

Proposed Building Zone Ordinance For The Village Of Birmingham

ORDINANCE No. 126

An ordinance to regulate and restrict the location of trades and industries and the location of buildings designed for specified uses, to regulate and limit the height and bulk of buildings to regulate the density of population, to regulate and limit the percentage of lot occupancy, to regulate and determine the area of yards and other open spaces surrounding buildings, to limit and restrict the maximum number of families which may be housed, and for said purposes to divide the village into zones and provide a method of administration and to prescribe the penalties for the violation of its provisions.

NOTICE OF HEARING

The Village Commission will hold a public hearing for suggestions and objections to the proposed Zoning Ordinance, on Wednesday June 23, 1926, at 8 o'clock p. m. in the Commission Room at the Village Hall, corner Pierce and Martin streets.

Signed: HAZEL LAWLER, Village Clerk.

SECTION 1. DEDICATION. For the purpose of this ordinance, certain terms used are herewith defined; words not defined herewith shall be construed as used in the Housing Law of Michigan, Act 167 of the Public Acts of 1917, and amendments thereto.

ALLEY: A public thoroughfare at least eight feet wide but less than thirty feet wide.

ACCESSORY BUILDING: A building, use of which is incidental to the main building on the same premises.

BUILDING AREA OF: The maximum horizontal projected area of a building, including covered porches. The area shall be determined by finding the total area eight feet inside the cornice line in case the cornice is more than eighteen inches wide.

BUILDING HEIGHT OF: The vertical distance from the established sidewalk grade at the center of the front of the building to the highest point of the roof surface, if a flat roof, to the deck line for mansard roofs and to the mean height level between eaves and ridge for gabled, hip and gambrel roofs. For buildings of mixed occupancy, where a building is occupied in part as a dwelling, the occupied part shall be deemed a dwelling for the purpose of this ordinance and shall comply with the provisions thereof relative to dwellings.

GARAGE, COMMUNITY: A series of private garages located jointly on a parcel of land.

GARAGE, PRIVATE: A garage with not over eight hundred square feet of floor area, for private use, for storage only, having no public shop or service in connection therewith, and housing not more than three automobiles of which not more than two may be commercial automobiles.

GARAGE, PUBLIC: A garage other than a Sales, Community or Private garage that is used for service of storage of all makes of automobiles.

GARAGE, SALES: A garage other than a Public, Community or Private Garage that is used for the sale of new automobiles and has a representative for serving of only the make of cars for which it is sales representative, and in which the thirty feet nearest the street is used for sales space only.

HOTEL: A building occupied as the more or less temporary abiding place of individuals who are lodged with or without meals, in which, as a rule, the rooms are occupied singly or in pairs, in which provision is not made for cooking in any apartment, and in which there are more than fifteen sleeping rooms, a public dining room for the accommodation of guests, and a general kitchen.

LOT: Land in a single ownership, occupied or to be occupied by a building and its accessory buildings, and including the open spaces required under this ordinance.

FRONT YARD: The minimum horizontal distance between the street line and the front line of the building, excluding steps, uncovered porches, and covered but unenclosed porches on the first story which do not exceed a total area of fifty square feet.

STORY, HALF: A half story is a story which is situated in a sloping roof, the floor area of which does not exceed one-half of the floor area of the story immediately below it and which does not contain a sleeping apartment. A half story shall not be counted as a story for the purpose of determining yard dimensions.

STREET: A public thoroughfare thirty feet or more in width.

YARD, DEPTH OF REAR: The minimum horizontal distance between the extreme rear line of a building other than building for an accessory use and the rear lot line.

YARD, REAR: A space, unoccupied except by a building of accessory use as hereinbefore permitted, extending for the full width of the lot between the extreme rear line of a building and the rear lot line.

YARD, SIDING: An open, unoccupied space on a lot occupied by a building, extending for the full length of the building between the building and the side lot line.

SECTION 2. In order to designate districts and regulate the location of dwellings, commercial, public, industrial, and other buildings, and the location of all buildings designed, erected, altered or occupied for other specified uses, the Village of Birmingham is hereby divided into the following districts known as:

- "A" Dwelling District.
- "B" Dwelling District.
- "C" Dwelling District.
- Industrial District.

The boundaries of said districts, shown upon the map attached hereto, and made a part of this ordinance, are hereby established, said map being designated as "DISTRICT MAP"; and said map and all notations, references and other information contained therein shall be as much a part of this ordinance as if the matters and information set forth by said map were all fully described herein.

