General

Mixed-use districts are an extremely valuable asset for Birmingham, generating a great deal of the tax base necessary to support the City's services and activities. Downtown performs very well in a competitive market, and has become a regional draw, just now succumbing to a bit of office competition with Detroit. But many of the City's other mixed-use and commercial areas are underperforming. Luckily most of these areas have been set up with future plans but many of those plans have been around for awhile. The City should work to invigorate its underperforming mixed-use districts to see more robust future success and resiliency.

Housing is an important element in mixed-use districts. In Birmingham, housing is nearly or entirely missing from its commercial centers, which impacts their performance and ability to provide a diverse set of services and price points. Each of these districts should develop into a neighborhood, different from the City's single-family neighborhood. During the round-table discussions at the outset of this plan process, a number of residents lamented that Downtown didn't provide services that they need, like small markets, and that the price point of restaurants and goods was trending upwards towards being unattainable, especially for older adults on fixed incomes. Some aspects are addressed with Neighborhood Commercial Destinations, specifically markets and services. But these and other trends in Downtown are due in part to the lack of housing, an important issue to consider for all mixed-use

districts. Combining offices, services, and housing means that a district can be busy day and night, which provides a more robust customer base. Restaurants are especially vulnerable; despite perception, the business is relatively low margin and heavily influenced by rental cost. During the master plan process, Downtown has lost two reasonably priced restaurants that are important for office and service workers.

Most of Birmingham's mixed-use districts need to see public investment in order to drive private investment. In Downtown this process has been successful, but there is a reluctance to do the same for the Triangle District / Haynes Square and the Rail District. Both of these areas require public investment in streets, public space, and parking in order to jumpstart private investment. While many residents feel that neighborhoods have drawn a short straw concerning City investment, putting money into underperforming mixed-use districts, and helping these and downtown households will result in more money to invest in neighborhoods. Mixed-use districts are an important investment.

Mixed-use districts are an extremely valuable asset for Birmingham, generating a great deal of the tax base necessary to support the City's services and activities.

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## C. Mixed-use Districts

### C.1. Districts in General

#### District Differentiation

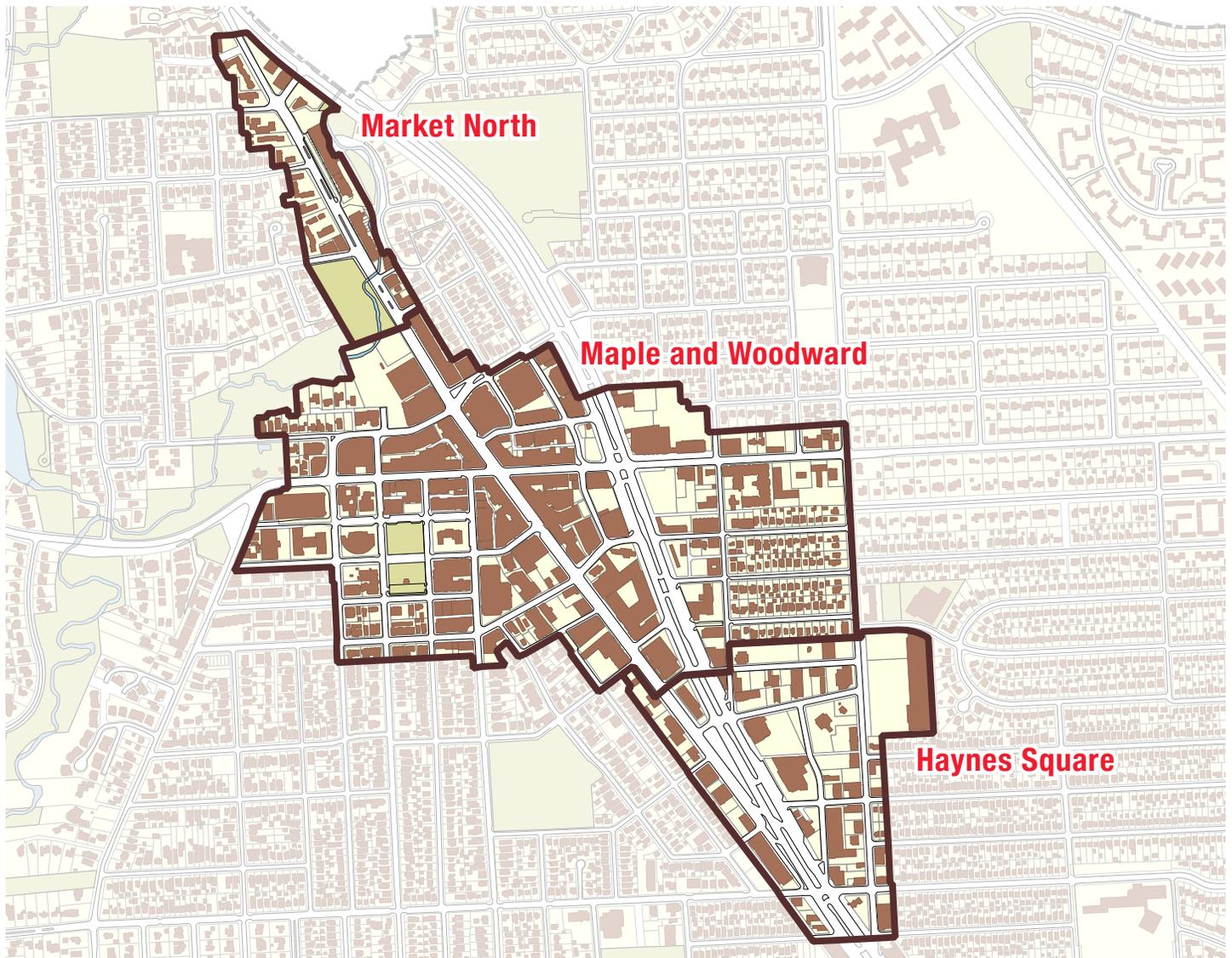


Figure C.1-01. Three districts of Downtown Birmingham.

#### OBSERVATIONS

The Triangle District and portions of Downtown are under-performing. The boundaries of these districts reinforces the Woodward divide. And Downtown's size exceeds the distance that a single identity can support.

These three districts are discussed as the Greater Downtown, which combines and re-defines the areas currently known as Downtown and the Triangle District.

#### DISCUSSION

Much of this has been discussed in Chapter A, Vision. There, the need for a distinction between the northern, central, and southern portions of Downtown is clarified. Also discussed is the ability of district boundaries to bridge the Woodward divide.

Beyond that which was discussed in Chapter A, the South Woodward Gateway and the Rail District need clear identities that are reinforced with signage and marketing. Details of these districts are provided later in this Chapter.

## C. Mixed-use Districts

### C.1. Districts in General



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

The Birmingham Shopping District markets for Downtown and its services are needed elsewhere in the community. To begin, the differentiation between Market North, Maple and Woodward, and Haynes Square should be supported in shopping district efforts and materials, and needs to be reinforced with signage. These three districts are discussed as the Greater Downtown, which combines and re-defines the areas currently known as Downtown and the Triangle District. Many Downtown visitors include tourists and out-of-town shoppers who are unfamiliar with its business selection (See Img.'s C.1-02-03), parking locations, or street layout. When expanding to multiple districts, this signage is especially important to orient visitors. Overall, signage is lacking throughout the Greater Downtown area, from wayfinding 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.

Parking signage is especially important as the City deals with extremely high occupancy of its Downtown garages. Presently many of the City's parking garages operate at 99% of capacity (See Fig. C.1-05). The few garages that consistently have available spaces - the Chester and Pierce Garages - are further from the core shopping and office area. While North Old Woodward, Park, and Peabody garages all operate above 90%, visitors are not aware of capacity and other district garages. New technology exists which can inform users of available capacity throughout an area, but much of it is unattractive, like the signage in use currently in Ann Arbor. Yet there is a minimal and elegant solution available (See Img. C.1-04) which directs 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.

## C. Mixed-use Districts

### C.1. Districts in General

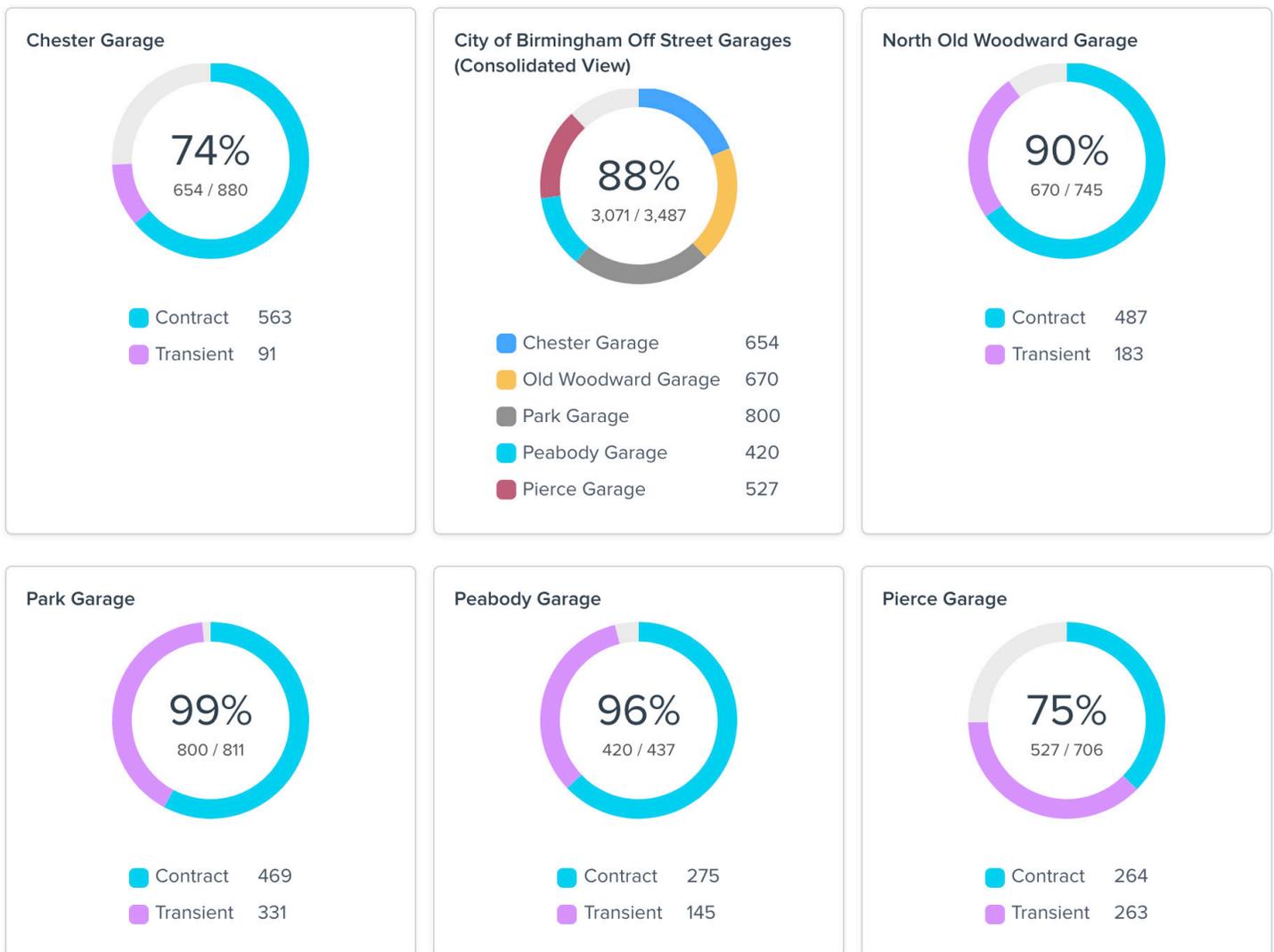


Figure C.1-05. Sample: Capacity usage of downtown parking district garages in early summer at 1pm on a Monday.

#### RECOMMENDATIONS

1. Release an RFP to brand the City's multiple mixed-use districts, especially concerning signage and wayfinding, but extending also to elements of the streetscape like tree grates, lights, trash and recycling cans, and public art themes like the recent popcorn painting of a utility box on Old Woodward at the theater.
2. Define, sign, and market three distinct Downtown districts: Market North, Maple and Woodward, and Haynes Square. (as identified in Chapter A)
3. Install business directory and way-finding signage for pedestrians and cyclists throughout all shopping districts, beginning with Maple and Woodward, Market North, and Haynes Square.
4. Install smart and elegant parking wayfinding signage in Downtown.

# C. Mixed-use Districts

## C.1. Districts in General

### Zoning

#### OBSERVATIONS

Zoning is inconsistent across the City's mixed-use districts despite similarities in what is being regulated.

#### DISCUSSION

This follows on the discussion about zoning in Chapter A, extending its recommendations.

Birmingham's zoning districts are a combination of regular districts along with overlay districts that act like regular districts. This issue was already raised, where the present overlays should be regular districts since they operate as such. Overlays are applicable for implementing small scale changes to the regular districts for specific issues like contextual use restrictions or step backs that may not be necessary in other areas with the same zoning district.

Additional confusion is caused by multiple districts regulating very similar things, adding to the number of overall districts. This problem is paramount in the City's mixed-use districts. Downtown's zoning districts are very similar to the Triangle District's zoning districts. And the MX zoning district in the Rail District is similar as well. For clarity and consistency, these districts should be collapsed into as few districts as are necessary. This is just as important for residents to understand what is possible with the current Zoning Code as it is for developers and property owners.

#### RECOMMENDATIONS

1. As part of a Zoning Code overhaul, collapse zoning within the City's mixed-use districts into as few zoning districts as can meaningfully regulate the intent of the Code and the City's plans.

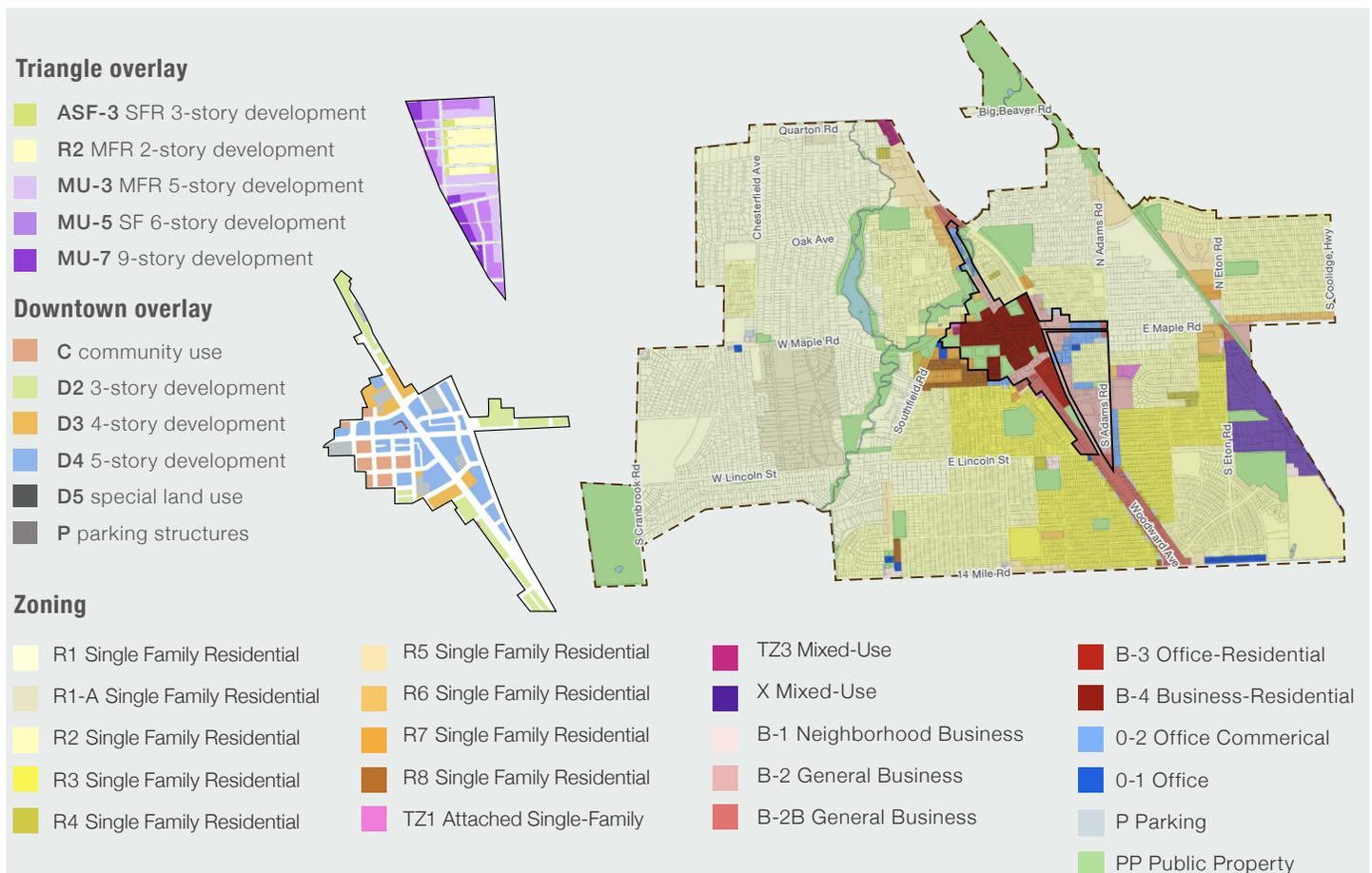


Figure C.1-06. Zoning Districts.

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# C. Mixed-use Districts

## C.2. Maple and Woodward

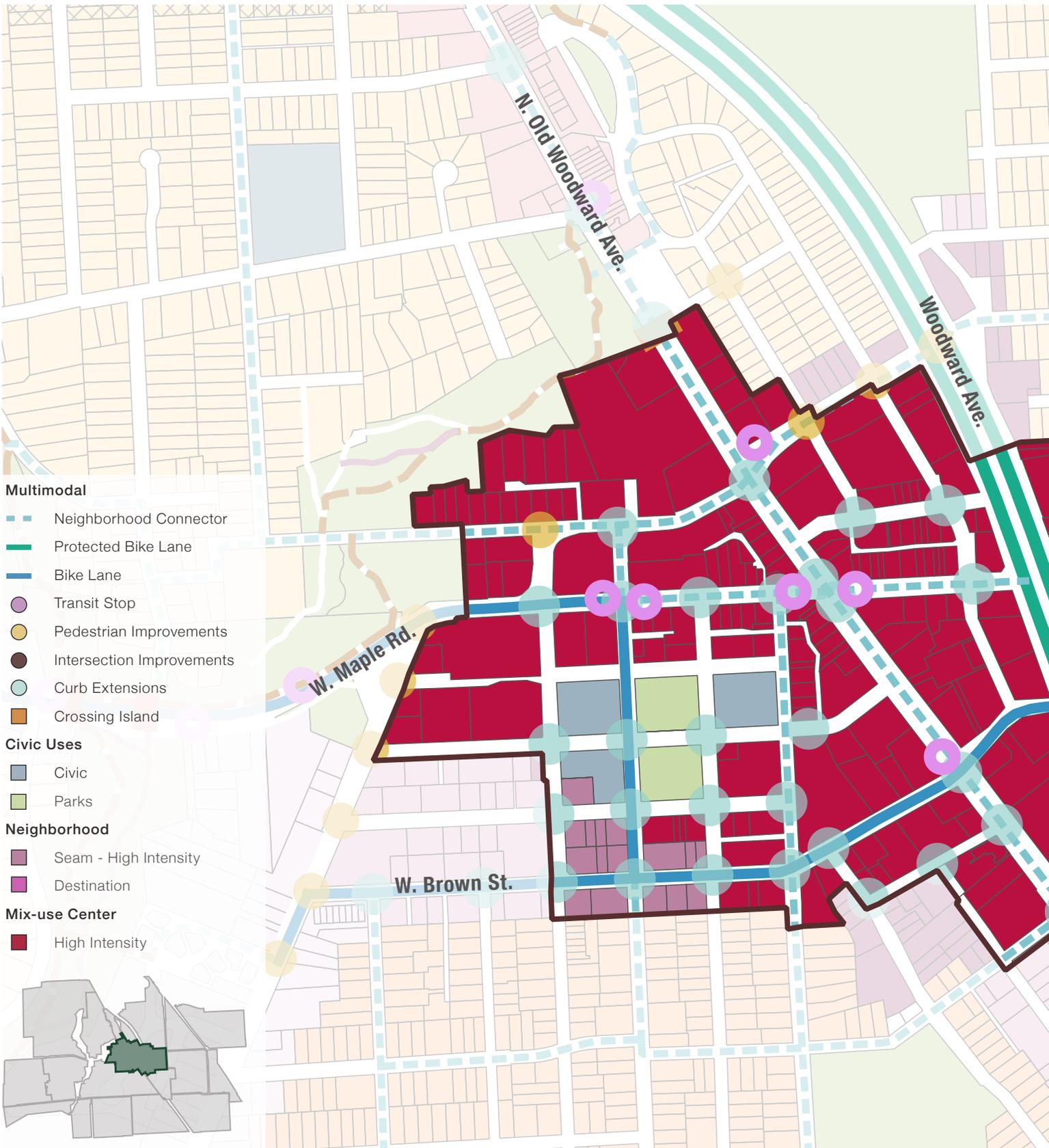


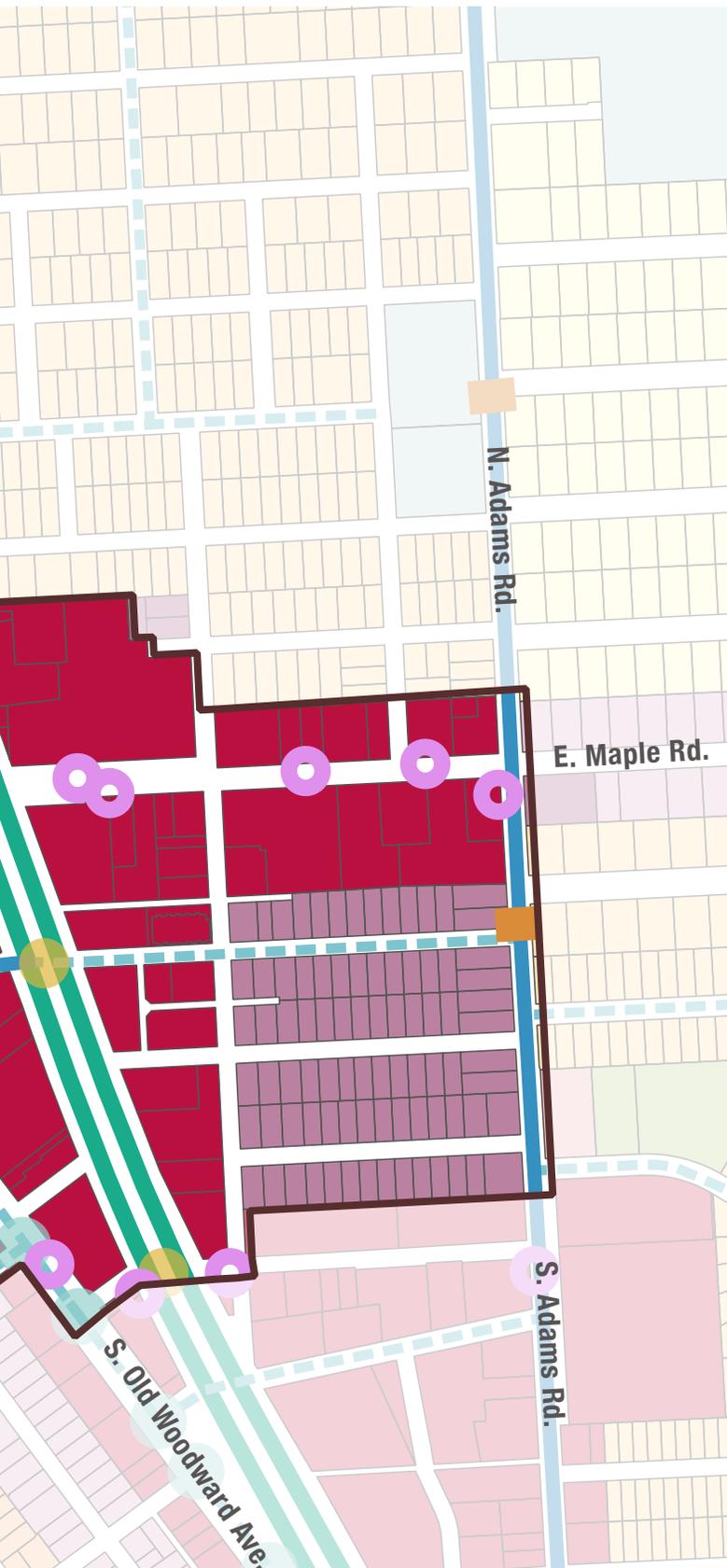
Figure C.2-01. Maple and Woodward district.

## C. Mixed-use Districts

### C.2. Maple and Woodward

#### Maple and Woodward

Maple and Woodward (Downtown Birmingham) is a vibrant urban center that is the envy of many other communities. Although its population is only 21,000, Birmingham has a commercial core the size of a city of 200,000. The city's assortment of shops, restaurants, parks, offices, civic buildings, and entertainment venues offers an exciting, safe, and walkable environment and lifestyle to its residents. It also draws people from throughout the region. Until downtown Detroit's recent revival, Birmingham served as a shopping and dining destination for many of the region's five million people. It was the "go-to" downtown. Like any dynamic urban center, Birmingham continues to address and resolve challenges, such as affordability, conflicting commercial and residential interests, rapid growth, municipal administration, adequate parking, and effective traffic management.



# C. Mixed-use Districts

## C.2. Maple and Woodward

### Street Life

#### OBSERVATIONS

Given downtown Birmingham’s walkability and scale of commercial presence, the city has only a moderate amount of weekday pedestrian traffic. During the week-ends Birmingham’s downtown pedestrian traffic although busier than most day times, has noticeably fewer visitors than Royal Oak and Detroit’s central business districts.

#### DISCUSSION

Most downtown sidewalks are lined with active retailers and restaurants, but many downtown workers remain in their office buildings the entire workday and do not venture onto the street for morning, noon, or evening dining or shopping. In the U.S., most “brick-and-mortar” shopping occurs after 5:00 pm and on Sundays, when many of Birmingham’s stores are closed. During the summer,

In the U.S., most “brick-and-mortar” shopping occurs after 5:00 pm and on Sundays, when many of Birmingham’s stores are closed.

the busiest evenings downtown and in the Market North district are Friday and Saturday between 5:00 pm and 9:00 pm. During these hours, restaurants are usually the only businesses operating, along with the theaters. The lack of downtown housing contributes to weak pedestrian activity levels.

Old Woodward, between Hamilton and Merrill Streets, West Maple and Pierce Streets carry the most pedestrian traffic, the core of the Maple and Woodward district. Hamilton Row is severely impacted by Comerical Bank which causes a dead zone of nearly 350 feet at the critical



Image C.2-02. Maple and Old Woodward intersection during the Hometown Parade (2019).

## C. Mixed-use Districts

### C.2. Maple and Woodward

intersection of Hamilton and Old Woodward. There are three scales of street in the Maple and Woodward district, Old Woodward being the largest followed by Maple and then smaller streets like Merrill.

Smaller streets are ideal for intimate dining experiences with outdoor seating which generally want to avoid busier streets, as is found along Merrill and Pierce. These streets can also handle a more varied consistency of storefronts due to their closeness. However, the sidewalk is easily crowded to the point of becoming unusable by the prevalence of dining decks. Merrill provides a good opportunity to pilot a downtown shared space street, which reduces but does not eliminate the car accommodations and allows dining areas and public seating to extend further into the street during evening hours. Paving generally in the character of Merrill through Shain Park. Connecting the active portion of Merrill to Shain Park would improve the

pedestrian experience, though it is made difficult by the surface parking lot at City Hall and relatively poor front-ages along the Townsend Hotel. Liner buildings along the municipal building could activate this connection, requiring some of the City Hall parking to be relocated. Continuing the shared space design on Merrill from Old Woodward to Shain Park would solidify this pedestrian experience where pedestrian movement, clusters of public seating, public art, and bike racks would displace but not eliminate space for cars.

The outside seasonal dining decks proposed in the 1996 master plan (Downtown Birmingham 2016) have successfully expanded the downtown's afternoon and early evening street life. Many restaurant decks occupy prime on-street parking spaces for over six months of the year. The popularity of these decks has increased the demand for downtown parking at the same time that their implementation



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

## C. Mixed-use Districts

### C.2. Maple and Woodward

has decreased the number of parking spaces available to both diners and shoppers. Many of these decks reduce the sidewalk width such that it is barely usable. Few bike facilities exist and bikers and micro-mobility users often ride along sidewalks, creating dangerous conditions at the dining decks. Often a single deck causes little disruption but longer decks and multiple decks together are problematic at the same time that they create a better dining experience. Solutions should include greater minimum sidewalk dimensions associated with decks and streetscape updates to provide more space for sidewalks and outdoor dining in the public realm where possible. But these opportunities are limited given the need to retain on-street parking. This will require limiting the number of decks per restaurant and per block. Opportunities to provide a smaller number of outdoor tables within the streetscape planting zone without fencing should be further explored.

Old Woodward, being the largest and most trafficked roadway, requires the greatest consistency and quality

of storefronts, with more transparency than the smaller streets. The new streetscape is an improvement for pedestrians, but at present it lacks adequate public seating. In fact, throughout the Maple and Woodward area, and in other mixed-use districts, public seating is lacking.

of storefronts, with more transparency than the smaller streets. The new streetscape is an improvement for pedestrians, but at present it lacks adequate public seating. In fact, throughout the Maple and Woodward area, and in other mixed-use districts, public seating is lacking.

Throughout the area, pedestrian street lights are often nonfunctioning or function intermittently, an absence of safe, sufficient lighting that occurs on nearly every street. Bike parking and micro-mobility corrals are also lacking throughout the district. As micro-mobility has yet to become a concern locally, addressing bike parking should come first, but micro-mobility will arrive soon. Bike parking needs



Image C.2-04. Old Woodward following the recent streetscape redevelopment.

# C. Mixed-use Districts

## C.2. Maple and Woodward

to be provided throughout the district, but especially in areas that are busy in the evening and weekend. Racks are most easily accommodated in bulb-outs at intersections where they can be installed perpendicular to the curb, accommodating 3 or 4 U-racks. Cyclists prefer to keep an eye on their bikes if they are dining, which should influence the availability of racks. Preferring locations in bulb-outs, including at mid-blocks, may help reduce cyclist riding on sidewalks.

Currently, the Redline Retail District requires adjustment to reflect evolving conditions (See Fig. C.2-05). The disciplined application of the required retail frontages at 20

feet has been an undoubted success. Retail in downtown Birmingham remains highly competitive as a result of this essential retail industry practice. However, its application must be adjusted with greater care more accurately reflecting the building types. And extending it to Haynes Square / the Triangle District so that the retail trajectories on both sides support each other, and so that as Haynes Square is developed, there is a predictable outcome. The adjustment of the redline in downtown involves primarily more accurate mapping. The extension to Haynes Square is substantial and would be a great addition to Birmingham's position as a primary commercial center competing successfully with Somerset Mall and the powerful re-emergence of Downtown Detroit.

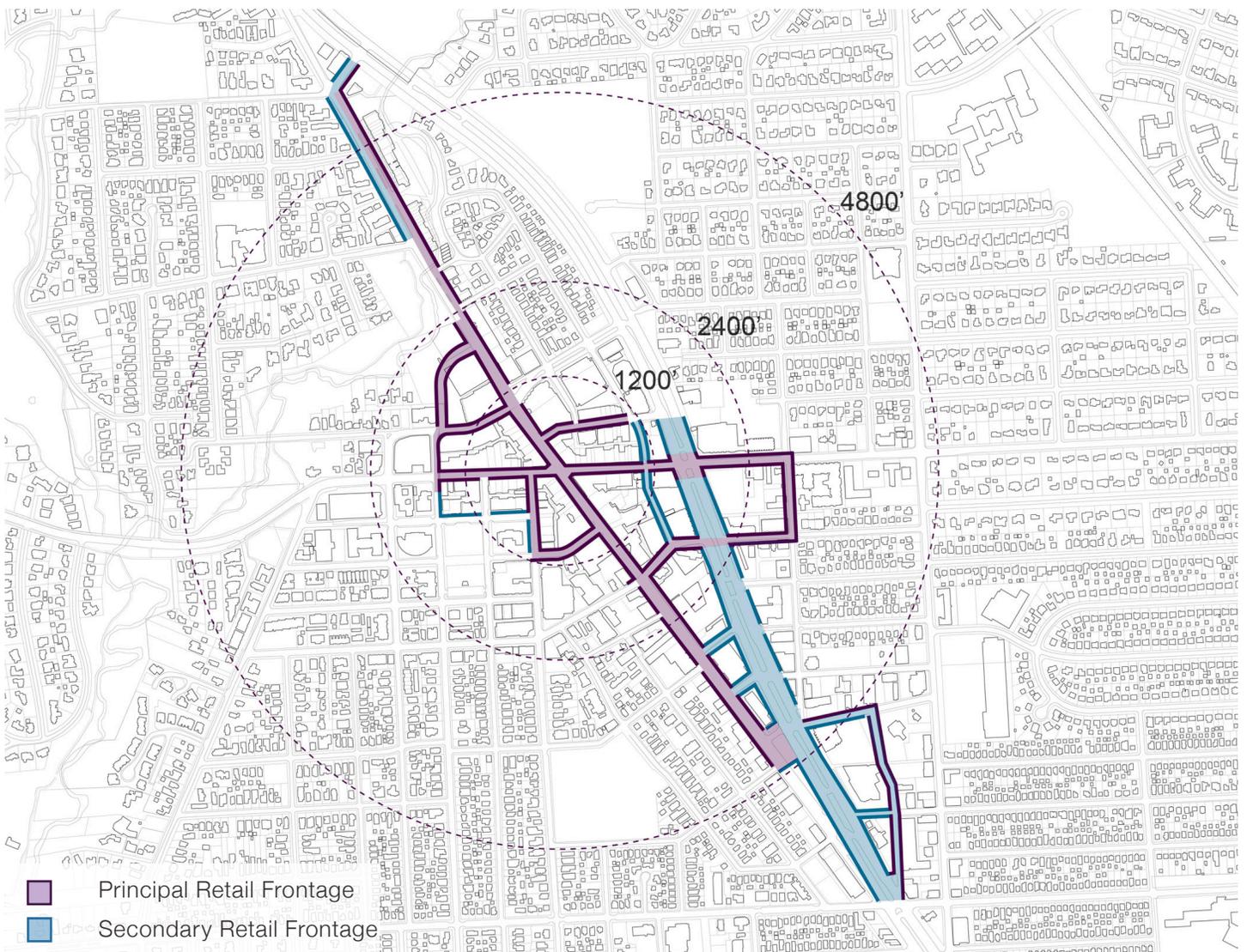


Figure C.2-05. Frontage quality differentiation between the most important and restrictive Principal Retail Frontage and the less restrictive Secondary Retail Frontage.

# C. Mixed-use Districts

## C.2. Maple and Woodward

### RECOMMENDATIONS

1. Expand activities and special events to attract office workers and residents to shop and dine downtown, including weekly food-truck events at Shain Park.
2. Encourage new housing downtown, discussed in a subsequent section.
3. Reduce the number of permitted dining decks in the Old Woodward, Hamilton, Merrill, Pierce, West Maple area to improve parking for retail shoppers and sidewalk space. Limit restaurants to one deck each, and limit the number of decks to two per block.
4. Require a minimum 6 foot sidewalk be retained where dining decks are installed.
5. Expand the distance of corner curb extensions at street intersections and midblock to accommodate seated dining for restaurants not fronting onto wide sidewalks.
6. Install 6-foot-long benches with backs and armrests throughout the downtown area.
7. Implement a program to report, regularly inspect, and replace non-working street lighting.
8. Increase bike parking within the public streetscape throughout the Maple and Woodward district, especially at corner and midblock bulb-outs where multiple racks can be installed.
9. Reserve space for future micro-mobility storage at corner and midblock bulb-outs along with bike parking.
10. Pursue a shared space streetscape retrofit for Merrill between Old Woodward and Shain Park.
11. Add liner buildings along the south edge of the City Hall property to activate Merrill, housing small and lower cost incubator retail spaces and a few apartments on the upper floor.
12. Further study and then adopt the proposed retail frontage plan.
  - a. Establish two categories of retail frontage:
    - i. Primary Retail Frontage (purple) requires a minimum of 70% clear glazing along the sidewalk. Retail or food service must occur within a zone 20 feet deep along the frontage.
    - ii. Secondary Retail Frontage (blue) may be exempted by waiver of the City Commission to allow other commercial uses.

## C. Mixed-use Districts

### C.2. Maple and Woodward

#### Public Space

##### OBSERVATIONS

Maple and Woodward (Downtown Birmingham) has an abundant amount of public space in the form of numerous attractive greens and parks. But these parks require some additional seating and treatments.

##### DISCUSSION

Shain Park represents one of Southeast Michigan's finest civic destinations, embedded in the civic core of the City. Numerous special events are hosted in the park, including art fairs, concerts, holiday markets, and carnivals. Shain Park is usually filled with people of all ages throughout the year, often into the early evening. It provides a playground for toddlers enrolled in the Community House daycare program.

Booth Park is nearby, a popular destination for young families who live in Birmingham and its surrounding suburbs. From Maple and Woodward, Booth is a little separated, more a part of Market North. The Bates Street Extension

recommended in the 1996 plan should be pursued, particularly with a focus on connecting Maple and Woodward to Booth Park and the Rouge River trails. Additionally, signage should be provided along Maple and Old Woodward, and through the district. Wayfinding signs should be used as recommended previously, to orient people towards Shain Park, Booth Park, and the Rouge River trails. Where the Willits Trail meets Maple, at the Birmingham Museum, should be a clear touch point for the trail system from the Maple and Woodward area. At present the trail is disconnected from the museum, however the museum should be more clearly integrated with the trail system. The Birmingham Museum's entry with seating and the bell should more clearly connect down the slope and into the trail system.

Seating at both Shain and Booth Parks does not accommodate visitors during peak hours. Shain Park's moveable seating has been a good addition which should be expanded. More regular park benches should also be installed around the central loop. In major cities, the central loop would be entirely lined with benches, which is too



*Image C.2.06. Booth Park's underwhelming entrance is the ideal place for a corner plaza with a cafe and ample seating.*

# C. Mixed-use Districts

## C.2. Maple and Woodward

much for Birmingham’s character, but the supply should be greatly increased. Booth Park has a well used set of play structures but very few accommodations beyond that. The entry is underwhelming, an ideal location to get information, a beverage, and to have seating opportunities either in a plaza space towards the entry corner or a more naturalistic setting further into the park and along the Rouge River trail. Shain and Booth Park’s lack of food and beverage offerings could be rectified by opening a small café or coffee shop, either of which would enhance park-goers’ experiences and draw more people to the parks during the daytime.

The districts’ pocket parks are underutilized during the day and evening. The Old Woodward-Oakland pocket park’s size is limited and its use is inhibited by the vehicular turn lane along its South edge. The 1996 master plan recommended removing this south vehicular lane and expanding the park, which would improve the park’s appeal, the

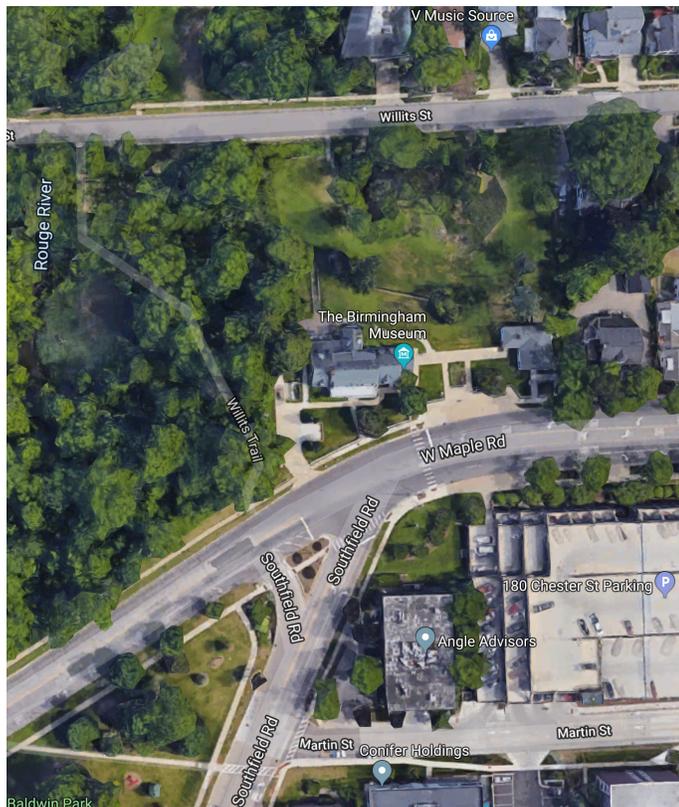


Image C.2-07. The Birmingham Museum is adjacent to the Willits Trail and Rouge River and should serve as a trailhead, integrated into the system.

Shain Park represents one of Southeast Michigan’s finest civic destinations, embedded in the civic core of the City.

walkability along Old Woodward, and the pedestrian linkage between the Market District and downtown. Each of these spaces would benefit from additional seating and public art. The Pierce-Merrill space has sufficient public art but no seating, and Pierce-Brown no seating. The plaza at the Library’s entrance also lacks seating, which could easily be provided along the sloped ramp, a good place for public art as well. In fact the Library entrance plaza pavement should have a surface mural or more compelling paving.

### RECOMMENDATIONS

1. Increase the amount of seating in Shain, Booth, and the City’s pocket parks with traditional English garden benches, as specified in the 1996 master plan.
2. Expand portable café seating in Shain and Booth Parks, in all pocket parks, and on all widened sidewalks.
3. Open a café in both Shain and Booth Parks, each with public restrooms and limited food and beverage offerings, per the 1996 master plan’s recommendations.
4. Expand the civic art program into all parks and implement a timetable for the regular rotation of art.
5. Implement an art-mural program for large blank wall surfaces in key locations.
6. Expand the Oakland – Old Woodward pocket park by removing the south vehicular lane, per the 1996 master plan recommendations.
7. Add paths and seating to the Pierce-Brown pocket park.
8. Improve the Library’s entrance plaza with seating and murals.
9. Integrate the Birmingham Museum into the Rouge River trail and park system, including more connections and signage at Maple and Woodward and with wayfinding along trails.

## C. Mixed-use Districts

### C.2. Maple and Woodward

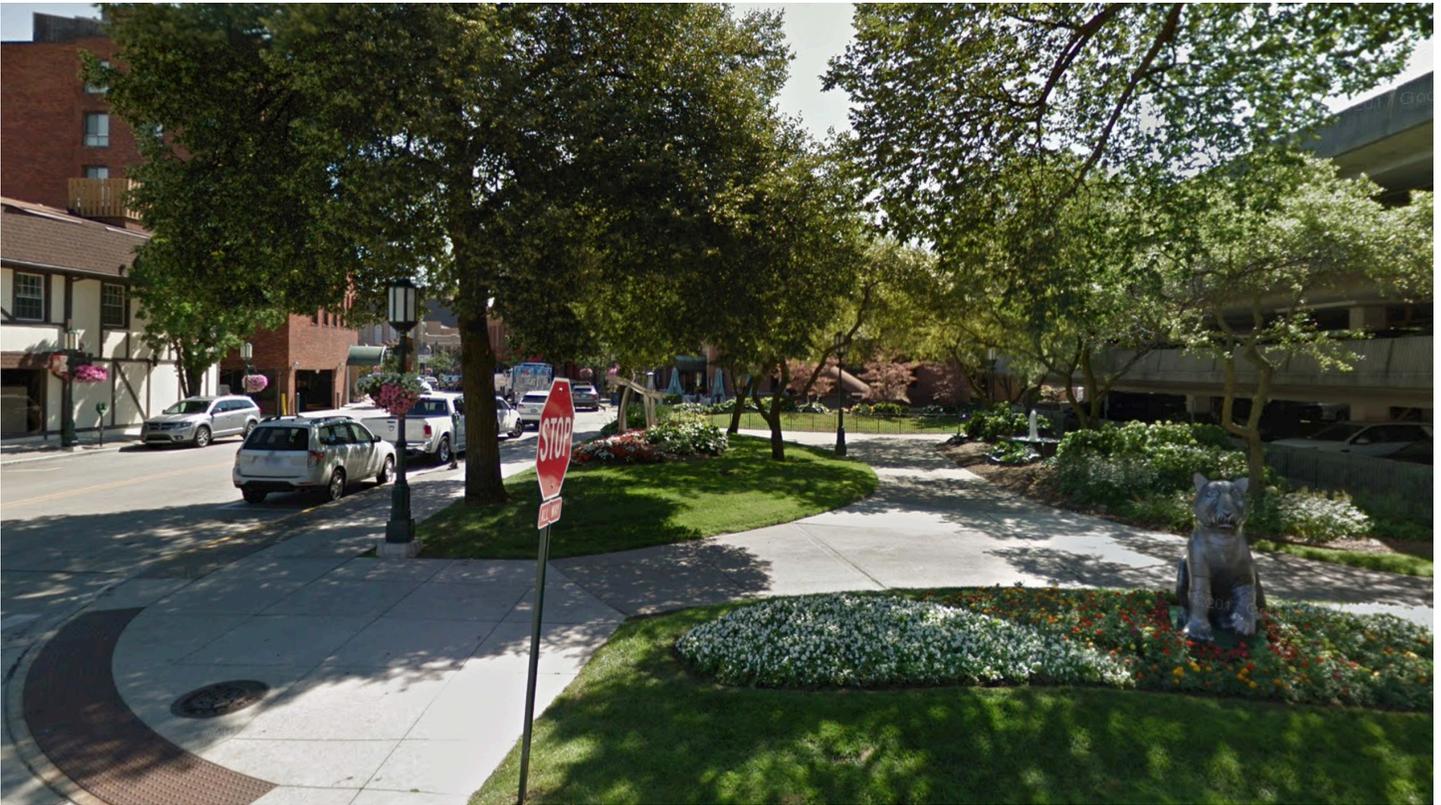


Image C.2-08. The Pierce-Merrill pocket park has walkways and public art but lacks seating.



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

# C. Mixed-use Districts

## C.2. Maple and Woodward

### Housing

#### OBSERVATIONS

The Maple and Woodward district (Downtown Birmingham) has an imbalance of commercial to residential development, with very few households compared to a significant square feet of office and retail space.

#### DISCUSSION

The lack of housing in the Maple and Woodward district has been recognized since the 1980 plan owing to a policy which does not allow residences to park in the public parking decks. As discussed previously, each mixed-use district requires a balance of housing with offices and retail space. A proper mix ensures that the district is active during daytime hours and into the evening, supporting retail spaces and restaurants and promoting greater public safety. If housing is going to be provided downtown to meet the need and to rebalance the 24-hour lifecycle of the downtown, it will require access to the municipal parking supply.

For housing, the Maple and Woodward district is very desirable being proximate to parks, the Library and other civic institutions, and its many workplaces, retailers, and restaurants. Due to parking policies and current zoning incentives, recent downtown housing has been very expensive. Notably, luxury residential units in a Downtown building

made regional headlines for failing to sell, remaining mostly vacant. This follows a pattern that plays out between parking and zoning requirements and incentives. Zoning allows a bonus story when that story is entirely residential, intending to encourage housing Downtown. But for each unit, the parking requirements must be provided on-site while the rest of the buildings' commercial uses park in the public structures. Due to small property sizes and the general lack of building infrastructure for parking, developers are incentivized to build as few units as possible to achieve the bonus in order to avoid building expensive and inefficient parking, often costing in excess of \$50,000.00 per car.

Parking Downtown is heavily utilized during the daytime, with most public garages over 90% of their capacity. However, that same parking is virtually empty during the evening and overnight (See Fig. C.2-10). Weekend parking is also underutilized with around 2,000 spaces available over the weekend. This parking imbalance is an ideal opportunity to accommodate housing, which requires parking at night and on weekends, and vacates parking during the day. When initially proposed as a concept, concern for the

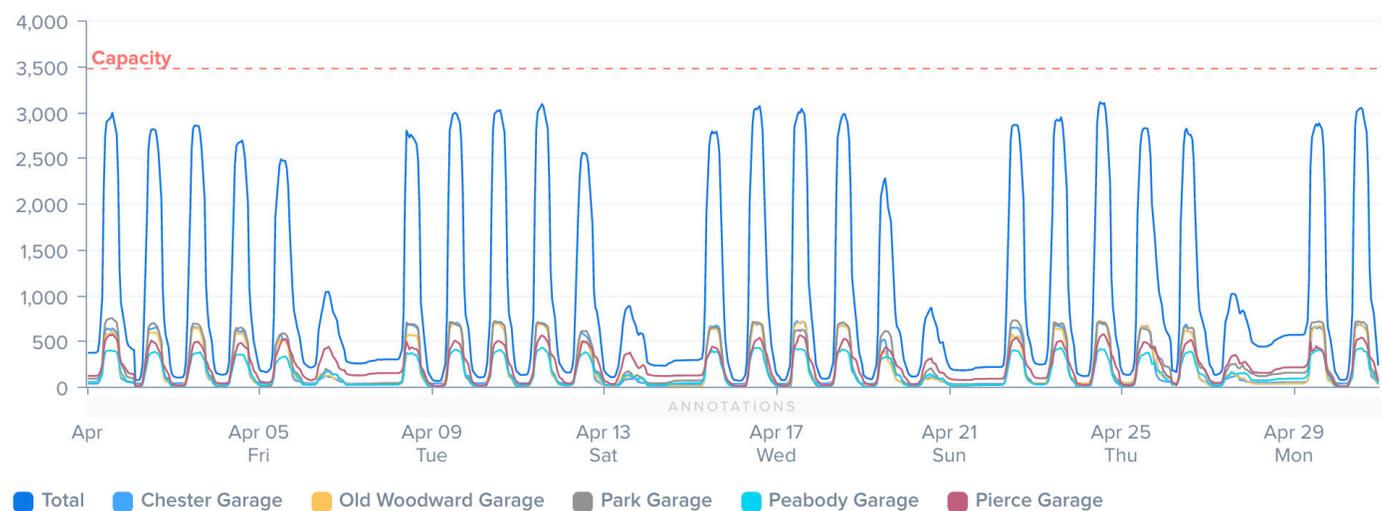


Figure C.2-10. Downtown garages monthly capacity.