Except as hereinafter provided, no building shall be erected, altered or repaired nor shall any building or premises be used, for any purpose other than as permitted in this ordinance, in which such building or premises is located.

SECTION 3. In the "A" Dwelling district no building or premises except as otherwise provided in this ordinance shall be erected or used except for one or more of the following uses:

1. Single dwellings.
2. Churches and Church Houses.
3. Farms.
4. Hospitals or Sanitarium.
5. Institutions of an educational or philanthropic character other than correctional institutions.
6. Railroad local passenger stations.
7. Accessory uses customarily incidental to any of the above uses, including not more than one private garage, which is required or may not have living quarters for servants, but not including the conducting of a business.
8. The term accessory use shall not include a use located within fifty feet from the front lot line unless in the same building to which the use is accessory.
9. Physicians and Clergymen may practice their profession and maintain an office in their residence.

Signs pertaining to the lease, sale or use of a lot or building may be placed thereon, provided the total area of all such signs does not exceed eight square feet, and provided further that on a lot occupied by a dwelling and pertaining to the use thereof or bearing the name or occupation of an occupant, shall not exceed one square foot.

SECTION 4. In the "B" Dwelling District no building or premises, except as otherwise provided in this ordinance shall be erected or used, except for one or more of the following uses; viz:

1. Those uses specified in Section 3.
2. Two-family dwellings.
3. Nurseries.

SECTION 5. In the "C" Dwelling District no building or premises, except as otherwise provided in this ordinance shall be erected or used, except for one or more of the following uses; viz:

1. Those uses specified in Sections 3 and 4.
2. Multiple dwellings.
3. Hotels, provided they conform to all the other requirements of the ordinance for multiple dwellings.
4. Lodges, Temples, Clubs.
5. Community garages.
6. Greenhouses and nurseries.

SECTION 6. Commercial District

In a commercial district no building or premises, except as otherwise provided in this ordinance, shall be erected or used for any purpose, except the purposes mentioned in the "C" Dwelling District or for commercial uses other than those listed below:

1. Blacksmith or horse-shoeing shop.
2. Baiting Works.
3. Building material storage yard.
4. Carpet or bag cleaning.
5. Coal, coke or wood yard.
6. Contractor's plant or storage yard.
7. Ice plant or storage of more than twenty tons of ice.
8. Laundry, employing more than ten persons.
9. Loading and transfer stations for municipal wastes.
10. Lumber yard.
11. Milk or dairymaking station or dairy.
12. Gasoline filling stations and stables.
13. Stone yard.
14. Storage or baling of scrap paper, rags or tank.
15. Public Garages, unless access to the garage is from an alley in the rear, or from a street other than Woodward avenue, Maple avenue, Southfield avenue, and Adams avenue.
16. Any use excluded under this ordinance.

In an Industrial District—any use permitted under this ordinance in an industrial district except an industrial district use clearly incidental to a retail business conducted in the premises, provided such industrial use does not occupy more than twenty per cent of the entire floor area of a building.

Twenty per cent of the entire floor area of a building may be used for industrial purposes incidental to the business, but not more than twenty per cent of the first floor shall be included in such incidental use. The room used for the storage of goods intended for sales upon the premises shall not be included in the area classed as industrial use.

The storage of goods held for sale or use on the premises shall be prohibited.

In Commercial District, a Sales Garage may be erected with the garage entrance from the main street provided that the entrance conform to the following general plan:

The allowance for curb cutting shall be at least twenty feet. The center line of entrance for vehicles into garage shall be at least twenty-five feet from a side lot line. The entrance to building shall be recessed at least ten feet from lot line, and shall be at least ten feet wide at the entrance doors, and at least twenty feet wide at the front lot line, permitting egress and ingress of vehicles, except as otherwise provided in this ordinance, shall be erected or used for any purpose, except the purpose permitted in a commercial district or for industrial use other than those listed below.

(Continued on Page 11)

GUM-DIPPING

the Extra Process for Extra Miles!

Breaks all Tire Records

The 500 Mile Speed Classic at Indianapolis has always been a Battle of Tires. In 1913, Firestone won with fabric tires at 74.59 miles per hour. In 1920, Firestone won with cord tires at 88.55 miles per hour. In 1925, Firestone won with Full Size Gum-Dipped Balloons at the record breaking average speed of 103.13 miles per hour.