# C. Mixed-use Districts

## C.2. Maple and Woodward

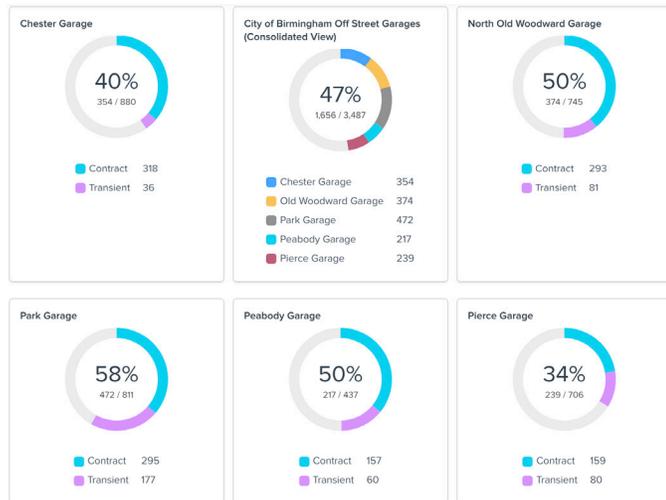
time that residents would depart and office workers would arise was raised. Having monitored parking patterns, at least half of total parking capacity is available at 10am, providing a significant period of overlap.

During the first and second surveys, residents were asked if they supported additional Downtown height allowances to increase housing and affordability. While many were amenable, most write-in open ended responses voiced a desire to not further increase heights. Presently, four and five-story buildings are allowed “by right” in most areas downtown yet most buildings are still between one and three stories. Considering the difference between the height

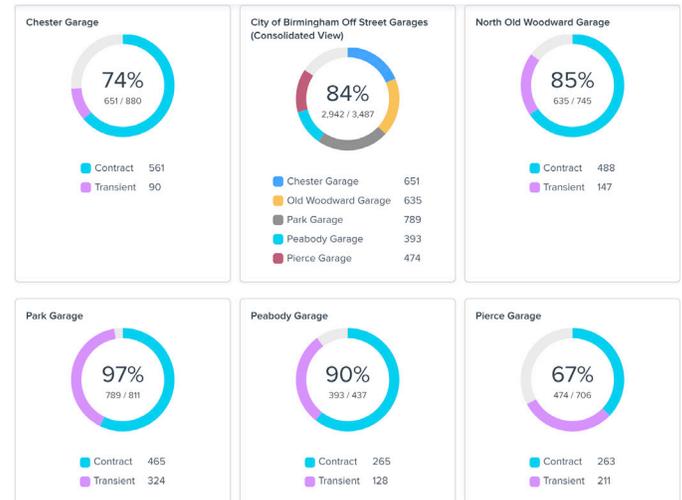
of existing buildings and the currently allowed potential, all housing growth needed in the Downtown area could be accommodated as is. We do not recommend increasing heights beyond what is currently zoned, except where adjusting zone boundaries for greater consistency. Focus should instead be on filling existing capacity. Clearly the parking policy is holding back housing, which has been identified as a problem for decades.

Providing parking for Downtown housing within municipal structures will naturally control the price of housing. First, this will allow residential units to be right-sized for the market, providing many apartments desirable

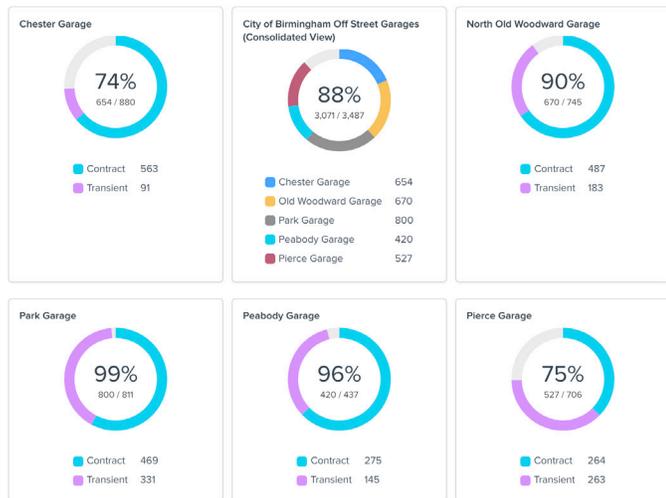
### MONDAY, 9:30AM



### MONDAY, 11AM



### MONDAY, 1PM



### MONDAY, 5PM

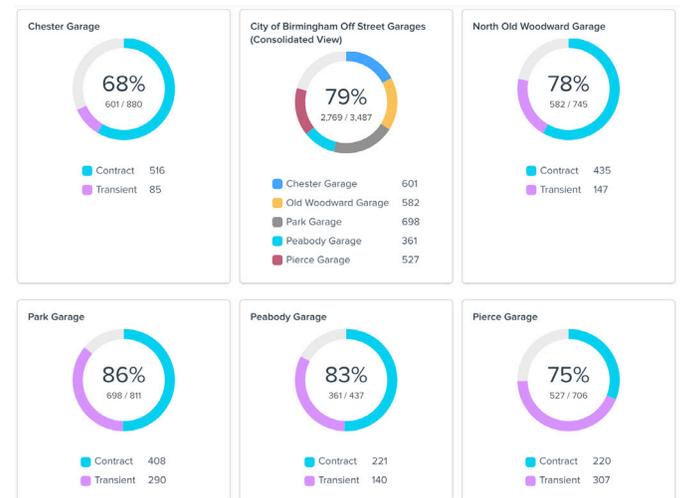


Figure C.2-11. Sample capacities at different points of the day.

# C. Mixed-use Districts

## C.2. Maple and Woodward



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

for singles, couples, and empty nesters that are relatively small - studios, one and two bedrooms. Second, unbundling parking from housing both reduces the cost to deliver housing units and restricts rental or sales price. Unbundled parking is the process of separating the cost and provision of housing from parking where parking has a separate fee. This allows the housing to be built more efficiently, reducing at least \$50,000.00 from the cost of

Providing parking for Downtown housing within municipal structures will naturally control the price of housing.

delivering a unit in addition to allowing smaller units. And it allows parking to be priced competitively. Parking price should be set to be attainable yet discourage residents from parking cars that are not used regularly. Distribution can also be managed through permit assignments, assigning spaces in less used garages like Chester Street. For the mostly younger and older residents who may not need a car, they benefit from the cost of parking being entirely eliminated from the cost of their housing. And lastly, the added income for the parking district can be reinvested

## C. Mixed-use Districts

### C.2. Maple and Woodward

into existing structures and for replacements and new structures.

Beyond parking, in some cases the noise generated by ground-floor dining has resulted in conflicts between restaurateurs and residents on floors above. Many developers have resorted to only building rental residential over first-floor commercial, since noise issues can be resolved by allowing renters to relocate. While there is often a concern about too much rental housing, the US population has begun to catch up with the rest of the world in tenure. Rental rates are increasing, especially among younger people, and the rental mentality has spread into many services in peoples' daily lives from mobility to music.

#### RECOMMENDATIONS

1. Immediately pilot unbundled residential parking in Downtown and study its progress over a 5-year period (adjusted as necessary for recessions).
  - a. Offer a limited supply of 500 permits for Downtown housing which is not required to provide on-site parking.
  - b. Tie this to an average rental or sales rate of 150% of Area Median Income or less, calculated on a per-building basis to allow for a range or prices.
  - c. Establish a residential permit program for Downtown housing, with pricing tiered according to the number of vehicles per residence, increasing in price for each vehicle, and the parking garage residents are permitted to park within.
2. Evaluate the outcomes of the unbundled residential parking pilot, evaluating the average number of vehicles per unit and price incentives over the pilot period as well as usage rates in Downtown structures.
3. Establish permanent unbundled residential parking in Downtown.
4. Establish permanent unbundled residential parking in other mixed-use Districts as municipal garages are built.

# C. Mixed-use Districts

## C.2. Maple and Woodward

### Parking

#### OBSERVATIONS

Many parking issues in the Maple and Woodward District are common to all mixed-use districts and discussed previously, concerning signage and an imbalance between housing and commercial uses. Supply constraints also affect all districts, but especially this core area of Downtown.

#### DISCUSSION

Presently, municipal parking downtown is operating at or above 90% occupancy and the district is growing. During its busiest periods, valet services are employed to fully utilize rooftop capacity which is otherwise not preferred by individual drivers. While the roughly 5-10% available capacity seems right-sized for the district, monthly passes for Downtown workers have a significant waiting list and parking continues to spill-over into adjacent neighborhoods.

Continued growth and success Downtown is important for the continued success of the City. Past plans have discussed parking needs in this area, which have wavered and at present have not been fully alleviated. The 1980 plan recommended construction of two parking decks, the Chester Street deck which was already in process at the time and the Peabody Street garage, discussed as the Brown-Brownell site. The plan also discussed enlarging 3 decks to add 972 spaces, but these were not listed in the plan's recommendations. The 2016 plan, prepared in 1996, discussed the lack of parking utilization at the time as a problem for which the downtown zoning overlay was added to encourage development. The plan also specified that "to fulfill the need for parking that will be created by the new Overlay Zoning Ordinance, pursue the potential for expanding the existing decks...". Additionally, it stated "although it will be many years before there is an actual parking shortage in Birmingham, prepare for that time by having the funding in place for the proposed new decks: the Willits Block... and the Maple Gateway...". In the case

Presently, municipal parking downtown is operating at or above 90% occupancy and the district is growing.

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Continued growth and success Downtown is important for the continued success of the City.

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of both plans, additional funding was recommended for future parking needs which was not pursued. During the process of this plan, the deck recommended for the Willits Block in 1996 (the Bates extension) failed to pass a bond measure which may have been unnecessary had a fund been set aside nearly 25 years ago. At present, additional parking is needed, and this site is a prime opportunity.

The need for more parking capacity is clear. Presently, 3,700 people are on the waiting list for monthly permits in the City's garages. The City has considered resident requests to add secure bicycle parking to garages and spaces for electric vehicle charging. Both of these proposals should be pursued in time. However, there is not sufficient capacity to remove regular vehicle spaces. In each of the City's major plans, post-1929, increasing parking capacity has been recommended. The City's current insufficient supply is a result of not following those recommendations in a timely manner.

Some residents have questioned the future need for parking as technology changes are underway. Some trends are likely to reduce parking demand, like the rise of Transportation Network Companies, rebalancing housing and commercial in the Downtown, and reduced rates of teen driving. Growth within current zoning allowances will increase demand. But most often, autonomous vehicles (AVs) have been brought into the conversation. Unfortunately, at this point in time AVs are still in development, albeit rapid, and are not likely to see widespread usage until the end of this plan's horizon. At present it remains unclear whether AVs will reduce traffic and parking demand or increase it. Along with AV research, many auto companies are investing in shared ownership models and services, like Car-2-go, which could further complicate parking compliance while also reducing aggregate demand. To address this timing issue, another set of parking analysis will likely be needed

## C. Mixed-use Districts

### C.2. Maple and Woodward

in 10 years. But in the meantime, parking is underserved and will continue to be underserved for at least the next 10 to 15 years.

While parking across Woodward in Haynes Square / Triangle District is somewhat remote, the area is in need of parking investment and may be able to accommodate some Downtown / Maple and Woodward workers. A parking deck here should be pursued immediately in order to jumpstart development there and provide some alleviation for parking demand Downtown.

In addition to capacity, the downtown parking district is pursuing a number of technological solutions. In the garages, they intend to test a pay-by-phone near field communication (NFC) system aimed at reducing the lines entering garages. In the broader mixed-use district discussion, smart signage is recommended to direct users towards garages with capacity and away from those at or near capacity. Metered parking has recently been equipped for monitoring and demand or tiered pricing, which allows prices to be adjusted electronically. These systems are used to balance where people park by manipulating meter rates on a per-block basis. This should be pursued and monitored, but rates should not be changed too frequently.

During the design charrette which was part of this master plan, numerous attendees stated that the monthly parking pass rates are extremely low in Birmingham, recommending that they be raised. Fees should be set to be competitive with other jurisdictions. The additional funding created by increased fees should be reinvested in building new parking capacity, technological improvements, safety, lighting, and aesthetic improvements.

#### RECOMMENDATIONS

1. Build a parking deck in the Triangle District as soon as possible. Ensure that the decks are flat, not sloped, and ceilings are sufficiently high that the structure can be reused should demand fall.
2. Study the Bates Street Extension elements that are not parking related, specifically the additional street

connections and a plaza and trail connection to the Rouge River trail.

3. Study opportunities for expanding downtown parking capacity with the APC, BSD, Planning Board, and City Commission.
4. Accommodate more monthly permit users as capacity becomes available.
5. Pursue recommendations noted in the mixed-use districts parking section, especially directional and informational signage.
6. Pursue technological improvements to ease parking usage, such as parking space occupancy indicators (green and red lights above spaces) to more easily direct users through the garages.
7. Use tiered parking meter prices to achieve an average maximum 85% occupancy along district streets.
8. Increase monthly parking pass fees.
9. Study a tiered parking rate system across all garages, once monthly fees have been increased, to supplement assignment-based management.
10. Study opportunities to accommodate secure bike parking and electric vehicle charging stations within parking garages as capacity becomes available.

# C. Mixed-use Districts

## C.3. Market North

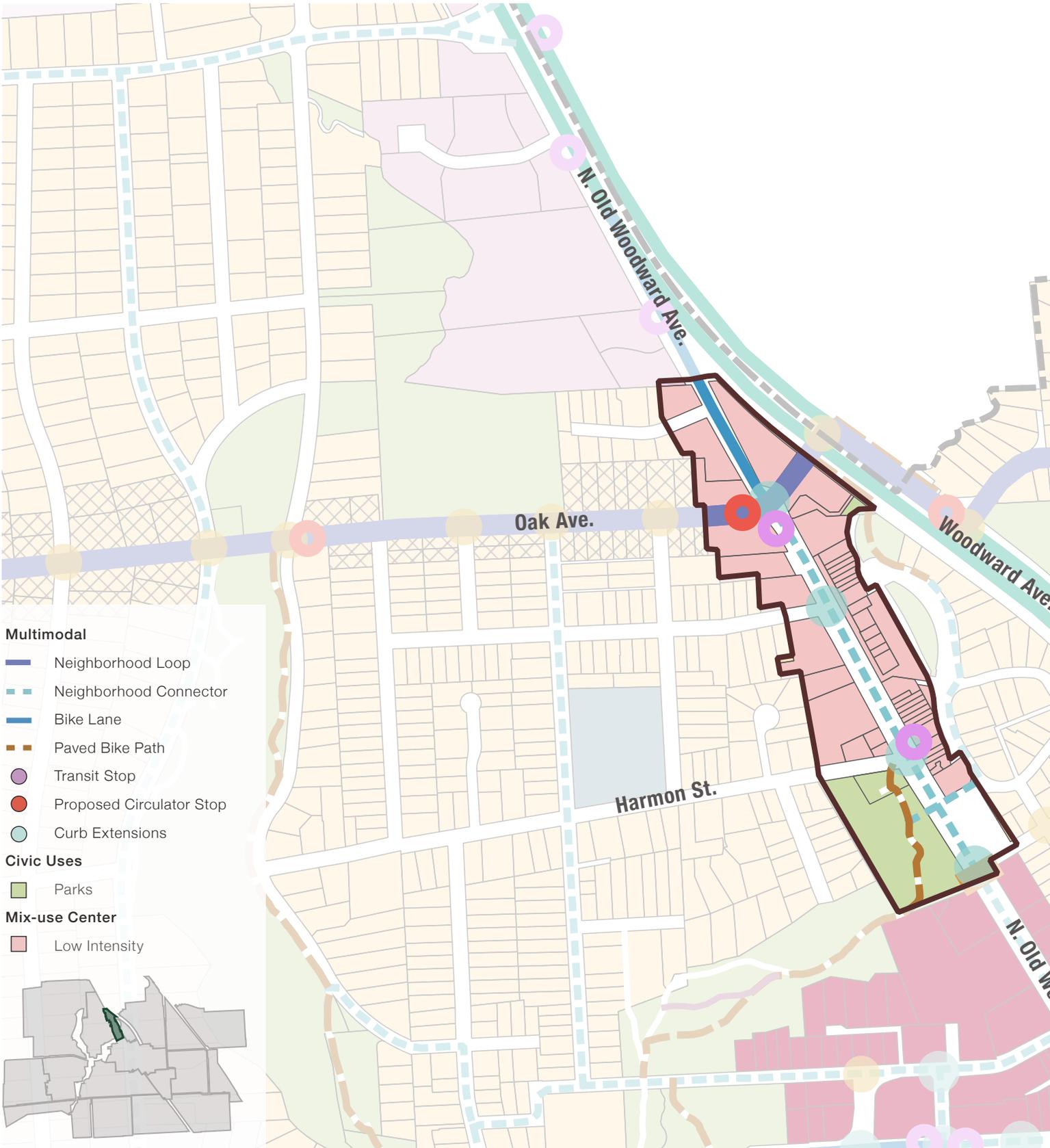


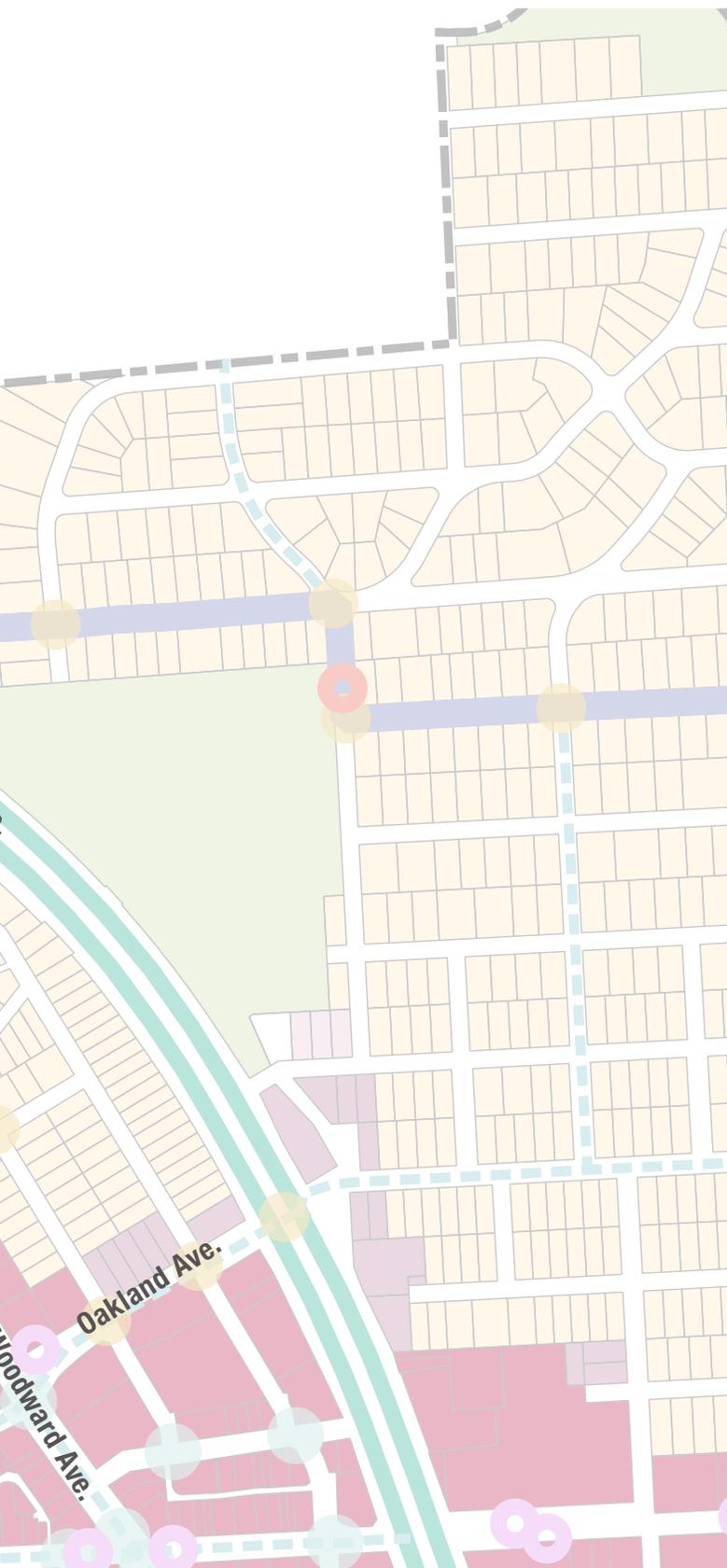
Figure C.3-01. Market North.

## C. Mixed-use Districts

### C.3. Market North

#### Market North

Historically, the 1/3rd mile-long Market North – Old Woodward retail district has been viewed as the “little sister” to downtown Birmingham, but it has now become a dining and shopping destination of its own. North Old Woodward has transitioned from a collection of fine art galleries into a busy dining district. The market district includes some of the region’s most popular restaurants, which allows it to be open and active into the late evening, even on weekdays. Market North’s businesses, farmer’s market, and Booth Park offer commercial and civic amenities that draw residents from surrounding neighborhoods, such as Holy Name, Ravines / Little San Francisco, Poppleton, and Quarton Lake. The district requires its own identity, branding, and focus on its’ specific needs independent of other districts. Because it hosts a popular seasonal farmer’s market, and following the aptly named Market North End restaurant, it is recommended that the area be called Market North. The district has begun to see new development with a 4-story mixed-use building under construction and developers beginning to purchase multi-family condos for redevelopment. The future of Market North is bright but it should retain its character of small shops and restaurants, and a street life distinct from Maple and Woodward.



## C. Mixed-use Districts

### C.3. Market North

#### Street Life

##### OBSERVATIONS

Presently, street life is intermittent throughout the Market North district.

##### DISCUSSION

The implementation of the 1996 master plan's traffic-calming design for Old Woodward, which reduced the number of lanes and inserted a landscaped island, has significantly slowed vehicular speeds and improved the area's walkability. But problems still exist such as the pedestrian crossing at Harmon and Old Woodward, which can be dangerous at times. Further north along Old Woodward, traffic increases in speed and pedestrian crossing opportunities are non-existent, clearly missing at Vinewood Ave. North of Harmon St, Old Woodward needs to be

redesigned to slow traffic and focus on increasing street parking and pedestrian crossings, especially in anticipation of increasing redevelopment.

Market North district character should be reinforced at the connection between the sidewalk and building facades. Currently some storefronts and signage are unattractive and incongruous with Birmingham's upscale character and image. This district is distinct from Maple and Woodward in storefront design, featuring less glazing and more small-scale business facades. Even with new buildings, the storefront scale should be retained with paned windows featuring more traditional muntins above bulkheads and framed door entries. Benches should be encouraged along the building facades, facing towards the street. And streetscape elements like benches, trash cans, and signage should be unique to this district.



Image C.3-02. Character of small scale businesses with traditional detailing an a unique sidewalk experience.

## C. Mixed-use Districts

### C.3. Market North



Image C.3-03. Outdoor dining.



Image C.3-04. Market North End restaurant.

Unlike Maple and Woodward where restaurants have large seating areas in dining decks, Market North maintains a character of smaller cafes and even ice cream stores with limited outdoor seating. This treatment should be encouraged in new buildings, with intimate cafe spaces and some outdoor dining (See Figure C.3-03). The condition at the Market North End restaurant is also to be encouraged (See Figure C.3-04). In Market North, people should be enjoying a slower pace of life in the public realm.

#### RECOMMENDATIONS

1. Continue pedestrian safety and traffic-calming measures along North Old Woodward and in surrounding neighborhoods.
2. Reinforce the distinctive character of the Market District with branding; unique architectural design; and special signage, seating, and streetscape elements that distinguish it from the City's other commercial districts.
3. Install additional café and pedestrian seating along Old Woodard.
4. Enforce or expand storefront design and signage standards.
5. Install street and business way-finding signage throughout the district.
6. Install additional pedestrian seating throughout the district.

## C. Mixed-use Districts

### C.3. Market North

#### Public Space

##### OBSERVATIONS

Market North is anchored by Booth Park, a popular City-wide and regional attraction to children and adults with access to a natural trail system. The farmers market also occurs in the district but lacks public space associated with it. In both cases, the district's public spaces require improvements.

##### DISCUSSION

Booth park provides direct access to the Rouge River trail system, and occupies nearly 500 feet of Old Woodward frontage which creates a clear distinction between Maple

...the district's identity should be reinforced with a permanent, open-air market pavilion.

and Woodward and Market North. Booth Park is shared with Maple and Woodward by proximity, with workers strolling through nature on pleasant summer days. As discussed previously, the park lacks adequate seating for its users at peak hours. Additionally the entry corner at Harmon and Old Woodward is too informal for its' setting. Proposed in the Downtown 2016 plan, Booth Park should have a cafe and restrooms within an iconic park building near this entrance. Along with this, the entry should be treated like a small plaza with cafe seating, solidifying its place in the district's scenic core and encouraging an afternoon stroll through its trails.

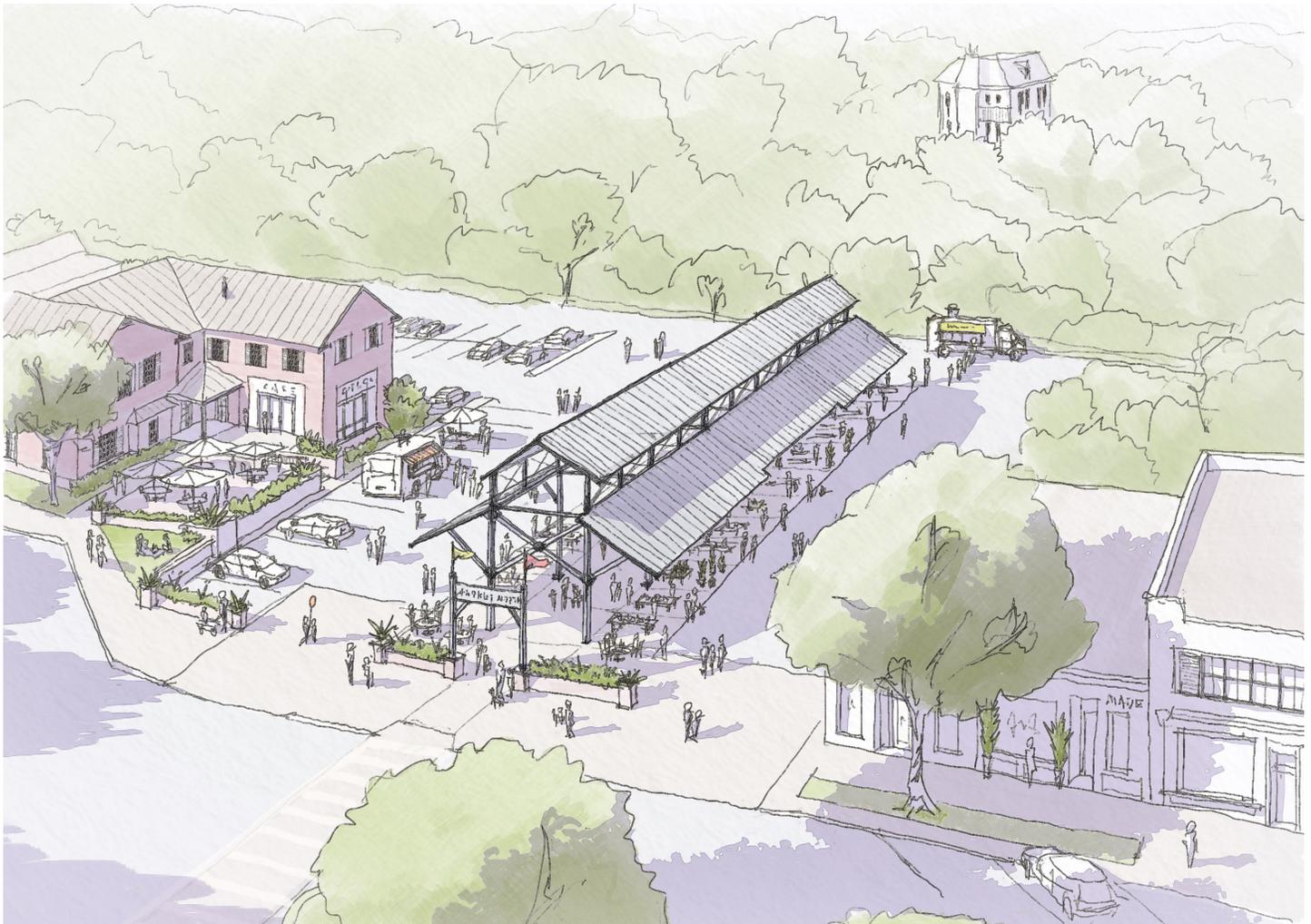


Figure C.3-06. Proposed open air market pavillion on municipal parking lot 6.

## C. Mixed-use Districts

### C.3. Market North



Image C.3-07. Municipal parking lot 6 presents unbuffered surface parking along Old Woodward.

The Farmers Market gives the district its name, but has little presence on non-market days. Rather than an afterthought, the district's identity should be reinforced with a permanent, open-air market pavilion. The pavilion could be located where the market currently takes place, in the portion of municipal parking lot 6 that is open to Old Woodward. Designed appropriately, cars could continue to park under the pavilion awnings on non-market days. This midblock location should be treated like a public space with a plaza in front of the market structure that is extended with a curb extension into Old Woodward. Across Old Woodward, paving should signify this central point in the district and accompany pedestrian crosswalks. On the pavilion side, ample seating should be provided for daily use as well as during markets. Overall,

The Farmers Market gives the district its name, but has little presence on non-market days.

---

these improvements will reinforce the district's identity and communicate a pedestrian orientation at this critical point along Old Woodward (See Fig. C.3-06). On the opposite side of the pavilion, the space should be gently shaped to provide a more respectful edge to the Rouge River.

#### RECOMMENDATIONS

1. Construct a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.
2. Establish a plaza with curb extensions, mid-block crossings, consistent paving, and ample seating at the front of the pavilion, crossing Old Woodward.
3. Install ample benches in Booth Park.
4. Install a small café and public restrooms in Booth Park along with moveable tables and chairs.

# C. Mixed-use Districts

## C.3. Market North

### Housing

#### OBSERVATIONS

The district's existing housing is mainly in inefficient multi-family buildings along its northwestern edge. Redevelopment has begun with new mixed-use buildings on the east side of Old Woodward and development interest beginning on the west.

#### DISCUSSION

Many of the district's buildings along Old Woodward are single level at present and are prime opportunities for redevelopment as mixed use structures. At the time this is being written, a mixed-use building is under construction. Additionally, residents of one multi-family cluster on the west side of Old Woodward have reported that a developer has begun purchasing their condo units for redevelopment. In all, this clearly signifies that Market North will see an increase in housing, which in turn will help support businesses in the district. While some may be nostalgic

for the area's garden apartments, their form and deep setbacks from Old Woodward signal that drivers can speed through the area, especially coming from the high speed portions of big Woodward just to the north. Better definition at the streetscape with new buildings will slow cars and reinforce walkability. But improvements are needed along Old Woodward to support additional pedestrians, particularly north of Harmon.

#### RECOMMENDATIONS

1. Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton.
2. Make streetscape improvements to support additional pedestrians as discussed in the Street Life section.
3. Make park and plaza improvements to support additional residents as discussed in the Public Space section.

#### CURRENT ZONING WITH OVERLAY



Downtown Overlay Zoning		Zoning	
<span style="color: green;">■</span>	D2 3-story development	<span style="color: yellow;">■</span>	R2 single family residential
<span style="color: orange;">■</span>	D4 5-story development	<span style="color: orange;">■</span>	R6 single family residential

#### PROPOSED OVERLAY EXTENSION



<span style="color: red;">■</span>	B2 general business	<span style="color: grey;">■</span>	P parking structures
<span style="color: blue;">■</span>	O office commercial		

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

## C. Mixed-use Districts

### C.3. Market North

#### Parking

##### OBSERVATIONS

There is a shortage of daytime parking in Market North.

##### DISCUSSION

As the Market North district is seeing redevelopment interest, it has too little parking to support its potential. As in Maple and Woodward, daytime parking is full in Lot 6 while it is empty at night. The Downtown 2016 plan, completed about 25 years ago, recommended that a parking deck be built on Lot 6. This recommendation should be pursued along with the permanent market pavilion, with a low deck,

about 3 floors total, located behind the existing buildings. To avoid disturbance to neighbors along Brookside, care should be taken to eliminate any light spill over and to present a pleasant facade to the west, and care also taken to limit impacts on the Rouge River.

##### RECOMMENDATIONS

1. Research constructing a parking garage in the Lot 6 parking lot.
2. Provide additional on-street parking along Old Woodward, north of Harmon including the area north of Oak.



Image C.3-09. Municipal parking lot 6 is full during the daytime.

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

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**Mixed Use Districts, Maple & Woodward, Market North  
September 9, 2020**

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

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

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

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

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

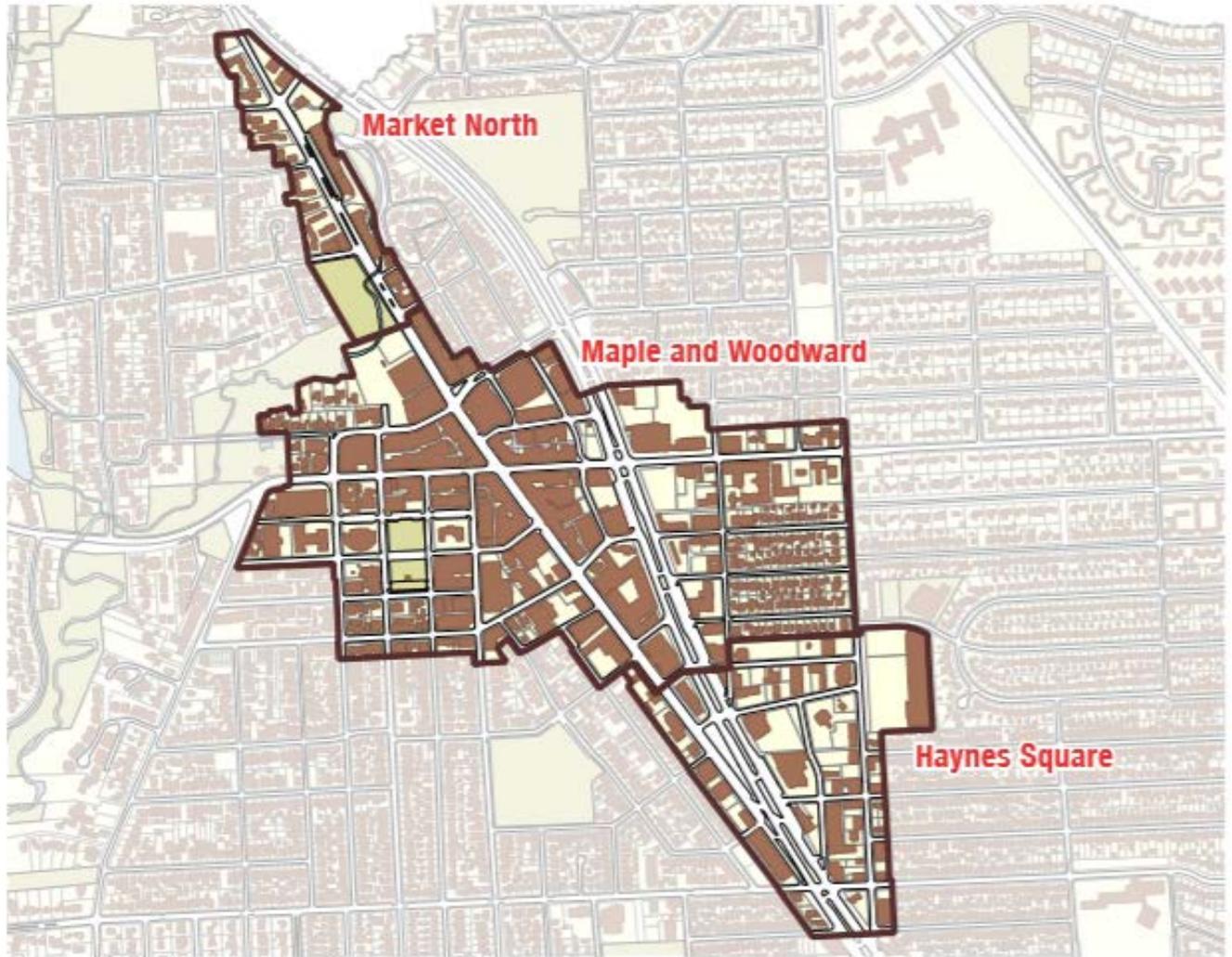


Figure C.1-01. Three districts of Downtown Birmingham.

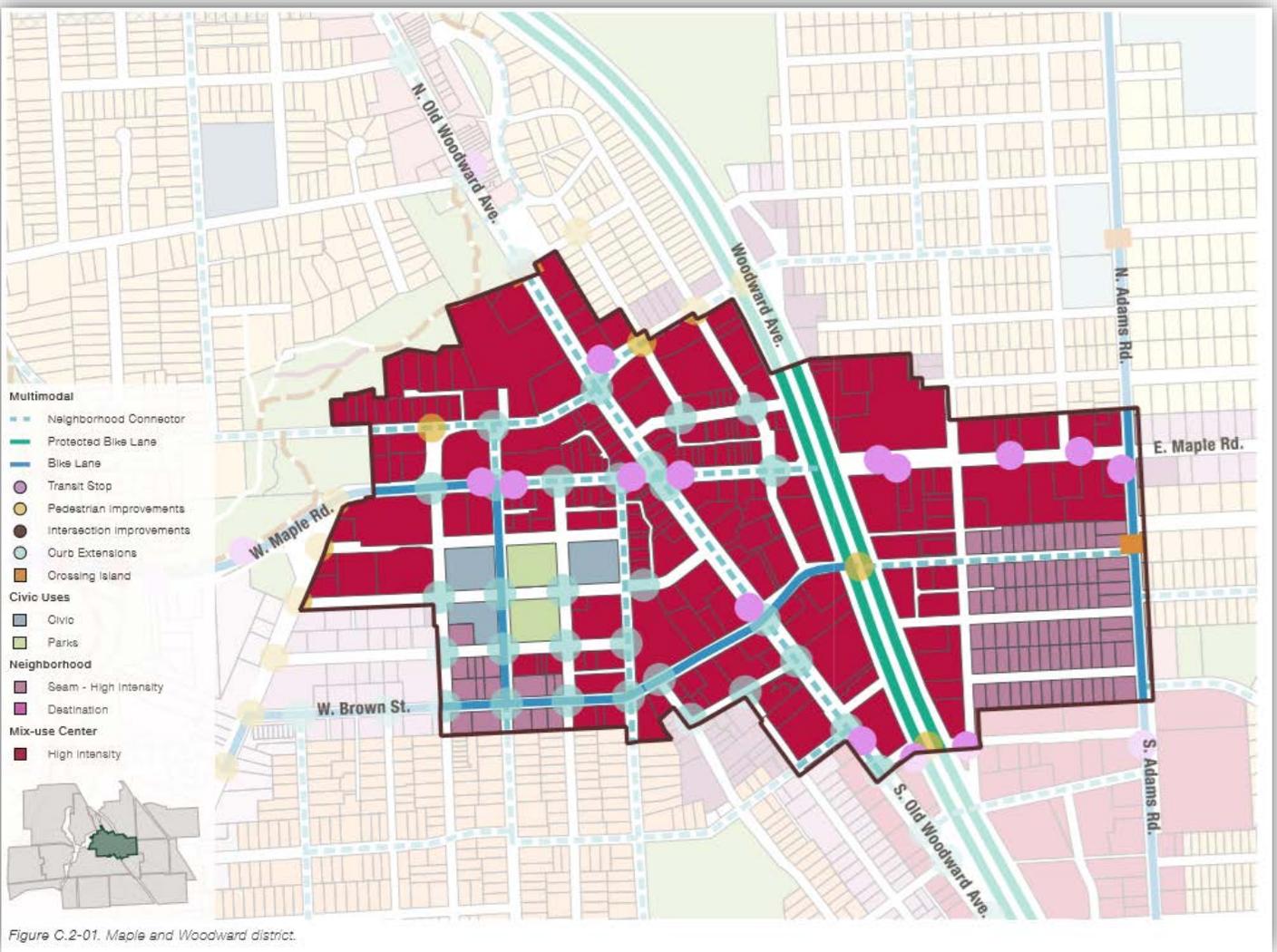


Figure C.2-01. Maple and Woodward district.

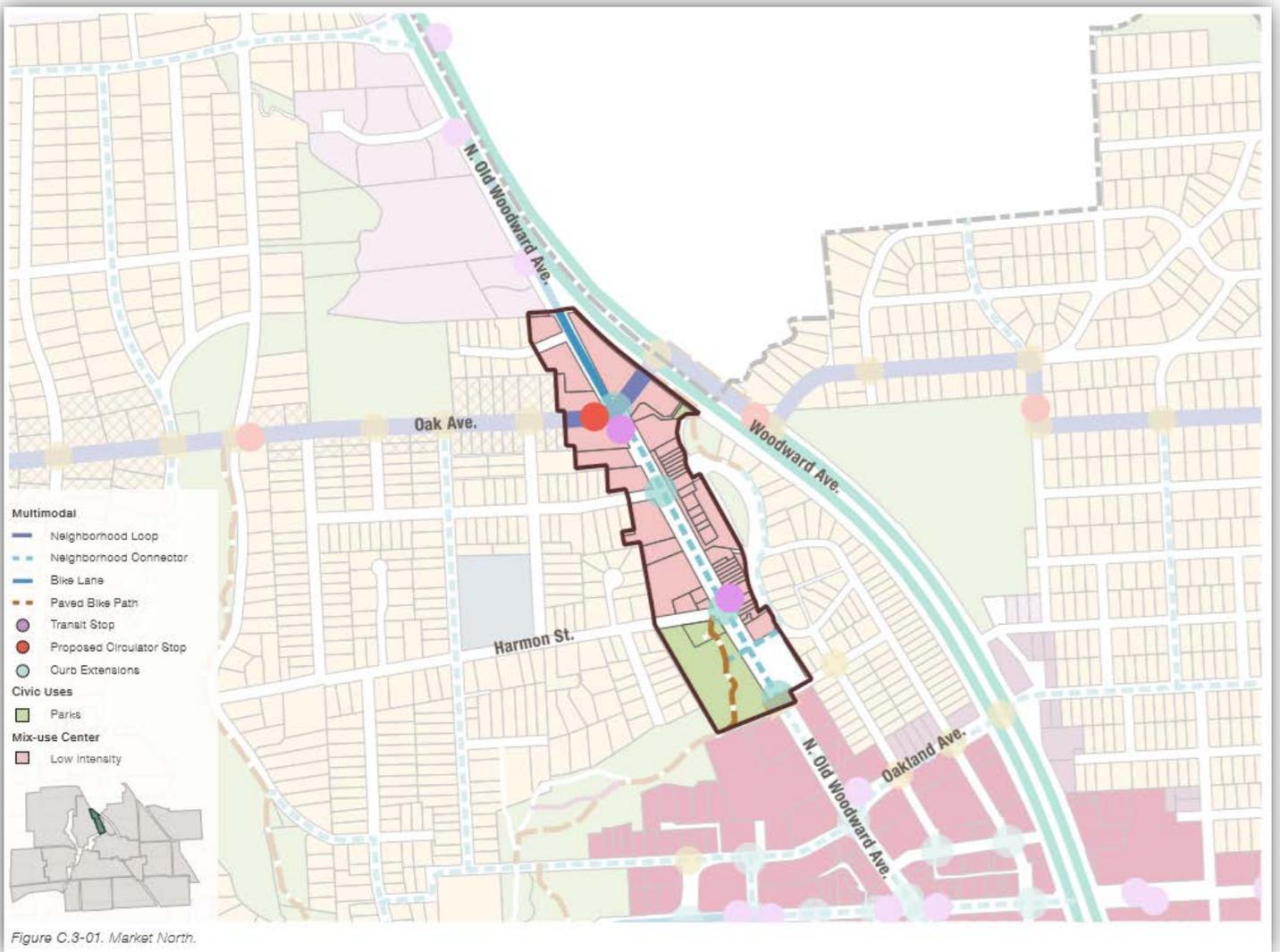


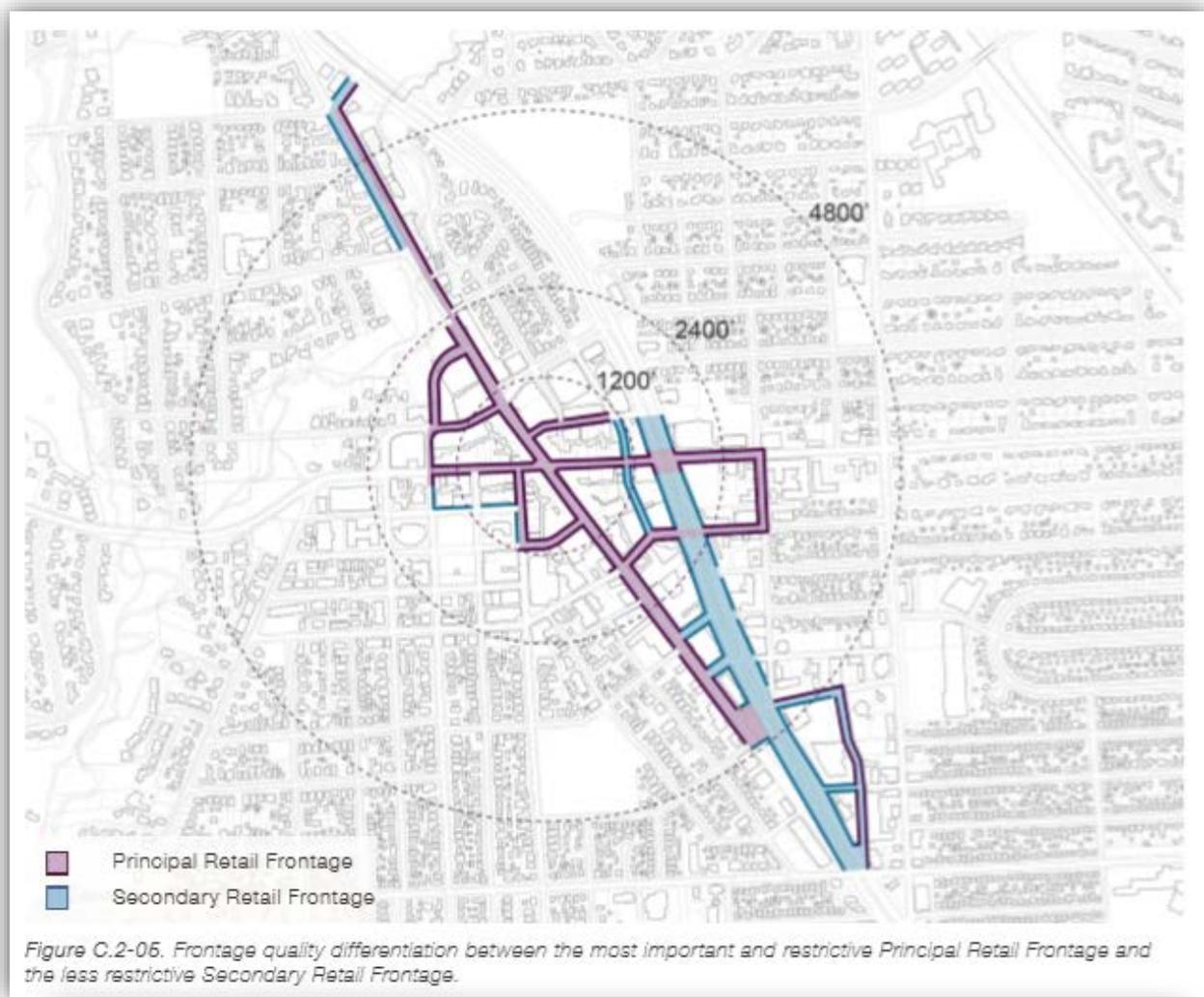
Figure C.3-01. Market North.

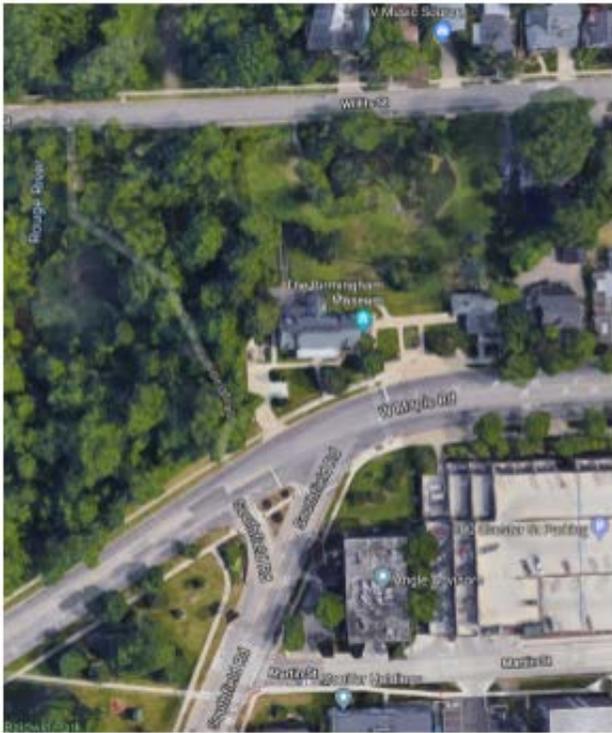


Images C.1-02-C.1-04. Wayfinding signage. Business directory signage on the left, general wayfinding at center, and dynamic parking wayfinding on the right.



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





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



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



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



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





# **MEMORANDUM**

Planning Division

**DATE:** September 4, 2020  
**TO:** Planning Board  
**FROM:** Jana Ecker, Planning Director  
**SUBJECT:** Draft Bates Street Public Project Framework

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On June 22, 2020, the City Commission discussed the future study of the public property at Willits, Bates and N. Old Woodward ("Bates Street Public Project") and directed staff to prepare a draft proposal for review and consideration by the City Commission to establish a process to review and revisit a strategic vision for this area.

On July 13, 2020, the City Commission reviewed a draft proposal, and it was determined that staff would prepare a framework to assist the City Commission in developing a process to consider the future of the Bates Street public property. The City Commission expressed a desire for the Planning Board to weigh in on the discussion.

Accordingly, please find attached a DRAFT process framework for the Bates Street Public Project for your review and comment.