In 1926, Firestone again won with Full Size Gum-Dipped Balloons. The record car finished "in the money" were all Firestone-equipped. They went the distance without a single blowout and wibbly but two tire failures—one due to a puncture and the other to a leaky valve.

The Firestone Record in Battle of Tires at Indianapolis

Year	Driver	Car	Tires	Miles	Hour
1913	Harrison	Marmon	Firestone	74.59	19.19
1914	Dawson	National	Firestone	78.70	19.20
1915	Coax	Peugeot	Firestone	76.92	19.21
1916	Thomas	Delage	Firestone	82.47	19.22
1917	DePalma	Mercedes	Goodyear	89.84	19.23
1918	Reese	Porsche	Goodyear	81.26	19.24
1919	No Race				
1920	Woolf	Proctor	Goodyear	88.06	19.25
1921	Wilcox	Norton	Firestone	82.62	19.26
1922	Chvrolet	Frontenac	Firestone	89.62	19.27
1923	Milton	Marquette	Firestone	94.27	19.28
1924	Murphy	HCS Spec.	Firestone	90.95	19.29
1924	Longmeyer	Duesenberg	Firestone	90.95	19.29
1925	Boyer	Special	Firestone	98.23	19.30
1925	DuPont	Duesenberg	Full-Size Gum-Dipped Balloons	101.11	19.31
1925	McLure	Special	Full-Size Gum-Dipped Balloons	101.11	19.31
1926	Lockhart	Miller Spec.	Full-Size Gum-Dipped Balloons	97.18	19.32

This performance is even more remarkable when you consider the terrific speeds at which the cars traveled over this fifteen-year-old, rugged track.

Experienced race drivers will risk their lives or chances of victory on any other tires. And in the commercial field, large truck, motorbus and taxi-hail operators, who keep careful records are among the best users of Firestone Gum-Dipped Tires. The City Transportation Co., of Tacoma, Wash., writes: "One of our 12 buses on Firestone Gum-Dipped Tires has gone over 40,000 miles and still looks good for many miles of extra service. For all around tire safety and mileage, Firestone cannot be beat."

From Calumet Motor Coach Co., Hammond, Ind., the following: "We operate 48 buses all equipped with Gum-Dipped Tires. They're very low cost per mile on which these tires operate is considerably less than that of any other make." Hayes Bus Lines, Columbus, S. C., say: "We operate 19 buses equipped with Firestone Gum-Dipped Tires. A number of these tires have run over 45,000 miles without ever having been removed from the rim."

The largest taxicab companies in the world standardize on Firestone Gum-Dipped Tires. W. R. Rothwell, taxicab operator, Detroit, Mich., writes: "Two of my Firestone Gum-Dipped Tires have run 76,000 miles."

Hundreds of thousands of car owners voluntarily testify to the safety, comfort and economy of Full-Size Gum-Dipped Balloons. W. H. Peacock, Birmingham, Ala., testifies: "I have had Firestone Balloons for thirteen months and they have delivered in that time 24,469 miles." H. C. Stachle, Minneapolis, Minn., says: "My Firestone Balloons have gone 49,000 miles and are still in good condition."

These records of endurance, speed, safety and mileage could only have been made because of Firestone development of the Gum-Dipping process which insulates and saturates every fiber of every cord with rubber, reducing friction and heat and building greater strength and endurance in the cord—insuring you at all times—

Firestone

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Conant & Osborne Ford Sales & Service - B'ham, Mich.

L. C. Aldrich Southfield Avenue - Birmingham, Mich.

Bloomfield Center Service Station R. F. D. No. 3 - Bloomfield Hills, B'ham

We also sell Oldfield Tires and Tubes at Remarkably Low Prices—Made at the Great Firestone Factories and Carry the Standard Guarantee.

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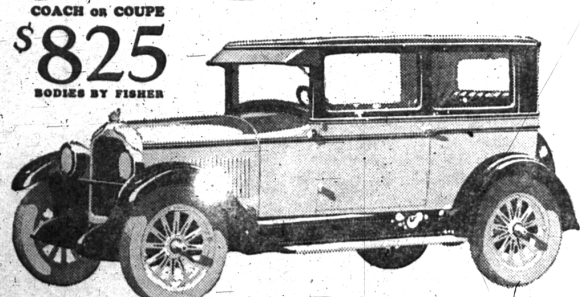
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