# DRAFT Bates Street Public Project Framework

		Possible Action Items	Available Tools & Techniques	Possible Decision Making Milestones
Phase 1: Policy Considerations	Public Engagement Software	<ul style="list-style-type: none"> <li>• Research interactive public engagement software system</li> </ul>	<ul style="list-style-type: none"> <li>• Bang the Table EngagementHQ</li> <li>• PlaceSpeak</li> <li>• CitizenLab</li> <li>• Others?</li> </ul>	<ul style="list-style-type: none"> <li>• City Commission to consider purchase of public engagement software system</li> </ul>
	Use of Consultants	<ul style="list-style-type: none"> <li>• Consider need/desire for use of consultants throughout the process:                             <ul style="list-style-type: none"> <li>-Public Engagement Consultants</li> <li>-Architecture/Urban Design Consultants</li> <li>-Consultants with P3 expertise?</li> <li>-others?</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• City Commission to consider full service consultant for use throughout or hire independent consultants as needed</li> </ul>
	Ownership Team	<ul style="list-style-type: none"> <li>• Consider establishing Executive Management Team to represent ownership of the project</li> </ul>	<ul style="list-style-type: none"> <li>• Limit to 3 – 5 people representing two or more of the following:                             <ul style="list-style-type: none"> <li>-City management</li> <li>-City Commission</li> <li>-Public Finance</li> <li>-others?</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• City Commission to consider membership qualifications, size of team</li> <li>• City Commission to consider selecting and appointing Executive Management Team</li> </ul>
Phase 2: Prepare	Detailed Public Process	<ul style="list-style-type: none"> <li>• Establish a detailed process for public project</li> <li>• Prepare estimated timeline</li> <li>• Identify all tools and resources to be utilized</li> <li>• Outline parameters and applicable regulations for site plan and design review</li> </ul>	<ul style="list-style-type: none"> <li>• Public Engagement Software</li> <li>• News Coverage</li> <li>• Social Media</li> <li>• Public Discussions</li> </ul>	<ul style="list-style-type: none"> <li>• City Commission to adopt Detailed Public Process</li> </ul>

# DRAFT Bates Street Public Project Framework

	<p>Data Collection</p>	<ul style="list-style-type: none"> <li>Review Master Plan implications</li> <li>Determine relevant data needed to evaluate site, local and regional market, economic conditions</li> <li>Conduct research and studies (parking study, site analysis, market research, etc.)</li> <li>Review prior studies and recommendations</li> </ul>	<ul style="list-style-type: none"> <li>Public Engagement Software</li> <li>News Coverage</li> <li>Social Media</li> <li>RFQ's for professional services as needed</li> </ul>	<ul style="list-style-type: none"> <li>Executive Management Team to recommend required studies and/or outside consulting services</li> <li>City Commission to issue RFQ/RFPs as needed</li> <li>City Commission to approve contracts for consulting services</li> </ul>
<p><b>Phase 3: Collaborate</b></p>	<p>Detailed Public Engagement</p>	<ul style="list-style-type: none"> <li>Establish Ad Hoc Steering Committee to ensure broad public engagement</li> <li>Obtain public input and feedback on existing conditions, previous studies, current data, research and studies</li> <li>Identify existing needs</li> <li>Craft project vision, goals and objectives</li> </ul>	<ul style="list-style-type: none"> <li>Ad Hoc Steering Committee may include:               <ul style="list-style-type: none"> <li>-City Commissioner</li> <li>-Planning Board Member</li> <li>-BSD Board Member</li> <li>-Historic District Commissioner</li> <li>-Downtown Resident</li> <li>-Resident at Large (outside of Downtown)</li> <li>-others?</li> </ul> </li> <li>Public Engagement Software</li> <li>Workshops</li> <li>Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>Executive Management Team to recommend membership requirements of Ad Hoc Steering Committee</li> <li>City Commission to select and appoint Ad Hoc Steering Committee</li> <li>Ad Hoc Steering Committee to recommend project vision, goals and objectives for City Commission adoption</li> </ul>
	<p>Identify Preliminary Program for the Site</p>	<ul style="list-style-type: none"> <li>Identify potential program components for the site</li> <li>Prepare preliminary program for the site</li> <li>Prepare concepts based on program as appropriate, to be consistent with the project vision and meet adopted goals and objectives</li> </ul>	<ul style="list-style-type: none"> <li>Public Engagement Software</li> <li>Workshops/charrettes</li> <li>Vision Preference Options</li> <li>Public Polling/surveys</li> </ul>	<ul style="list-style-type: none"> <li>Ad Hoc Steering Committee to recommend preliminary concept(s) to Executive Management Team</li> <li>Executive Management Team evaluates each for consistency with project vision, goals and objectives</li> </ul>

# DRAFT Bates Street Public Project Framework

<b>Phase 4: Analyze</b>	Evaluate Preliminary Program(s)	<ul style="list-style-type: none"> <li>• Conduct Comparison Analysis</li> <li>• Conduct Community Benefit Analysis for each alternative</li> <li>• Review and compare community impacts of each alternative</li> </ul>	<ul style="list-style-type: none"> <li>• Public Engagement Software</li> <li>• Professional and technical review</li> <li>• Public Polling/surveys</li> <li>• News coverage</li> <li>• Social Media</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation of alternative(s) to City Boards for feedback</li> <li>• Ad Hoc Steering Committee and Executive Management Team to rank preliminary concept(s)</li> <li>• Specific Planning Board recommendation?</li> </ul>
<b>Phase 5: Achieve Consensus</b>	Select Preferred Program	<ul style="list-style-type: none"> <li>• Presentation of preliminary concepts and rankings to City Commission</li> </ul>	<ul style="list-style-type: none"> <li>• Public Engagement Software</li> <li>• Public Polling</li> </ul>	<ul style="list-style-type: none"> <li>• City Commission to select preferred concept</li> </ul>
<b>Phase 6: Implement</b>		<ul style="list-style-type: none"> <li>• Prepare draft RFQ/RFP</li> </ul>	<ul style="list-style-type: none"> <li>• Public Engagement Software</li> <li>• MITN</li> </ul>	<ul style="list-style-type: none"> <li>• City Commission to approve RFQ/RFP for issuance</li> </ul>

**June 22, 2020  
City Commission Minutes**

**06-111-20 NORTH OLD WOODWARD (NOW) PROJECT**

**MOTION:** Motion by Commissioner Baller, seconded by Mayor Pro-Tem Longe:  
To add a presentation by the City Manager of the draft proposal for planning of the NOW property for Commission review on the City Commission Meeting Agenda of July 13, 2020.

Commissioner Host commented that this should be included in the 2040 Plan, but was not mentioned. He is in support of starting the discussion in an effort to make progress.

Commissioner Hoff suggested that the first order would be to ask City Manager Valentine if it is possible to add this to the July 13, 2020 agenda in terms of having the appropriate information ready for presentation.

City Manager Valentine affirmed that the document has been prepared since March and can be on the agenda at the next meeting. He further added that the COVID19 pandemic changed priorities and only immediate issues have been on the agendas per the Governors executive orders.

Commissioner Sherman explained that the agenda is full for July 13 due to scheduled public hearings and that is why he asked for the second meeting in July.

Mayor Boutros confirmed that the July 13 agenda is full and asked if Commissioner Baller would like to consider amending his motion for the July 20, 2020 agenda.

Commissioner Baller declined, but agreed to table the discussion at the July 13 meeting if time would not permit for the discussion.

Commissioner Nickita asked the legal team for an opinion on whether the motion at this time aligns with the Commissions previous actions.

Attorney Kacharek expressed that she had not been able to examine the citation from Roberts Rules of Order as presented by Commissioner Baller, but explained that Roberts Rules are a compilation of guidelines for boards and commissions to use in conducting meetings. She went further to say it is not enacted by law, constitution, charter, ordinance, or statute. If a particular board or commission finds that parts of Roberts Rules does not fit with their philosophy, it is not required to follow that part. She went on to clarify that just because it says that you can do something, it does not mean that you must do it.

Mayor Pro-Tem Longe, as a new Commissioner, studied the rules of procedure for the City Commission. She found under Conduct of Business the following: Commission meetings shall be governed by the rules obtained in the most recent edition of Roberts Rules of Order in all instances where applicable, and not inconsistent with statutes of the State of Michigan or the Charter adopted by the City of Birmingham. 20 June 22, 2020

Attorney Kucharek expressed that she would need to review the rules of procedure.

Mayor Boutros suggested that there is no difference between taking a vote and agreeing collectively to have the discussion. He went on to say the focus should be on the date since City Manager

Valentine stated that he is ready to proceed at the next meeting.

Attorney Kucharek clarified that there is a difference between a motion and vote and a collective agreement. She suggested that he keep in mind that the Commission speaks as a collective body through motions and votes.

Commissioner Baller raised a hypothetical question to his advisor, as to whether a motion could be made at a meeting for something not on the agenda. While she told him that he could, she also advised that he should not because it is not practiced by anyone due to noticing the public as outlined in the Public Meetings Act.

Commissioner Hoff, concerning Commissioner Nickita's question, expressed that she did not recall this being done during Commissioner Comment in the past, and had no opposition to Commissioner Baller's request and motion. She is concerned about the date in his motion because there are several public hearings scheduled making for a heavy agenda. She suggested it be on an agenda when the Commission is sure that it could be done in a timely meeting.

Commissioner Baller asked that the City Manager provide the material prior to the next meeting because he wants to see the proposal. He went on to comment about the timeliness of the agenda packet and does not understand why the Commission does not have the proposal since it has been prepared.

Mayor Boutros clarified that the next meetings are seven days apart and concurs with Commissioner Hoff about the date.

City Manager Valentine could provide the document but the Commission would not have the benefit of a report that would normally accompany the documents submitted for review.

Commissioner Baller amended his motion for the City Commission Meeting Agenda dated July 20, 2020. Mayor Pro-Tem Longe agreed.

Commissioner Nickita expressed concern with creating motions during Commissioner Comment. It is not part of the procedure for a reason. This Commission has practiced presenting a point, exchanging dialog, and collectively agreeing to have it on a future agenda. He is not comfortable with putting ideas in an agenda format due to the assumption that it would be raised to and considered at the same level of a planned agenda item.

Commissioner Sherman reiterated his previous comment and the problems surrounding Commissioner Comment. Comments are made that lead to direction to staff to act and bring something back to the Commission. It has not been past practice to raise motions during the comment section simply because of the reasons stated by Commissioner Nickita. The practices until now have been collegial. He went on to advise Commissioners that the best way to get items on the agenda is to follow the procedures that are already in place.

Commissioner Host complimented Commissioner Hoff for keeping an open mind and supporting this item for the July 20, 2020 agenda.

Commissioner Hoff shared a thought: The goals were to have a discussion and get the presentation and report. She continued to share that the issue was discussed, the Commission wants more information, the City Manager is prepared to present it, so she suggested that the Commissioners

accept the discussion as opposed to formalizing a motion and agree to hear it on July 20, 2020.

Commissioner Host commented that the easiest thing to do would be to vote on the resolution. He further stated that it is important to the people of Birmingham to get their issues on the agenda.

Commissioner Nickita expressed that he cannot support a motion that was not presented in the proper manner. He suggested that Commissioner Baller withdraw the motion and ask for a straw poll.

Commissioner Baller has no interest in withdrawing the motion.

**Public Comment**

David Bloom expressed his appreciation for this discussion and looks forward to doing more and getting more items on the agenda. He went on to say there have been issues in the past and this might be a good way forward.

**ROLL CALL VOTE:**

**Ayes,**

**Commissioner Baller**

**Mayor Pro-Tem Longe**

**Commissioner Hoff**

**Commissioner Host**

**Mayor Boutros**

**Nays,**

**Commissioner Nickita**

**Commissioner Sherman**

**July 13, 2020**  
**City Commission Minutes**

07-124-20 RFP REVISIONS FOR ARCHITECTURAL & DESIGN SERVICES FOR N WILLITS AND W OF N OLD WOODWARD

Planning Director Ecker presented this item based on previous requests from the Commission.

Mayor Boutros concluded that more discussion is required for this item and asked if the Commission would desire a joint workshop with the Planning Board.

Commissioner Baller expressed that he needs more time to review the item and agreed that there should be in-depth discussion whether it be with the Planning Board in the form of a workshop or by appointing a committee to research.

Commissioner Nickita asked what needs to be done to clarify the RFP to get what the City desires in terms of Planning.

Planning Director Ecker replied that staff would like clear direction as to what is expected especially policy elements. It would be left open for a consultant to create the conceptual plan with input from the public and the City Commission.

Mayor Pro-Tem Longe agreed with the direction of the Mayor, suggesting a workshop to include the Planning Board and the community to decide on the best use of this property.

Commissioner Nickita would like to hear the Planning Board's ideas for collaboration. He added the importance of the different circumstances that exist now. Previously additional parking was the driver, now there are many unknowns that will affect the future development of Downtown Birmingham.

Commissioner Baller pointed out that the draft RFP presumes that staff would handle the RFP. He suggested collectively building a decision tree and asked why staff wrote the RFP as opposed to other options.

City Manager Valentine answered that the RFP was a product of the Commission's direction and supports a larger discussion before moving forward. He recommended staff bring back framework for the Commission to develop a process.

**No action was taken on the suggested resolution:**

To direct staff to make revisions to the draft RFP for Architectural & Design Services for Public Property North of Willits and West of N. Old Woodward as discussed at the July 13, 2020 meeting and bring it back to the City Commission for further review and comment;

OR

To approve the draft RFP for Architectural & Design Services for Public Property North of Willits and West of N. Old Woodward and direct staff to prepare an outline for an ad hoc committee to review and provide comments on the draft RFP.



### Administrative Approval Application Planning Division

**APPROVED**  
*Sharon B. [Signature]*  
8-28-20

*Form will not be processed until it is completely filled out.*

**1. Applicant**

Name: AT & T, by Agent Crown Castel USA Ina  
Address: 2000 Corporate Dr  
Canonssburg, PA 15317  
Phone Number: 724-416-2339  
Fax Number: 724-416-43339  
Email Address: Tina.Fedele@crowncastle.com

**2. Property Owner**

Name: City of Birmingham  
Address: 151 Martin St  
Birmingham, MI 48009  
Phone Number:  
Fax Number:  
Email Address:

**3. Applicant's Attorney/Contact Person**

Name: Tina Fedele, Contact person  
Address: 2000 Corporate Dr  
Canonssburg, PA 15317  
Phone Number: 724-416-2339  
Fax Number: 724-416-43339  
Email Address: Tina.Fedele@crowncastle.com

**4. Project Designer/Developer**

Name: Justin Peter Linette  
Address: 2000 Corporate Dr  
Canonssburg, PA 15317  
Phone Number: 724-416-2645  
Fax Number:  
Email Address: Justin.linette@crowncastle.com

**5. Project Information**

Address/Location of Property: 300 Stratmore  
Birmingham, MI 48009  
Name of Development:  
Parcel ID#: 19-24-451-001  
Current Use:  
Area in Acres:  
Current Zoning:

Name of Historic District if any: N/A  
Date of HDC Approval, if any: N/A  
Date of Application for Preliminary Site Plan: N/A  
Date of Preliminary Site Plan Approval: N/A  
Date of Application for Final Site Plan: N/A  
Date of Final Site Plan Approval: N/A  
Date of Revised Final Site Plan Approval: N/A

**6. Required Attachments**

- Warranty Deed with legal description of property
- Authorization from Owner(s) (if applicant is not owner)
- Completed Checklist
- Material Samples
- Specification sheets for all proposed materials, fixtures, and/or mechanical equipment
- One (1) digital copy of plans
- Two (2) folded copies of plans including an itemized list of all changes for which administrative approval is requested, with the changes marked in color on all elevations
- Photographs of existing conditions on the site where changes are proposed

**7. Details of the Request for Administrative Approval**

AT & T Existing customer on the existing cell tower, adding 3 Antennas, 3 RRH's and 3 cables and replacing 1 squid and 2 cable

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to advise the Planning Division and/or Building Division of any additional changes to the approved site plan.

Signature of Applicant: *Tina Fedele* Date: 8-18-2020

Application #: <u>PAA 20-0089</u>	Date Received: _____	Fee: _____
Date of Approval: <u>8-28-20</u>	Date of Denial: _____	Reviewed By: <i>[Signature]</i>



**AT&T SITE NUMBER:** MI3194  
**AT&T SITE NAME:** BIRMINGHAM 3  
**AT&T FA CODE:** 10011551  
**AT&T PACE NUMBER:** MRIND44716  
**AT&T PROJECT:** MULTICARRIER

**BUSINESS UNIT #:** 840273  
**SITE ADDRESS:** 300 STRATHMORE  
 BIRMINGHAM, MI 48009  
**COUNTY:** OAKLAND  
**SITE TYPE:** MONOPOLE  
**TOWER HEIGHT:** 100'-0"



575 MOROSGO DRIVE  
 ATLANTA, GA 30324-3300



20 N. MARTINGALE DRIVE, SUITE 440  
 SCHAUMBURG, IL 60173

AT&T SITE NUMBER: MI3194

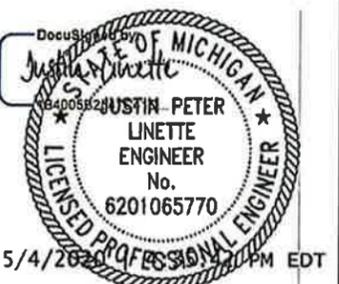
BU #: 840273  
 BIRMINGHAM 3

300 STRATHMORE  
 BIRMINGHAM, MI 48009

EXISTING 100'-0" MONOPOLE

**ISSUED FOR:**

REV	DATE	DRWN	DESCRIPTION	DES /QA
0	05/04/20	AK	CONSTRUCTION	JL



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET NUMBER: REVISION:

T-1 0

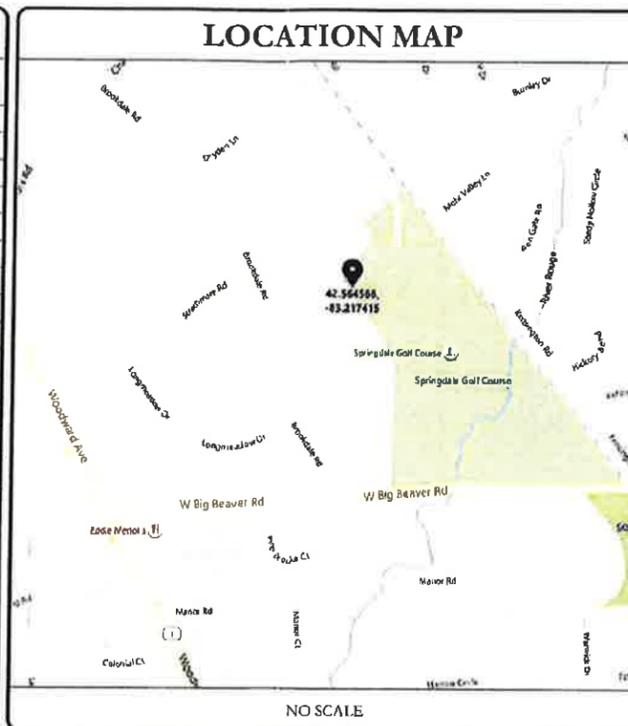
**SITE INFORMATION**

**CROWN CASTLE USA INC.** BIRMINGHAM 3  
**SITE NAME:**  
**SITE ADDRESS:** 300 STRATHMORE  
 BIRMINGHAM, MI 48009  
**COUNTY:** OAKLAND  
**MAP/PARCEL #:** 19-24-451-001  
**AREA OF CONSTRUCTION:** EXISTING  
**LATITUDE:** 42° 33' 52.45"  
**LONGITUDE:** -83° 13' 02.69"  
**LAT/LONG TYPE:** NAD83  
**GROUND ELEVATION:** 771 FT.  
**CURRENT ZONING:** NOT REQUIRED  
**JURISDICTION:** CITY OF BIRMINGHAM  
**OCCUPANCY CLASSIFICATION:** U  
**TYPE OF CONSTRUCTION:** IIB  
**A.D.A. COMPLIANCE:** FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION  
**PROPERTY OWNER:** CITY OF BIRMINGHAM - MI  
 PO BOX 3001 ATTN: TREASURER'S OFFICE  
 BIRMINGHAM, MI 48012  
**TOWER OWNER:** CCATT LLC  
 2000 CORPORATE DRIVE  
 CANONSBURG, PA 15317  
**CARRIER/APPLICANT:** AT&T TOWER ASSET GROUP  
 575 MOROSGO DRIVE  
 ATLANTA, GA 30324-3300  
**ELECTRIC PROVIDER:** DTE (DETROIT EDISON)  
 (800) 477-4747  
**TELCO PROVIDER:** AT&T  
 (866) 620-6900

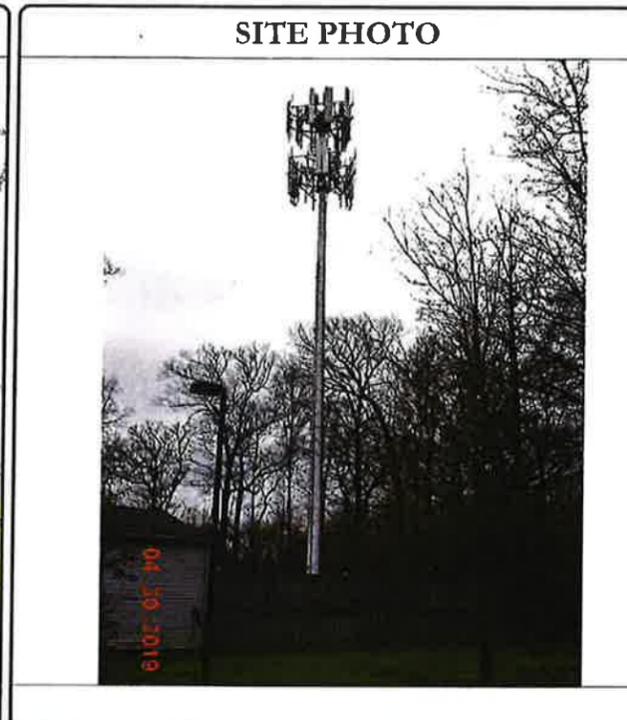
**DRAWING INDEX**

SHEET #	SHEET DESCRIPTION
T-1	TITLE SHEET
T-2	GENERAL NOTES
C-1.1	SITE PLAN
C-1.2	FINAL EQUIPMENT PLAN
C-2	FINAL ELEVATION & ANTENNA PLANS
C-3	FINAL EQUIPMENT SCHEDULE
C-4	EQUIPMENT SPECS
G-1	GROUNDING SCHEMATIC
G-2	GROUNDING DETAILS
ATTACHED	PLUMBING DIAGRAM

**LOCATION MAP**



**SITE PHOTO**



**PROJECT TEAM**

**A&E FIRM:** CROWN CASTLE USA INC.  
 2000 CORPORATE DRIVE  
 CANONSBURG, PA 15317  
 CROWN.AE.APPROVAL@CROWNCASTLE.COM  
**CROWN CASTLE USA INC. DISTRICT CONTACTS:**  
 20 N. MARTINGALE DRIVE, SUITE 440  
 SCHAUMBURG, IL 60173  
**ZACHARY ABER - PROJECT MANAGER**  
 (724) 743-6361  
**TIMOTHY GREER - CONSTRUCTION MANAGER**  
 (248) 697-3317  
**HEATHER RHODES - A&E PROJECT MANAGER**  
 HEATHER.RHODES@CROWNCASTLE.COM  
 (615) 771-4309

**NOTES**

- GROUND SCOPE OF WORK IS LOCATED ON C-1.2.
- TOWER SCOPE OF WORK IS LOCATED ON C-2.
- ELECTRICAL SCOPE OF WORK IS NOT APPLICABLE.
- ALL DRAWINGS CONTAINED HEREIN ARE FORMATTED FOR 11X17. CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.
- PRIOR TO ACCESSING/ENTERING THE SITE YOU MUST CONTACT THE CROWN NOC AT (800) 788-7011 & CROWN CONSTRUCTION MANAGER.

**APPLICABLE CODES/REFERENCE DOCUMENTS**

ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

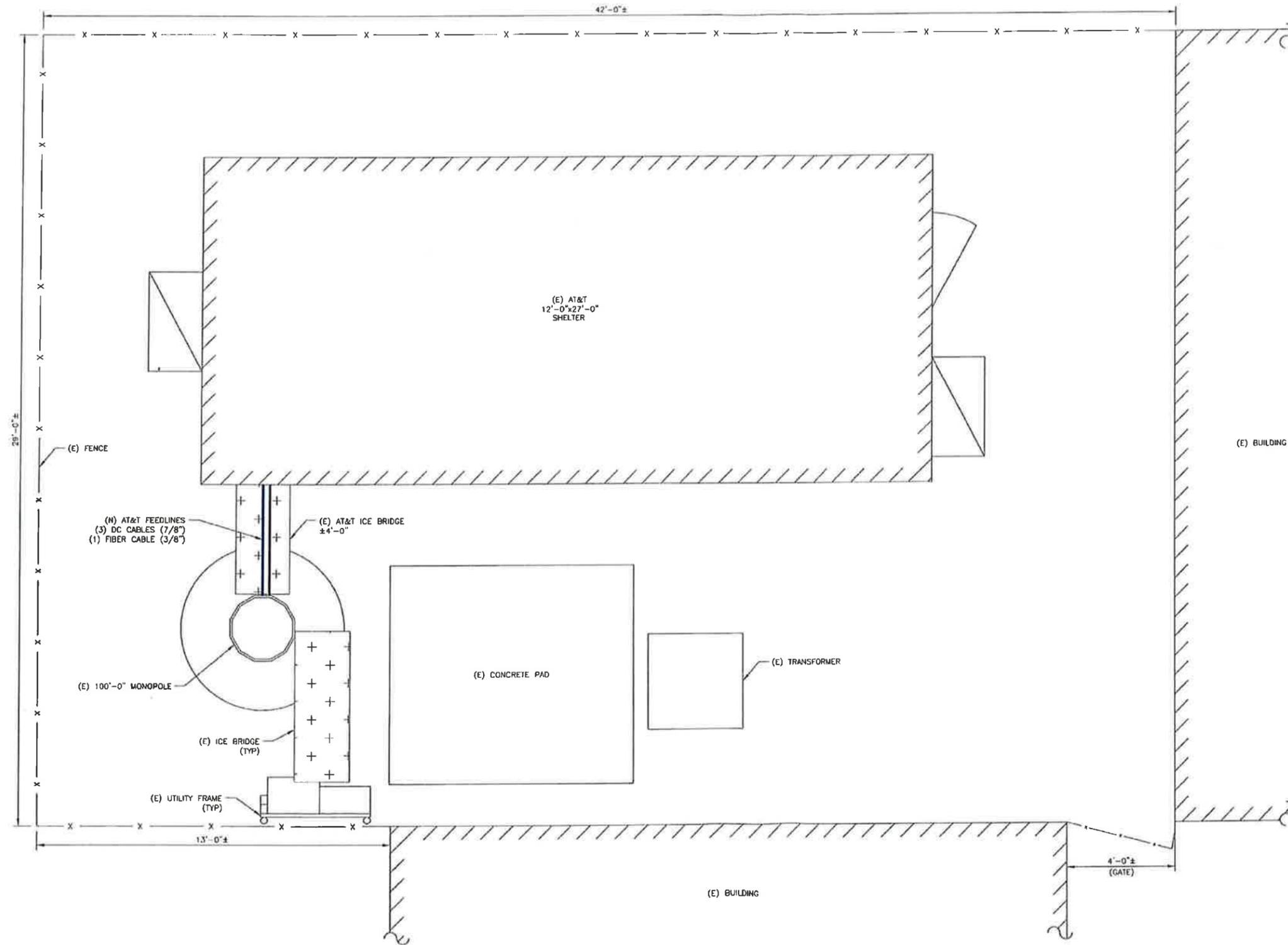
CODE TYPE	CODE
BUILDING	2015 MI BUILDING CODE/2015 IBC W/ STATE AMENDMENTS
MECHANICAL	2015 MI MECHANICAL CODE/2015 IMC W/ STATE AMENDMENTS
ELECTRICAL	2017 NEC & MICHIGAN PART 8. ELECTRICAL RULES

**REFERENCE DOCUMENTS:**

STRUCTURAL ANALYSIS: BY OTHERS  
 DATED:  
 MOUNT ANALYSIS: BLACK & VEATCH CORP.  
 DATED: APRIL 27, 2020  
 RFDS REVISION: V09  
 DATED: 12/19/19  
 ORDER ID: 513480  
 REVISION: 1







1 SITE PLAN  
SCALE: 1/2"=1'-0" (FULL SIZE)  
1/4"=1'-0" (11x17)



**AT&T**  
575 MOROSGO DRIVE  
ATLANTA, GA 30324-3300

**CROWN CASTLE**  
20 N. MARTINGALE DRIVE, SUITE 440  
SCHAUMBURG, IL 60173

AT&T SITE NUMBER: MI3194  
  
BU #: 840273  
**BIRMINGHAM 3**  
  
300 STRATHMORE  
BIRMINGHAM, MI 48009  
  
EXISTING 100'-0" MONOPOLE

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DPS./QA
0	05/04/20	AK	CONSTRUCTION	JL

DocuSign by Justin Linette

JUSTIN-PETER LINETTE  
ENGINEER  
No. 6201065770  
5/4/2020 10:00 PM EDT

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET NUMBER: **C-1.1** REVISION: **0**

**GROUND SCOPE OF WORK:**

- INSTALL (1) FSM4
- INSTALL (2) ASIA
- INSTALL (4) ADIA



575 MOROSGO DRIVE  
ATLANTA, GA 30324-3300



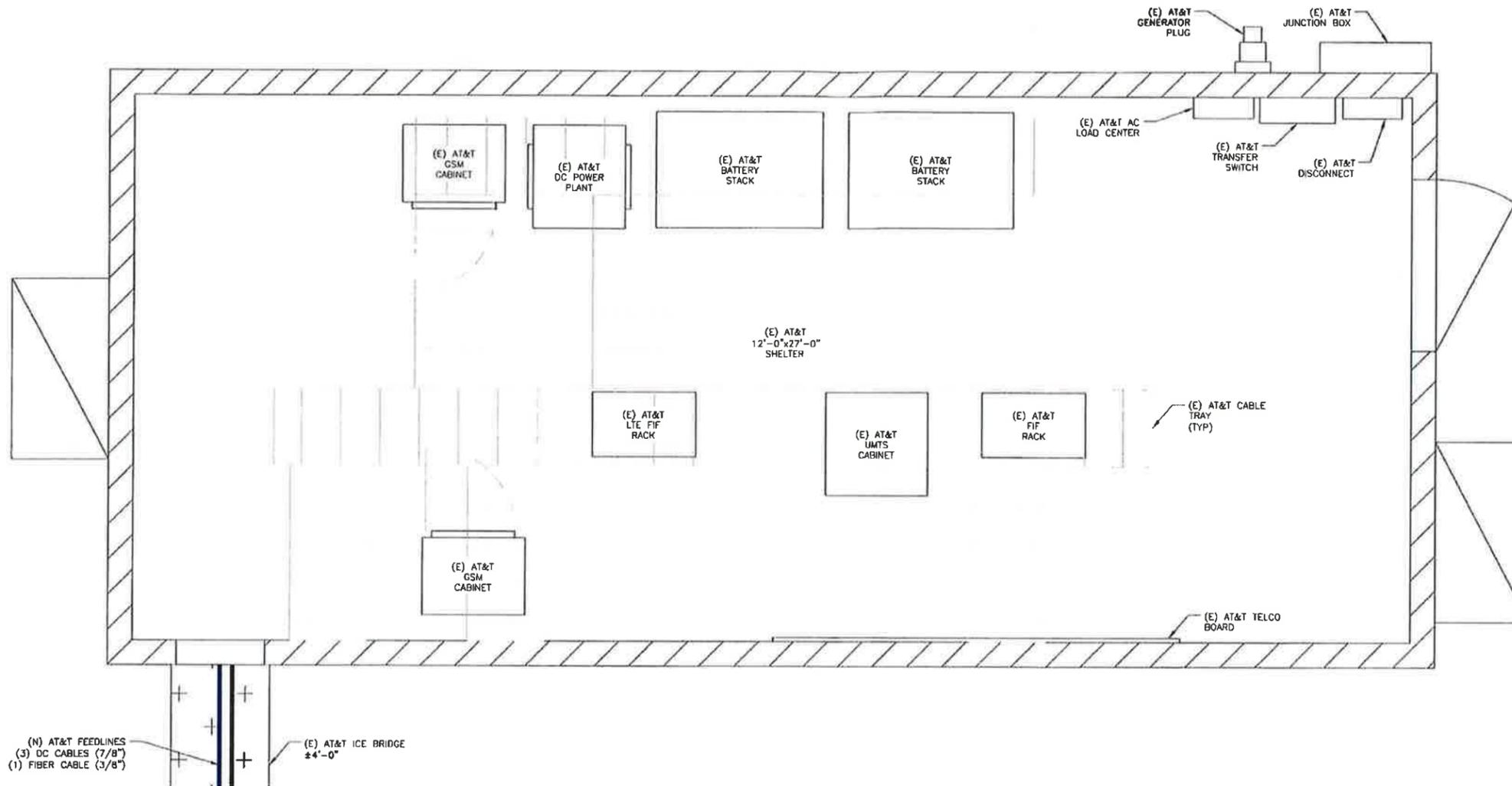
20 N. MARTINGALE DRIVE, SUITE 440  
SCHAUMBURG, IL 60173

AT&T SITE NUMBER: MI3194

BU #: 840273  
BIRMINGHAM 3

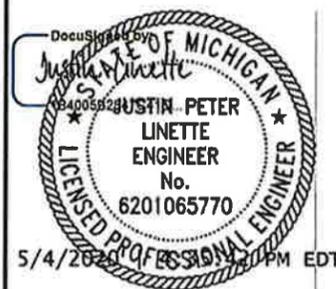
300 STRATHMORE  
BIRMINGHAM, MI 48009

EXISTING 100'-0" MONOPOLE



**ISSUED FOR:**

REV	DATE	DRWN	DESCRIPTION	DES/QA
0	05/04/20	AK	CONSTRUCTION	JL

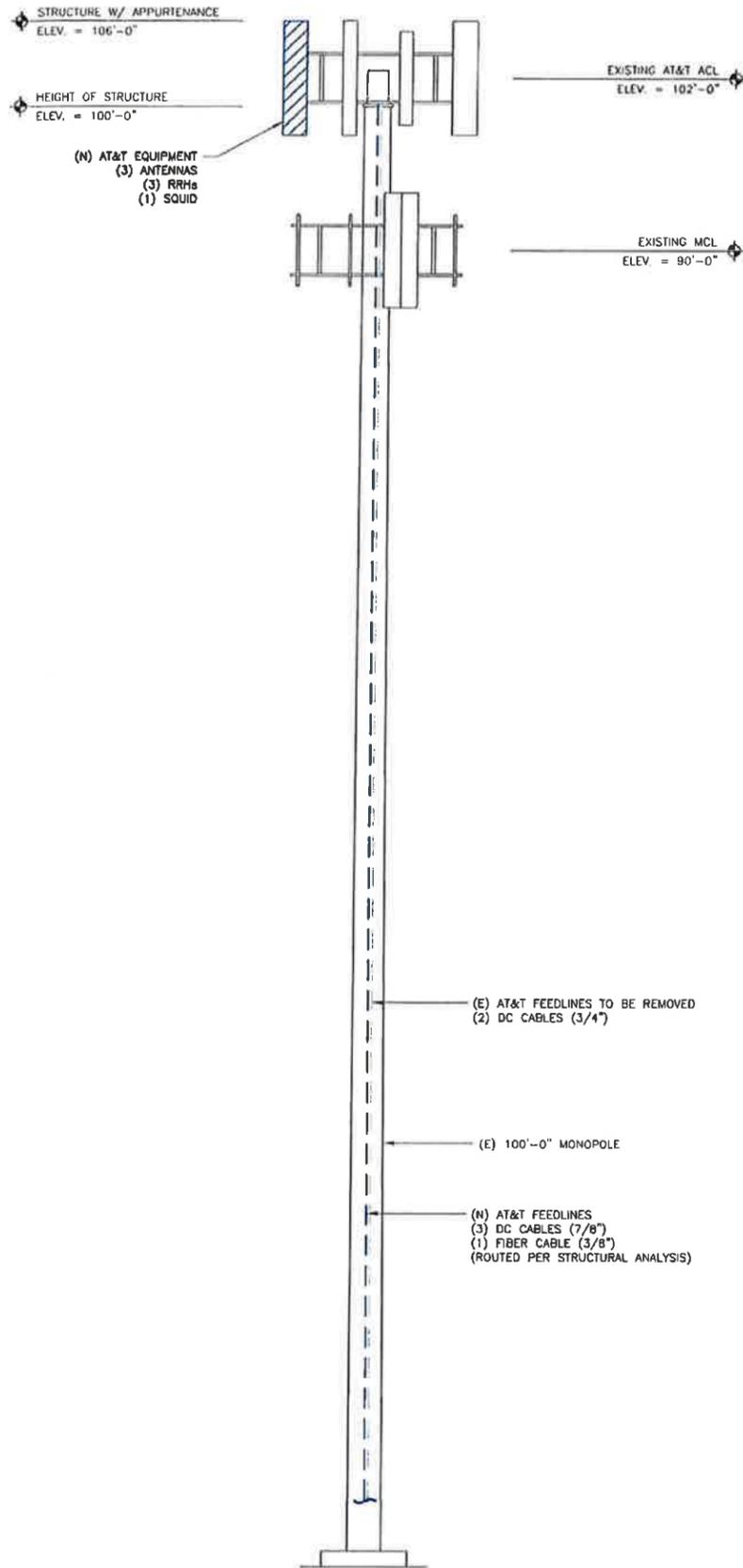


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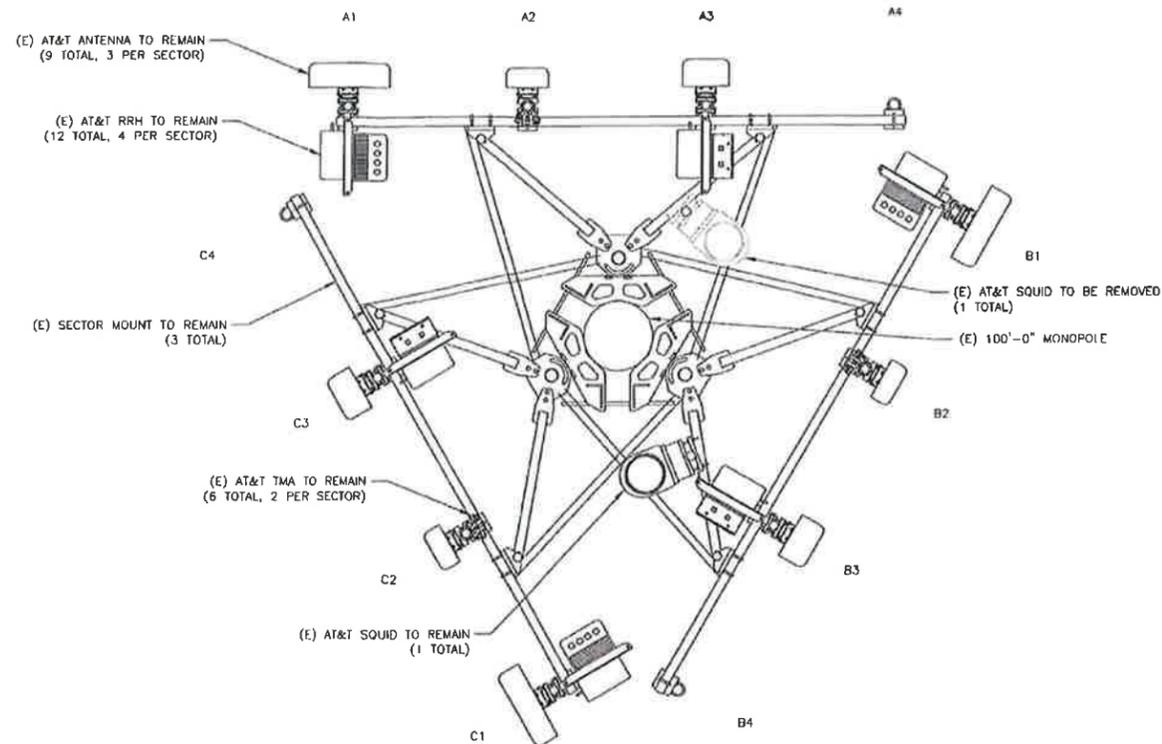
1 FINAL EQUIPMENT PLAN  
SCALE: 3/4"=1'-0" (FULL SIZE)  
3/8"=1'-0" (11x17)



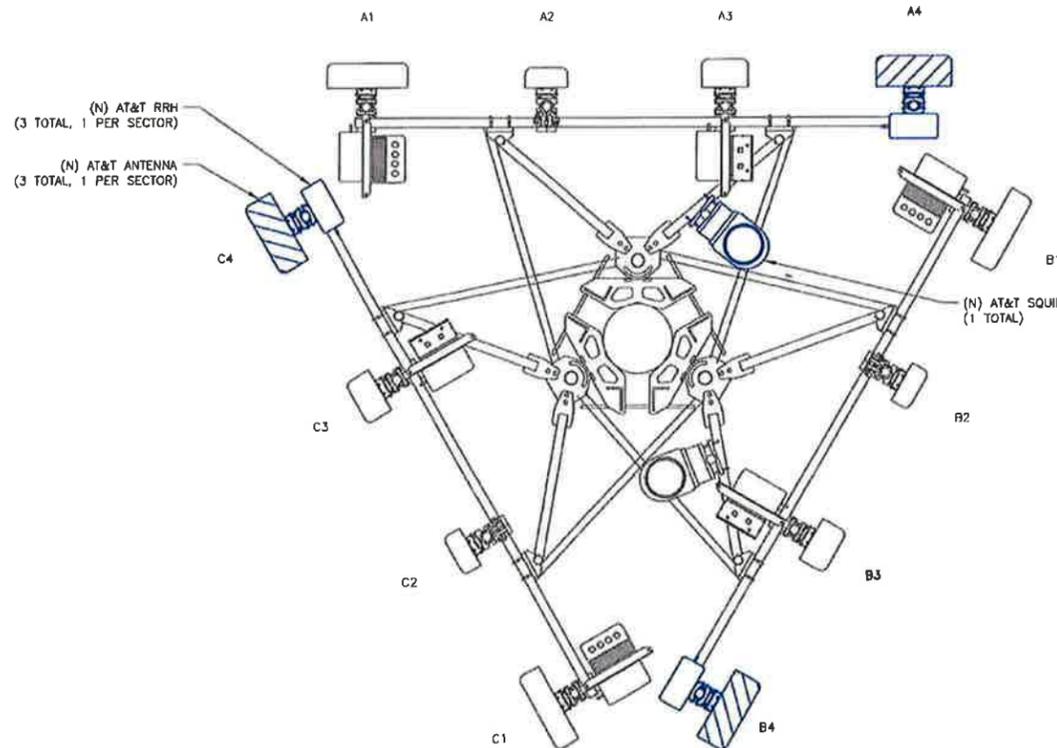
SHEET NUMBER: **C-1.2** REVISION: **0**



1 FINAL ELEVATION  
SCALE: NOT TO SCALE



2 EXISTING ANTENNA PLAN  
SCALE: NOT TO SCALE



3 FINAL ANTENNA PLAN  
SCALE: NOT TO SCALE

**"LOOK UP" - CROWN CASTLE USA INC.  
SAFETY CLIMB REQUIREMENT:**

THE INTEGRITY OF THE SAFETY CLIMB AND ALL COMPONENTS OF THE CLIMBING FACILITY SHALL BE CONSIDERED DURING ALL STAGES OF DESIGN, INSTALLATION, AND INSPECTION. TOWER MODIFICATION, MOUNT REINFORCEMENTS, AND/OR EQUIPMENT INSTALLATIONS SHALL NOT COMPROMISE THE INTEGRITY OR FUNCTIONAL USE OF THE SAFETY CLIMB OR ANY COMPONENTS OF THE CLIMBING FACILITY ON THE STRUCTURE. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO: PINCHING OF THE WIRE ROPE, BENDING OF THE WIRE ROPE FROM ITS SUPPORTS, DIRECT CONTACT OR CLOSE PROXIMITY TO THE WIRE ROPE WHICH MAY CAUSE FRICTIONAL WEAR, IMPACT TO THE ANCHORAGE POINTS IN ANY WAY, OR TO IMPEDE/BLOCK ITS INTENDED USE. ANY COMPROMISED SAFETY CLIMB, INCLUDING EXISTING CONDITIONS MUST BE TAGGED OUT AND REPORTED TO YOUR CROWN CASTLE USA INC. POC OR CALL THE NOC TO GENERATE A SAFETY CLIMB MAINTENANCE AND CONTRACTOR NOTICE TICKET.

- NOTES:**
- REFERENCE C-3 FOR FINAL EQUIPMENT SCHEDULE.
  - REFERENCE C-4 FOR NEW EQUIPMENT SPECIFICATIONS.
  - CONTRACTOR TO VERIFY ALL ANTENNA TIP HEIGHTS DO NOT EXCEED BEACON BASE HEIGHT.

- TOWER SCOPE OF WORK:**
- REMOVE (1) SQUID
  - REMOVE (2) DC CABLES (3/4")
  - INSTALL (3) ANTENNAS
  - INSTALL (3) RRHs
  - INSTALL (1) SQUID
  - INSTALL (3) DC CABLES (7/8")
  - INSTALL (1) FIBER CABLE (3/8")



AT&T SITE NUMBER: MI3194

BU #: 840273  
BIRMINGHAM 3

300 STRATHMORE  
BIRMINGHAM, MI 48009

EXISTING 100'-0" MONOPOLE

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES / QA
0	05/04/20	AK	CONSTRUCTION	JL



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SHEET NUMBER: **C-2** REVISION: **0**

FINAL EQUIPMENT SCHEDULE  
(VERIFY WITH CURRENT RFDS)

ALPHA																			
POSITION	ANTENNA				RADIO				DIPLEXER			TMA		SURGE PROTECTION			CABLES		
	TECH.	STATUS/MANUFACTURER MODEL	AZIMUTH	RAD CENTER	QTY.	STATUS/MODEL	LOCATION	QTY.	STATUS	LOCATION	QTY.	STATUS	QTY.	STATUS/MODEL	QTY.	STATUS/TYPER	SIZE	LENGTH	
A1	LTE	(E) KMW COMM EPBQ-654LBHB-L2	0°	102'-0"	1	(E) RRH4x25-WCS-4R	TOWER	-	-	-	-	-	-	1	(E) DC6-48-60-18-BC	2	(E) DC	7/8"	121'-0"
					1	(E) FLEXI RRH 4T4R B14 160W FRBI	TOWER	-	-	-	-	-	-	1	(E) FIBER	3/8"	121'-0"		
A2	UMTS	(E) POWERWAVE 7752.00A	0°	102'-0"	-	-	-	2	(E)	GROUND	2	(E)	-	-	2	(E) COAX	7/8"	121'-0"	
					1	-	-	-	-	-	1	(E) RET	5/16"	121'-0"					
A3	LTE	(E) ANDREW SBNHH-1D65C	0°	102'-0"	1	(E) RRH2x40W_7L	TOWER	-	-	-	-	-	-	-	-	-	-	-	
					1	(E) AIRSCALE DUAL RRH 4T4R B25/66 320W AHFIB	TOWER	-	-	-	-	-	-	-	-	-			
A4	LTE/5G	(N) COMMSCOPE NNH4-65C-R6-V3	0°	102'-0"	1	AIRSCALE DUAL RRH 4T4R B5/29 240W AHBCB	TOWER	-	-	-	-	-	1	(N) DC9-48-60-24-BC-EV	3	(N) DC	7/8"	121'-0"	
					1	-	-	-	-	1	(N) FIBER	3/8"	121'-0"						
BETA																			
B1	LTE	(E) KMW COMM EPBQ-654LBHB-L2	120°	102'-0"	1	(E) RRH4x25-WCS-4R	TOWER	-	-	-	-	-	-	-	-	-	-	-	
					1	(E) FLEXI RRH 4T4R B14 160W FRBI	TOWER	-	-	-	-	-	-	-	-				
B2	UMTS	(E) POWERWAVE 7752.00A	120°	102'-0"	-	-	-	2	(E)	GROUND	2	(E)	-	2	(E) COAX	7/8"	121'-0"		
B3	LTE	(E) ANDREW SBNHH-1D65C	120°	102'-0"	1	(E) RRH2x40W_7L	TOWER	-	-	-	-	-	-	-	-	-	-		
					1	(E) AIRSCALE DUAL RRH 4T4R B25/66 320W AHFIB	TOWER	-	-	-	-	-	-	-					
B4	LTE/5G	(N) COMMSCOPE NNH4-65C-R6-V3	120°	102'-0"	1	AIRSCALE DUAL RRH 4T4R B5/29 240W AHBCB	TOWER	-	-	-	-	-	-	-	-	-	-		
GAMMA																			
C1	LTE	(E) KMW COMM EPBQ-654LBHB-L2	240°	102'-0"	1	(E) RRH4x25-WCS-4R	TOWER	-	-	-	-	-	-	-	-	-	-		
					1	(E) FLEXI RRH 4T4R B14 160W FRBI	TOWER	-	-	-	-	-	-	-					
C2	UMTS	(E) POWERWAVE 7752.00A	240°	102'-0"	-	-	-	2	(E)	GROUND	2	(E)	-	2	(E) COAX	7/8"	121'-0"		
C3	LTE	(E) ANDREW SBNHH-1D65C	240°	102'-0"	1	(E) RRH2x40W_7L	TOWER	-	-	-	-	-	-	-	-	-	-		
					1	(E) AIRSCALE DUAL RRH 4T4R B25/66 320W AHFIB	TOWER	-	-	-	-	-	-						
C4	LTE/5G	(N) COMMSCOPE NNH4-65C-R6-V3	240°	102'-0"	1	AIRSCALE DUAL RRH 4T4R B5/29 240W AHBCB	TOWER	-	-	-	-	-	-	-	-	-	-		
					6	(E) COAX	1-7/8"	121'-0"											

NOTE:  
(E) - EXISTING  
(N) - NEW



AT&T SITE NUMBER: MI3194  
  
BU #: 840273  
BIRMINGHAM 3  
  
300 STRATHMORE  
BIRMINGHAM, MI 48009  
  
EXISTING 100'-0" MONOPOLE

ISSUED FOR:

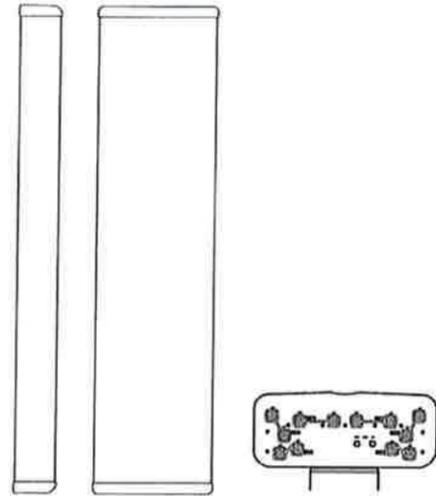
REV	DATE	DRWN	DESCRIPTION	DES/QA
0	05/04/20	AK	CONSTRUCTION	JL



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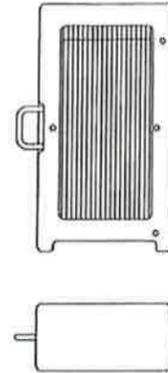
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SCALE: NOT TO SCALE

SHEET NUMBER: C-3  
REVISION: 0



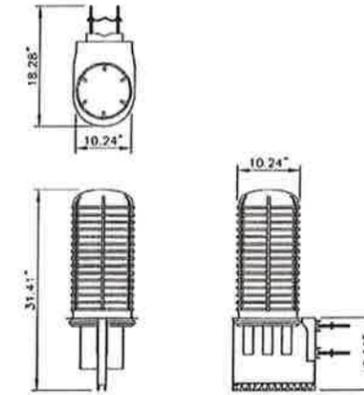
COMMSCOPE - NNH4-65C-R6-V3  
 WEIGHT (FULLY EQUIPPED): 125.7 LBS  
 SIZE (HxWxD): 96.0x19.5x7.8 IN.  
 CONNECTOR TYPE: 4.3-10 FEMALE (12 TOTAL PORTS)

① COMMSCOPE - NNH4-65C-R6-V3  
 SCALE: NOT TO SCALE



NOKIA - AIRSCALE DUAL RRH 4T4R B5/29 240W AHBCB  
 WEIGHT (FULLY EQUIPPED): 85.98 LBS  
 SIZE (HxWxD): 22.05x12.13x7.44 IN.  
 CONNECTOR TYPE: 4.3-10 FEMALE (4 TOTAL PORTS)

② NOKIA - AIRSCALE DUAL RRH 4T4R B5/29 240W AHBCB  
 SCALE: NOT TO SCALE



RAYCAP - DC9-48-60-24-8C-EV  
 WEIGHT (WITHOUT MOUNTING HARDWARE): 16.0 LBS  
 SIZE (HxWxD): 31.4x10.24x18.28 IN.

③ RAYCAP - DC9-48-60-24-8C-EV  
 SCALE: NOT TO SCALE



AT&T SITE NUMBER: MI3194

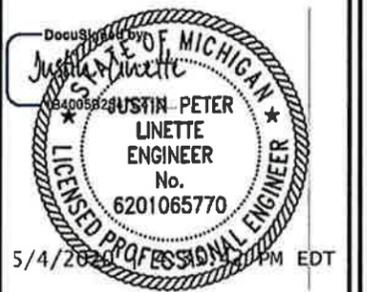
BU #: 840273  
 BIRMINGHAM 3

300 STRATHMORE  
 BIRMINGHAM, MI 48009

EXISTING 100'-0" MONOPOLE

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES/QA
0	05/04/20	AK	CONSTRUCTION	JL



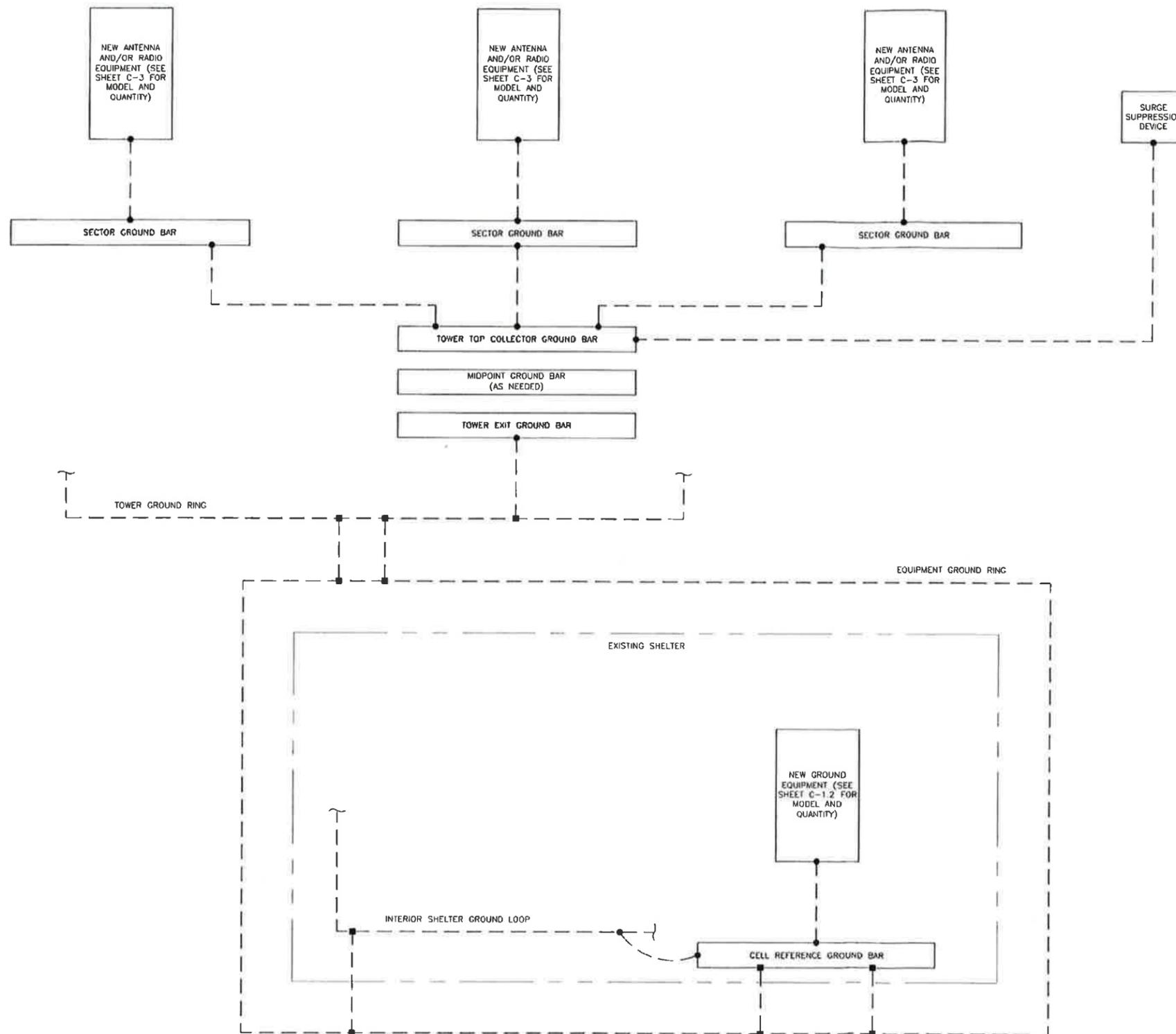
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SHEET NUMBER: **C-4** REVISION: **0**

④ NOT USED  
 SCALE: NOT TO SCALE

⑤ NOT USED  
 SCALE: NOT TO SCALE

⑥ NOT USED  
 SCALE: NOT TO SCALE



**GROUNDING PLAN LEGEND:**

---	GROUND WIRE	⊙	COPPER GROUND ROD
■	EXOTHERMIC WELD	⊗	GROUND ROD W/ TEST WELL
●	MECHANICAL CONNECTION		

**CELL REFERENCE GROUND BAR:** POINT OF GROUND REFERENCE FOR ALL COMMUNICATIONS EQUIPMENT FRAMES. ALL BONDS ARE MADE WITH #2 STRANDED GREEN INSULATED COPPER CONDUCTORS BOND TO GROUND RING WITH (2) #2 SOLID TANNED COPPER CONDUITS (ATT-TP-76416 7.6.7).

**HATCH PLATE GROUND BAR:** BOND TO THE INTERIOR GROUND RING WITH (2) #2 STRANDED GREEN INSULATED COPPER CONDUCTORS. WHEN A HATCH-PLATE AND A CELL REFERENCE GROUND BAR ARE BOTH PRESENT, THE CELL SITE REFERENCE GROUND BAR MUST BE CONNECTED TO THE HATCH-PLATE AND TO THE INTERIOR GROUND RING USING (2) #2 STRANDED GREEN INSULATED COPPER CONDUCTORS.

**EXTERIOR CABLE ENTRY PORT GROUND BARS:** LOCATED AT THE ENTRANCE TO THE CELL SITE BUILDING, BOND TO GROUND RING WITH A #2 SOLID TINNED COPPER CONDUCTORS WITH AN EXOTHERMIC WELD AND INSPECTION SLEEVE (ATT-TP-76416 7.6.7.2).

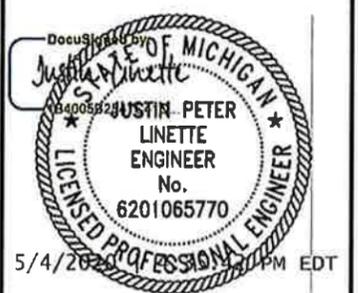
DURING ALL DC POWER SYSTEM CHANGES INCLUDING DC SYSTEM CHANGE OUTS, RECTIFIER REPLACEMENTS OR ADDITIONS, BREAKER DISTRIBUTION CHANGES, BATTERY ADDITIONS, BATTERY REPLACEMENTS AND INSTALLATIONS OR CHANGES TO DC CONVERTER SYSTEMS IT SHALL BE REQUIRED THAT SERVICES CONTRACTORS VERIFY ALL DC POWER SYSTEMS ARE EQUIPPED WITH MASTER DC SYSTEM RETURN GROUND CONDUCTOR FROM THE DC POWER SYSTEM COMMON RETURN BUS DIRECTLY CONNECTED TO THE CELL SITE REFERENCE GROUND BAR PER TP76300 SECTION H 6 AND TP76416 FIGURE 7-11 REQUIREMENTS.



AT&T SITE NUMBER: MI3194  
 BU #: 840273  
 BIRMINGHAM 3  
 300 STRATHMORE  
 BIRMINGHAM, MI 48009  
 EXISTING 100'-0" MONOPOLE

**ISSUED FOR:**

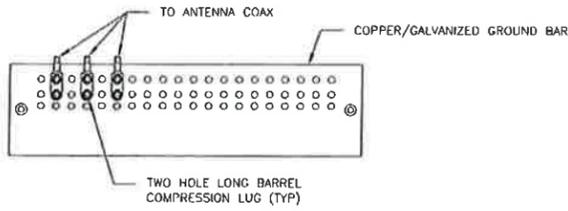
REV	DATE	DRWN	DESCRIPTION	DES/QA
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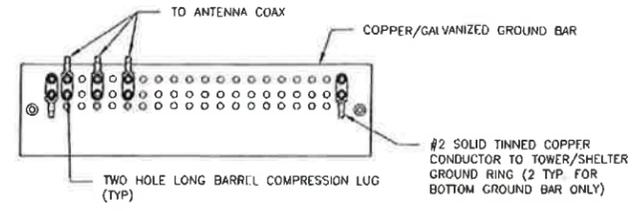
1 GROUNDING SCHEMATIC  
 SCALE: NOT TO SCALE

SHEET NUMBER: **G-1** REVISION: **0**



- NOTES:
1. DOUBLING UP "OR STACKING" OF CONNECTIONS IS NOT PERMITTED.
  2. EXTERIOR ANTIOXIDANT JOINT COMPOUND TO BE USED ON ALL EXTERIOR CONNECTIONS.
  3. GROUND BAR SHALL NOT BE ISOLATED FROM TOWER. MOUNT DIRECTLY TO TOWER STEEL.

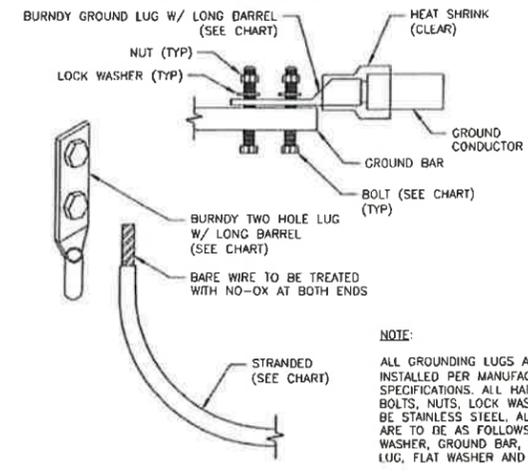
1 ANTENNA GROUND BAR DETAIL  
SCALE: NOT TO SCALE



- NOTES:
1. EXTERIOR ANTIOXIDANT JOINT COMPOUND TO BE USED ON ALL EXTERIOR CONNECTIONS.
  2. GROUND BAR SHALL NOT BE ISOLATED FROM TOWER. MOUNT DIRECTLY TO TOWER STEEL (TOWER ONLY).
  3. GROUND BAR SHALL BE ISOLATED FROM BUILDING OR SHELTER.

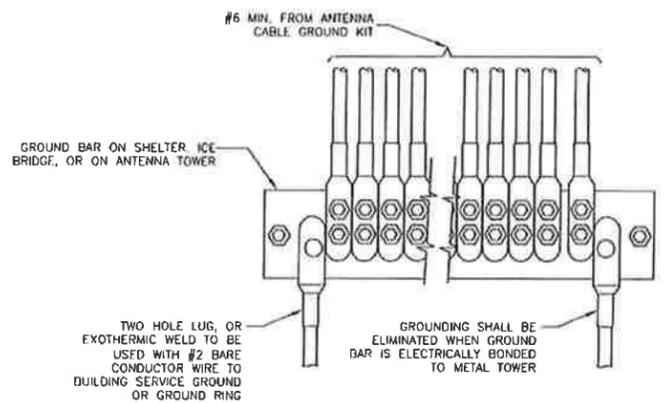
2 TOWER/SHELTER GROUND BAR DETAIL  
SCALE: NOT TO SCALE

WIRE SIZE	BURNDY LUG	BOLT SIZE
#6 GREEN INSULATED	YA6C-2TC3B	3/8" - 16 NC SS 2 BOLT
#2 SOLID TINNED	YA3C-2TC3B	3/8" - 16 NC SS 2 BOLT
#2 STRANDED	YA2C-2TC3B	3/8" - 16 NC SS 2 BOLT
#2/0 STRANDED	YA2B-2TC3B	3/8" - 16 NC SS 2 BOLT
#4/0 STRANDED	YA2B-2N	1/2" - 16 NC SS 2 BOLT

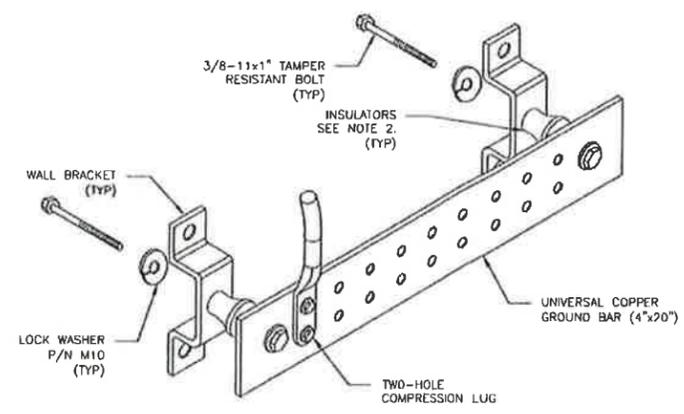


- NOTE:
- ALL GROUNDING LUGS ARE TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. ALL HARDWARE BOLTS, NUTS, LOCK WASHERS SHALL BE STAINLESS STEEL. ALL HARDWARE ARE TO BE AS FOLLOWS: BOLT, FLAT WASHER, GROUND BAR, GROUND LUG, FLAT WASHER AND NUT.

3 MECHANICAL LUG CONNECTION  
SCALE: NOT TO SCALE

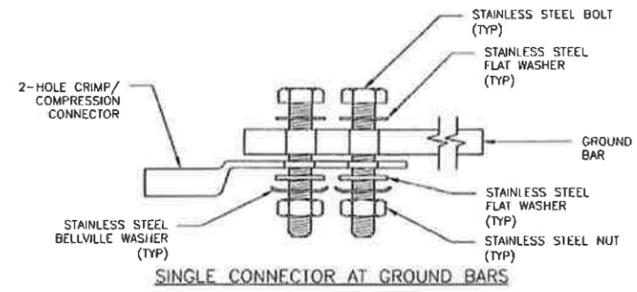


4 GROUNDWIRE INSTALLATION  
SCALE: NOT TO SCALE

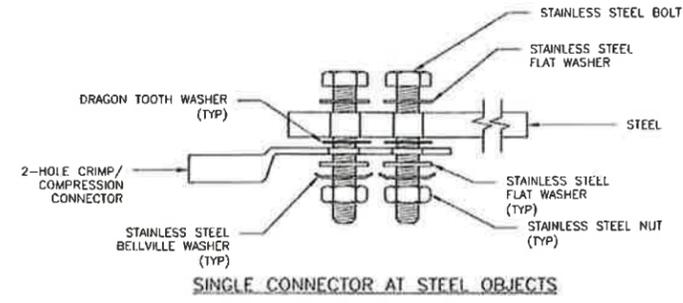


- NOTES:
1. DOWN LEAD (HOME RUN) CONDUCTORS ARE NOT TO BE INSTALLED ON CROWN CASTLE USA INC. TOWER, PER THE GROUNDING DOWN CONDUCTOR POLICY QAS-STD-10091. NO MODIFICATION OR DRILLING TO TOWER STEEL IS ALLOWED IN ANY FORM OR FASHION. CAD-WELDING ON THE TOWER AND/OR IN THE AIR ARE NOT PERMITTED.
  2. OMIT INSULATOR WHEN MOUNTING TO TOWER STEEL OR PLATFORM STEEL. USE INSULATORS WHEN ATTACHING TO BUILDING OR SHELTERS.

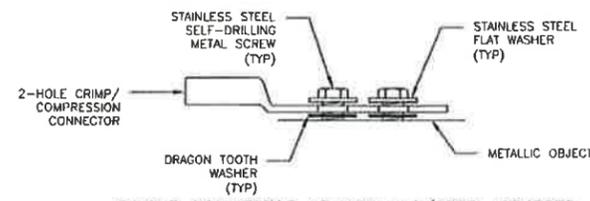
5 GROUND BAR DETAIL  
SCALE: NOT TO SCALE



SINGLE CONNECTOR AT GROUND BARS

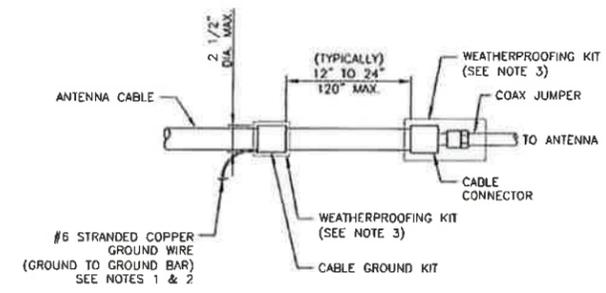


SINGLE CONNECTOR AT STEEL OBJECTS



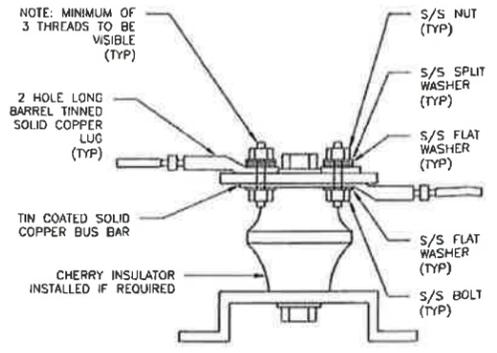
SINGLE CONNECTOR AT METALLIC/STEEL OBJECTS

8 HARDWARE DETAIL FOR EXTERIOR CONNECTIONS  
SCALE: NOT TO SCALE



- NOTES:
1. DO NOT INSTALL CABLE GROUND KIT AT A BEND AND ALWAYS DIRECT GROUND WIRE DOWN TO GROUND BAR.
  2. GROUNDING KIT SHALL BE TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED BY CABLE MANUFACTURER.
  3. WEATHER PROOFING SHALL BE TWO-PART TAPE KIT, COLD SHRINK SHALL NOT BE USED.

6 CABLE GROUND KIT CONNECTION  
SCALE: NOT TO SCALE



7 LUG DETAIL  
SCALE: NOT TO SCALE

575 MOROSGO DRIVE  
ATLANTA, GA 30324-3300

20 N. MARTINGALE DRIVE, SUITE 440  
SCHAUMBURG, IL 60173

AT&T SITE NUMBER: MI3194

BU #: 840273  
BIRMINGHAM 3

300 STRATHMORE  
BIRMINGHAM, MI 48009

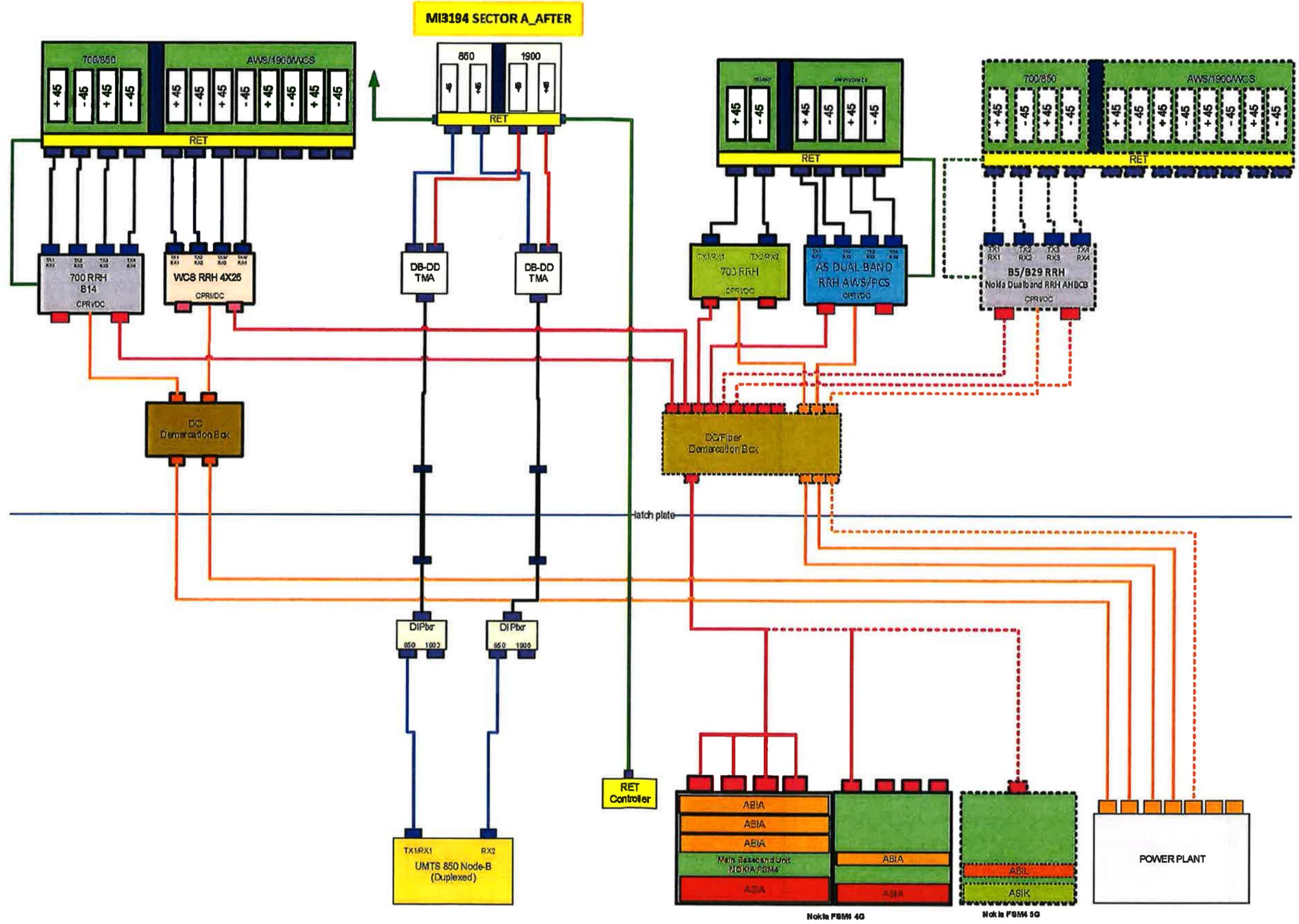
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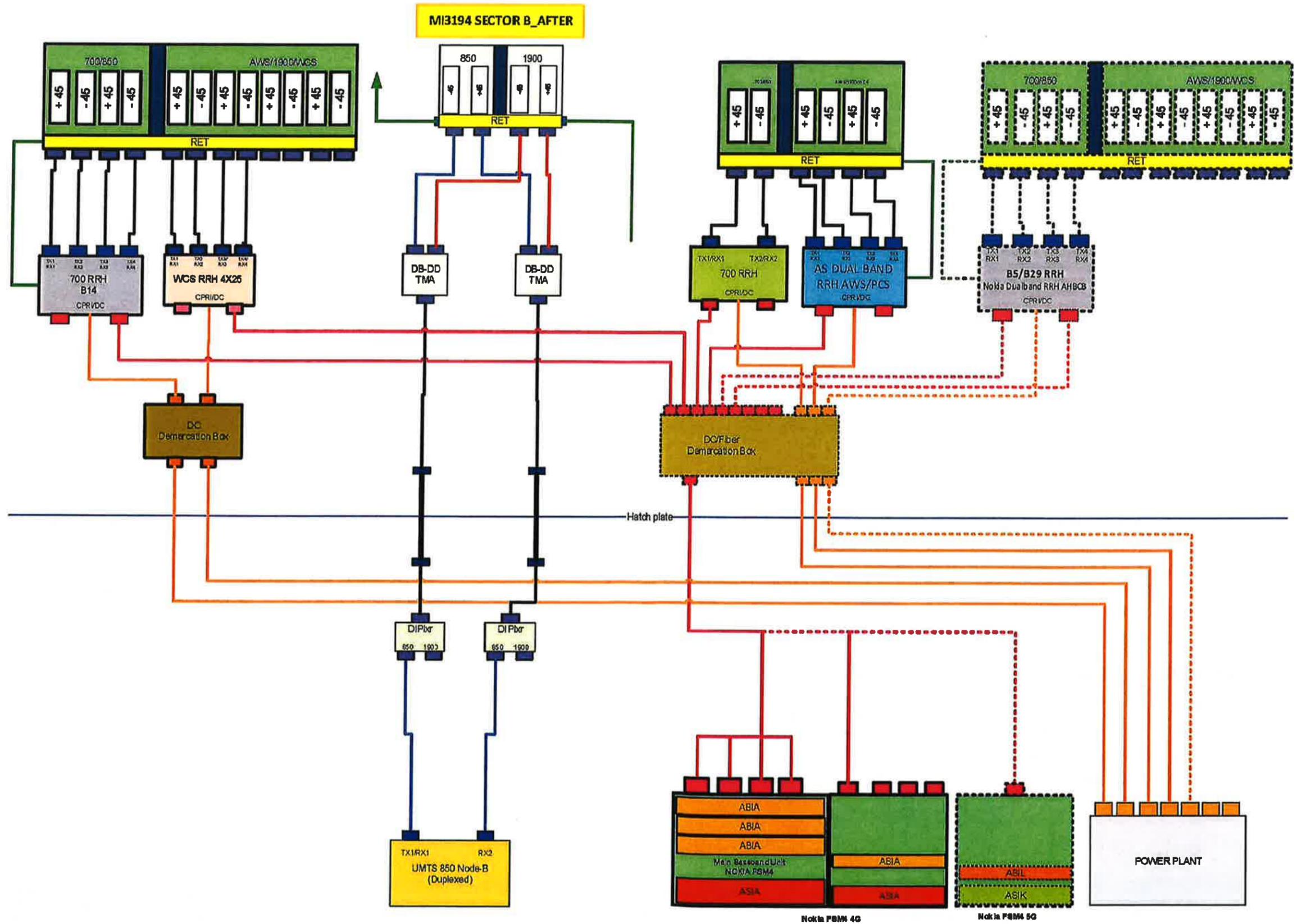
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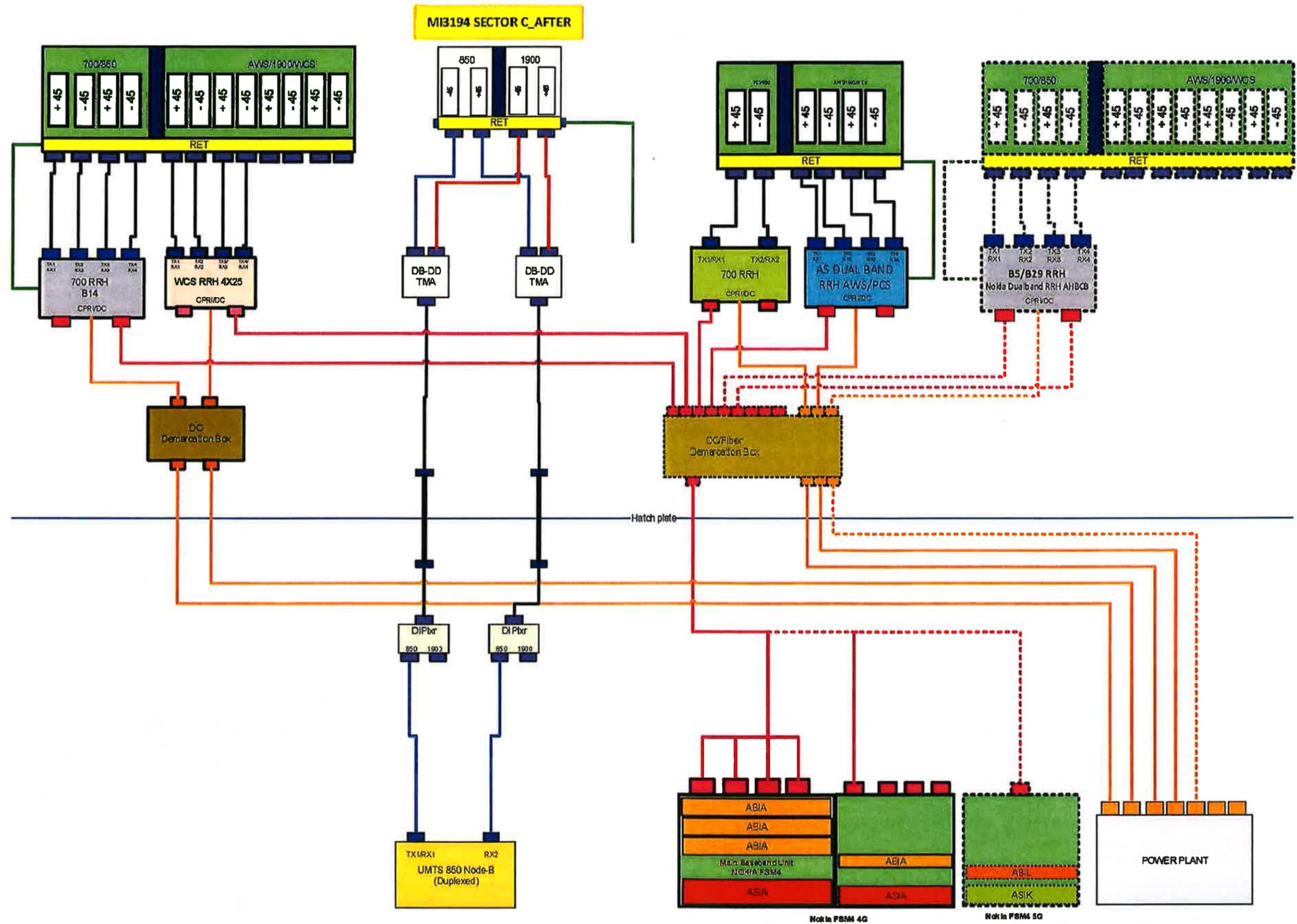
REV	DATE	DRWN	DESCRIPTION	DES./QA
0	05/04/20	AK	CONSTRUCTION	JL

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET NUMBER: **G-2** REVISION: **0**









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Document Pages: 12

Signatures: 9

Envelope Originator:

Certificate Pages: 3

Initials: 0

Phillip Lander

AutoNav: Enabled

2000 Corporate Drive

Envelope Stamping: Enabled

Canonsburg, PA 15317

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Phil.Lander@crowncastle.com

IP Address: 64.213.130.12

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Holder: Phillip Lander

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Phil.Lander@crowncastle.com

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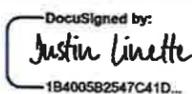
Justin Linette

Justin.linette@crowncastle.com

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Security Level: Email, Account Authentication (None)

### Signature



Signature Adoption: Pre-selected Style

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### In Person Signer Events

### Signature

### Timestamp

### Editor Delivery Events

### Status

### Timestamp

### Agent Delivery Events

### Status

### Timestamp

### Intermediary Delivery Events

### Status

### Timestamp

### Certified Delivery Events

### Status

### Timestamp

### Carbon Copy Events

### Status

### Timestamp

### Witness Events

### Signature

### Timestamp

### Notary Events

### Signature

### Timestamp

### Envelope Summary Events

### Status

### Timestamps

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Security Checked

5/4/2020 4:33:33 PM

Signing Complete

Security Checked

5/4/2020 4:35:42 PM

Completed

Security Checked

5/4/2020 4:35:42 PM

### Payment Events

### Status

### Timestamps

### Electronic Record and Signature Disclosure

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You may contact us to let us know of any changes related to contacting you electronically, to request paper copies of documents for execution and other documents and records from us, and to withdraw your prior consent to receive documents for execution and other documents and records electronically as follows:

To contact us by phone call: 724-416-2000

To contact us by email, send messages to: [esignature@CrownCastle.com](mailto:esignature@CrownCastle.com)

To contact us by paper mail, send correspondence to

Crown Castle  
2000 Corporate Drive  
Canonsburg, PA 15317

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To let us know of a change to the e-mail address where we should send documents for execution and other documents and records to you, you must send an email message to [esignature@CrownCastle.com](mailto:esignature@CrownCastle.com) and state your previous e-mail address and your new e-mail address.

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### **Required hardware and software**

Browsers:	Internet Explorer® 11 (Windows only); Windows Edge Current Version; Mozilla Firefox Current Version; Safari™ (Mac OS only) 6.2 or above; Google Chrome Current Version; <b>Note</b> : Pre-release (e.g., beta) versions of operating systems and browsers are not supported.
Mobile Signing:	Apple iOS 7.0 or above; Android 4.0 or above
PDF Reader:	Acrobat® Reader or similar software may be required to view and print PDF files
Screen Resolution:	1024 x 768

Enabled Security Settings:	Allow per session cookies
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These minimum requirements are subject to change. If these requirements change, you will be asked to re-accept the disclosure. Pre-release (e.g. beta) versions of operating systems and browsers are not supported.

**Acknowledging your access and consent to receive documents electronically**

Please confirm that you were able to access this disclosure electronically (which is similar to the manner in which we will deliver documents for execution and other documents and records) and that you were able to print this disclosure on paper or electronically save it for your future reference and access or that you were able to e-mail this disclosure to an address where you will be able to print it on paper or save it for your future reference and access. Further, if you consent to receiving documents for execution and other documents and records in electronic format on the terms described above, please let us know by clicking the "I agree" button below.

By checking the 'I agree' box, I confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- As a recipient, you can read, electronically sign and act upon this message, and you agree not to forward it or any other DocuSign e-mail communications. In the event another party needs to be added to the DocuSign communication, you must make a request to the e-mail originator.

**APPROVED**

8/17/2020

PAA 20-0085



City of Birmingham  
A Walkable Community

CITY OF BIRMINGHAM  
Date 09/17/2020 11:02:14 AM  
Ref 00171779  
Receipt 540735  
Amount \$100.00

### Administrative Approval Application Planning Division

Form will not be processed until it is completely filled out

#### 1. Applicant

Name: FLS Properties #5, LLC  
Address: 2950 Walnut Lake Road  
W. Bloomfield, MI 48323  
Phone Number: 248-680-1401  
Fax Number: 248-720-0293  
Email: fsimon@simonattys.com

#### Property Owner

Name: Frank Simon/FLS Properties #5, LLC  
Address: 2950 Walnut Lake Road  
W. Bloomfield, MI 48323  
Phone Number: 248-790-9500  
Fax Number: 248-720-0293  
Email: fsimon@simonattys.com

#### 2. Applicant's Attorney/Contact Person

Name: N/A  
Address: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
Fax Number: \_\_\_\_\_  
Email: \_\_\_\_\_

#### Project Designer

Name: Marusich Architecture  
Address: 36880 Woodward Ave., #100  
Bloomfield Hills, MI 48304  
Phone Number: 313-482-0645  
Fax Number: \_\_\_\_\_  
Email: johnm.marusicharchitecture@gmail.com

#### 3. Project Information

Address/Location of Property: 856 N. Old Woodward,  
Birmingham, MI  
Name of Development: The Pearl  
Parcel ID #: 1925328001  
Current Use: Retail/Apt. Mixed  
Area in Acres: \_\_\_\_\_  
Current Zoning: 02 / D2

Name of Historic District site is in, if any: None  
Date of HDC Approval, if any: None  
Date of Application for Preliminary Site Plan: \_\_\_\_\_  
Date of Preliminary Site Plan Approval: \_\_\_\_\_  
Date of Application for Final Site Plan: \_\_\_\_\_  
Date of Final Site Plan Approval: \_\_\_\_\_  
Date of Revised Final Site Plan Approval: \_\_\_\_\_

#### 4. Attachments

- Warranty Deed with legal description of property
- Authorization from Owner(s) (if applicant is not owner)
- Completed Checklist
- Material Samples
- Digital Copy of plans
- Two (2) folded copies of plans including an itemized list of all changes for which administrative approval is requested, with the changes marked in color on all elevations

#### 5. Details of the Request for Administrative Approval

Revised east and south exterior elevations per plan  
submitted with revised landscaping

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to advise the Planning Division and / or Building Division of any additional changes to the approved site plan.

Signature of Applicant: \_\_\_\_\_

Date: 8/14/2020

Application #: <u>PAA 20 - 0085</u>	Date Received: <u>8/17/2020</u>	Office Use Only	Fee: <u>\$100.00</u>
Date of Approval: <u>8/17/2020</u>	Date of Denial: <u>N/A</u>	Reviewed by: _____	





36880 WOODWARD AVENUE  
SUITE 100, BLOOMFIELD HILLS  
MICHIGAN 48304 - 0920

PHONE: (248) 839 5807  
johnm@marusicharchitecture.com

Client:

FIS Properties #5 LLC  
2950 Walnut Lake Road,  
West Bloomfield, MI 48323

Project:

The Pearl - Core & Shell  
856 Old North Woodward

Issued	Description	By
8.31.16	Admin. SPA	MB
09.28.16	SD	MB
11.30.16	Foundation Permits	MB
12.19.16	Owner Review	MB
12.22.16	Permits	MB
04.03.17	City Comments	RM
11.22.17	Construction	JM
4.26.18	Steel to Wood	JM
04.30.18	VE Revision	JM
05.15.18	Structural Revisions	JM
05.25.18	Permit Set	JM
06.22.18	Bid Set	JM
09.07.2018	VE Revision	JM
10.25.2018	Permit Set 3	JM
11.15.18	Energy Code Review	JM
12.13.2018	Issue For Construction	JM
2.22.2019	Bulletin 6	JM
Date 22	Bulletin 7	JM
08.29.2019	Revision 9	JM
08.12.2020	PLANNING DEPART.	JM
	ADM. APPROVAL	

**General Notes**

- ALL EXPOSED STEEL IS TO BE EPOXY PAINTED
- VERIFY BUILDING LIGHTING WITH G.C. & OWNER PRIOR TO ORDER/INSTALL
- FOR BALCONY ELEVATIONS REFER TO SHEET A.506
- VERIFY ALL GRADES W/ CIVIL ENGINEER
- ALL METAL SECURITY PANELS FOR PARKING TO BE INSTALLED WITHIN 10' OF GRADE.

**Keyed Notes**

- PRE-FIN. METAL COPING (TYP.)
- WALL MOUNTED LIGHT FIXTURE (SEE MEP DRAWINGS)
- STOREFRONT GLAZING SYSTEM (SEE WINDOW SCHEDULE FOR SIZES)
- PRE-FIN. SUNSCREEN (INSTALL IN STRICT COMPLIANCE WITH MANUF. SPECS.)
- METAL CAP
- PRE-FINISHED ALUMINUM GUARDRAIL OR ARCHITECT APPR. EQUAL (SEE DETAIL)
- PRE-FIN. METAL SPIRE
- RESIDENTIAL STYLE WINDOW/DOOR (SEE WINDOW SCHEDULE FOR ADDITIONAL INFORMATION)
- METAL CANOPY ENTRANCE FRAMING (EPOXY PAINT) W/TEMP. GLASS COVERING
- CANOPY STRUCTURAL SUPPORTS (VER. W/STRUCTURAL DRAWINGS)
- NEIGHBORING BUILDING
- CONTROL JOINT IN BUILDING FACADE (SEE DETAIL FOR ADDITIONAL INFORMATION)
- METAL SCUPPERS FOR BALCONY DRAINAGE
- TWO PIECE COMBINATION VERTICAL REVEAL BUTT SEAM
- HORIZONTAL CHANNEL

Seal:



Note:

Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

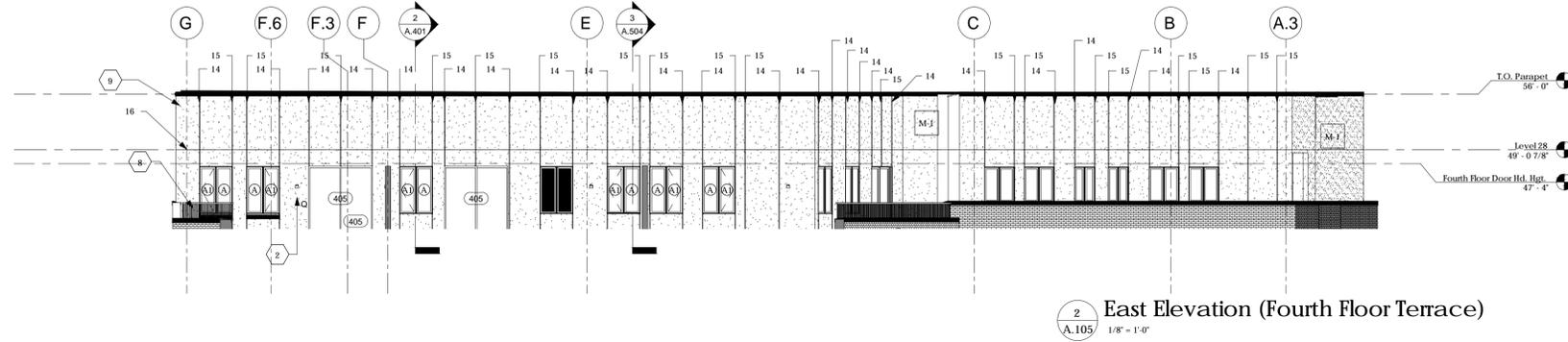
North Arrow:

Sheet Title:  
**Exterior Elevations**

Project Number:  
16-135

Sheet Number:

**A.202**



**2**  
A.105  
1/8" = 1'-0"



**E**  
A.100  
1/8" = 1'-0"

**Exterior Lighting Fixture Schedule**

MARK	DESCRIPTION	MANUFACTURER	MODEL	LAMP	FINISH	COMMENT	COUNT
R	RESIDENTIAL LIGHT SCOFF	Aculite	COD	LED			5
P	LIGHT SCOFF	Vies Lighting					14
Q	Bowman 4 Outdoor Wall	Tech Lighting	700WSBOW	LED			13

**Exterior Material Schedule**

MARK	DESCRIPTION	MANUFACTURER	FINISH / COLOR	COMMENTS
M-1	FIBER CEMENT BOARD	James Hardie	STUCCO TEXTURE/COBBLE STONE	VERTICAL SIDING WITH EASY TRIM REVEAL SYSTEM
M-2	GRANITE	CLOT	PENUMBRA GRANITE SCM	
M-3	FIBER CEMENT BOARD	James Hardie	SMOOTH TEXTURE/GREY SLATE	
M-4	CONCRETE MASONRY UNITS	SEE SPEC	UNFINISHED	
M-5	STEEL W/ EPOXY COATING	SEE SPEC	SEE SPEC	
M-7	BRICK	BRICKTECH	CREIGHTON GREY SMOOTH	

LINE OF EXISTING BUILDING TO THE SOUTH

6 FT TALL POTTED ARRIBORITAE TO SCREEN GAS PIPING AND METERS

FIXED HVAC VENT IN OVERSIZED OPENING

30" HIGH METAL RAILING INFILL TYP.

LOUVERED HVAC VENT

FIXED HVAC VENT

1.14 TYP.

A.603

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2



**MARUSICH ARCHITECTURE**

36880 WOODWARD AVENUE  
SUITE 100, BLOOMFIELD HILLS  
MICHIGAN 48304 - 0920

PHONE: (248) 839 5807  
johnm@marusicharchitecture.com

Client:

FIS Properties #5 LLC  
2950 Walnut Lake Road,  
West Bloomfield, MI 48323

Project:

The Pearl - Core & Shell  
856 Old North Woodward

Issued	Description	By
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4.26.18	Steel to Wood	JM
04.30.18	VE Revision	JM
05.15.18	Structural Revisions	JM
05.25.18	Permit Set	JM
06.22.18	Bid Set	JM
07.07.2018	VE Revision	JM
10.25.2018	Permit Set 3	JM
11.19.18	Energy Code Review	JM
12.13.2018	Issue For Construction	JM
2.22.2019	Bulletin 6	JM
02-10-2020	Revision 10	JM
07-31-2020	Revision 11	JM
08-12-2020	PLANNING DEPART. ADM. APPROVAL	JM

**General Notes**

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- ALL METAL SECURITY PANELS FOR PARKING TO BE INSTALLED WITHIN 10' OF GRADE.

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- TWO PIECE COMBINATION VERTICAL REVEAL
- RIFT SEAM
- HORIZONTAL CHANNEL

Seal:



Note:

Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

Sheet Title:  
**Exterior Elevations**

Project Number:  
16-135

Sheet Number:

**A.203**



2 South East Elevation (Back)  
A.100 1/8" = 1'-0"

1 South (Right Side) Elevation  
A.101 1/8" = 1'-0"

**Exterior Lighting Fixture Schedule**

MARK	DESCRIPTION	MANUFACTURER	MODEL	LAMP	FINISH	COMMENT	COUNT
R	RESIDENTIAL LIGHT SCENCE	Aculte	COD	LED			5
P	LIGHT SCENCE	Visa Lighting				3500K	14
Q	Bowman 4 Outdoor Wall	Tech Lighting	700WSBOW	LED			13

**Exterior Material Schedule**

MARK	DESCRIPTION	MANUFACTURER	FINISH / COLOR	COMMENTS
M-1	FIBER CEMENT BOARD	James Hardie	STUCCO TEXTURE / CORBLE STONE	VERTICAL SIDING WITH EAST TRIM REVEAL SYSTEM
M-2	GRANITE	CJOT	PENUMBRA GRANITE 3CM	
M-3	FIBER CEMENT BOARD	James Hardie	SMOOTH TEXTURE / GRAY SLATE	
M-4	CONCRETE MASONRY UNITS	SEE SPEC	UNFINISHED	
M-6	STEEL W/ EPOXY COATING	SEE SPEC	SEE SPEC	
M-7	BRICK	BRICKTECH	CREGHTON GREY SMOOTH	



## Gas Station Development, Parking Changes Get Green Light

By Beth Milligan | Sept. 2, 2020

Traverse City planning commissioners Tuesday approved a gas station expansion/reconstruction project on Munson Avenue and voted to eliminate required parking spaces for residential properties – a move that would still allow developers to include parking when constructing residential buildings in the city, but no longer require it. The parking proposal now heads to city commissioners for final approval.

True North Energy plans to build a new truennorth-brand convenience store, car wash, and gas station on the site of an existing gas station at 708 Munson Avenue next to the former Schelde's building. The development will replace the current gas station and expand into the Schelde's space, offering a 4,290-square-foot convenience store with a stone and brick exterior, a six-pump gas station, and a 1,500-square-foot car wash with a single-lane entrance and exit. True North Energy purchased 25 gas stations/convenience stores in the Traverse City market from Schmuckal Oil Company last year, including the Munson Avenue location.

Developers first came to planning commissioners for site plan approval at the board's August 4 meeting (<https://www.traverseticker.com/news/tc-planning-commissioners-to-consider-gas-stationmarket-project-proposal-to-eliminate-residential-parking-requirements/>). At that meeting, planning commissioners outlined several areas of concern they wanted to see addressed before green lighting the project, including stormwater management, ADA-compliant access to the gas station, lighting, snow removal plans, utility connection plans for water and sewer, and bike rack compliance. Project representative Rick Turner presented updated plans to planning commissioners Tuesday addressing each of those components, including having only downward-facing lighting on the building exterior and extending a public 12-inch water main 250 feet north to the right-of-way on Munson. The revised plans meet city stormwater requirements and include a minimum seven-foot-wide sidewalk in front of the gas station; developers also adjusted the site plan to protect a 36-inch mature white pine on the property.

"We did go back and take a look...we really listened to the things the planning commission had to say and think we addressed all of your concerns," Turner said. "We really felt that Traverse City and Munson Avenue in particular is a place we'd like to be."

In response to a question about where dirty water from the car wash would go, City Planning Director Russ Soyring noted the water would be disposed of and treated through the city's sanitary sewer system. Project representatives estimated a basic car wash would use an average of 30-42 gallons of water. While Planning Commissioner Brian McGillivray opposed the site plan – citing a waived condition that buildings primarily face Front Street, a city ordinance requirement he said was ignored on too many projects – the planning commission voted 8-1 to approve the development. Planning Commissioner Tyler Bevier said it was helpful to remind “the public that this isn't a new gas station in our area adding to the inventory, it's the reconstruction of an existing one that might be a little dated,” adding it would also repurpose an abandoned restaurant building.

Traverse City planning commissioners also voted 6-3 Wednesday to eliminate minimum parking requirements for residential properties, with McGillivray, Janet Fleshman, and Jim Tuller opposed. The policy change requires final approval from city commissioners before it takes effect. The city currently requires residential properties to include at least one parking space per dwelling unit – a stipulation Soyring said adds extra cost to projects and spurs overdevelopment of parking. “It invites driving and it deters walking,” he said.

Planning commissioners have been looking for ways to encourage more housing density in the city, with Soyring suggesting that eliminating parking minimums – particularly in bikable and walkable areas located near commercial corridors – could allow developers to better maximize land and build more units instead of having to save wide swaths of space for parking. After receiving numerous emails about the proposal in recent weeks, both for and against the recommended change, planning commissioners addressed public misconceptions about the proposal Tuesday. They emphasized that if parking minimums were eliminated, developers could still build as much as parking as they want for residential properties (within city regulations) – but would no longer be forced to provide parking spaces, instead determining for themselves what's the best fit for a particular project.

“It's not forbidding people from having parking, but more a matter of having the market decide and not having government intervene with one more requirement,” explained Planning Commission Chair Linda Koebert. Several planning commissioners said they believed developers would still provide parking because of demand from potential tenants, but that in some parts of the city, they could offer fewer or even no spaces if it made logistical sense. Koebert noted that several other areas have already eliminated parking minimums. “Two of the most dynamic and attractive parts of our city are the Commons and our downtown, and neither one of them has minimum parking for residences,” she said.

Some residents in downtown neighborhoods wrote to planning commissioners and expressed frustration with downtown employees parking on their streets, citing concerns that eliminating parking minimums would exacerbate the issue. Koebert pointed out that neighborhood streets in the city aren't the private property of homeowners. “There's a feeling somehow you own the street in front of your house,” she said. “You don't. It's public property.” Other planning commissioners said they want to revisit more aspects of the city's parking ordinance, including addressing employee overspill parking from downtown, but felt that was a separate issue and that eliminating residential minimums made sense to meet city housing and transportation goals.

“I think it's relatively low-hanging fruit for us,” said Planning Commissioner Christie Minervini. “We may not see a big bump in housing from this, but it does seem like something that can make a difference. And if we can tackle these issues one at a time, the cumulative effect will be more housing, and of course hopefully more affordable housing.”

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