



# City of Berkley

Master Plan | Adopted November 15, 2021

**A RESOLUTION**  
**Of the Council of the City of Berkley, Michigan**  
**Adopting the Berkley Master Plan**

WHEREAS, the City of Berkley has undertaken the development of a Master Plan to guide development; promote the public health, safety and welfare of the City; to engage the proper use of resources; to facilitate recreation and other public improvements, and to consider the character of the City and the sustainability of particular land uses; and

WHEREAS, the Planning Commission notified each municipality contiguous to the City, Oakland County, each public utility company, and local and regional planning and development agencies, for purposes of notification of its intent to adopt a Master Plan; and

WHEREAS, the City of Berkley engaged with residents, business and property owners, stakeholders in order to garner public input on the development of the Master Plan; and

WHEREAS, the proposed Master Plan was submitted to the City Council, who authorized distribution of the proposed plan; and

WHEREAS, the proposed Master Plan was distributed to each municipality contiguous to the City, Oakland County, each public utility company owning or operating a public utility within the City, and local and regional planning and development agencies for the purposes of notification, for review and comment; and

WHEREAS, on October 26, 2021, after proper public notice, the Berkley Planning Commission held a public hearing on the proposed Master Plan, during which members of the public were given the opportunity to comment on the proposed Plan and written comments received were discussed, and the Planning Commission approved the Master Plan and recommended adoption to the City Council, as per the requirements of the Michigan Planning Enabling Act, PA 33 of 2008.

NOW, THEREFORE, THE CITY OF BERKLEY RESOLVES:

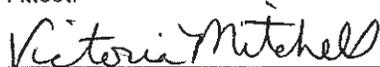
SECTION 1: That the City Council for the City of Berkley, in accordance with the Michigan Planning Enabling Act, hereby adopt the Master Plan, as recommended by the Planning Commission; and

SECTION 2: That the City Council directs that copies of the adopted Plan be forwarded to adjacent communities, Oakland County, each public utility company owning or operating a public utility within the City, and local and regional planning and development agencies that were previously notified of the Master Plan.

Introduced and Passed at a Regular Meeting of the Berkley City Council on Monday, November 15, 2021.

  
Daniel J. Ferbrack, Mayor

Attest:

  
Victoria Mitchell, City Clerk

# Acknowledgments

Special thanks to the following individuals who contributed to the development of this Master Plan:

## Master Plan Steering Committee

Matt Baumgarten, City Manager  
Erin Schlutow, Community Development Director  
Ross Gavin, City Councilmember  
Lisa Kempner, Planning Commissioner  
Joseph Bartus, Planning Commissioner  
Sue McAlpine, Zoning Board of Appeals Member  
Jennifer Finney, Executive Director for the  
Downtown Development Authority  
Tricia Losey, Tree Board Member  
Dan Mihaescu, Beautification Committee  
Mark Richardson, Environmental Advisory Board  
Mike Kerby, Recreation Advisory Board Member  
Kurt Hite, Community Member-At-Large  
Alexandra Donnelly, Community Member-At-Large  
Audra Rowley, Community Member-At-Large  
Carolyn Cregar, Community Member-At-Large

## Planning Commission

Kristen Kapelanski, Chairperson  
Joseph Bartus  
Shiloh Dahlin  
Lisa Kempner  
Greg Patterson  
Daniel Petrosky  
Mark Richardson, Secretary  
Martin J. Smith, Vice Chairperson  
Julie Stearn  
Matthew Trotto

## City Council

Mayor Daniel Terbrack  
Mayor Pro-Tem Bridget Dean  
Councilmember Jack Blanchard  
Councilmember Steven Baker  
Councilmember Ross Gavin  
Councilmember Dennis S. Hennen  
Councilmember Natalie Price

## City Staff

Matt Baumgarten, City Manager  
Erin Schlutow, Community Development Director  
Torri Mathes, Community Engagement Officer  
Daniel Hill, Public Policy Assistant

**The hundreds of members of the public who  
contributed their time and voices.**



**Carlisle | Wortman**  
ASSOCIATES, INC.



## Table of Contents

Executive Summary	4
Background	6
Vision, Mission and Values	22
Future Land Use	24
Neighborhoods	43
Corridors	52
Systems	69
Implementation	77
Appendix	81





## Executive Summary

The Berkley Master Plan is the result of over a year of intensive community engagement, data analysis and collaborative decision-making. Begun in the winter of 2019 and ending in the fall of 2021, the process reached the Berkley community as broadly as possible through interviews, focus groups, webinars, surveys, social media polls, walking tours, a virtual open house, and more. A Master Plan Steering Committee, representative of the community, guided the process with continuous input from the City Planning Commission and staff. The Master Plan is a long-term document to guide the formation of policy in the future but not to serve as law. It is the framework to guide land use policy decisions that will guide the known present into an unknown future.

The Master Plan is centered on the City's Vision, Mission and Values:

### **Vision**

Berkley will be a thriving 21st Century municipality, rooted in strong neighborhoods and a walkable design, supported by a caring community that helps every resident, business, and visitor to flourish.

### **Mission**

Berkley will strive to enhance economic vitality, preserve residential neighborhoods, and foster progress to implement the City's vision and values.

### **Values**

- Berkley is caring
- Berkley is innovative
- Berkley is welcoming
- Berkley is active

The document is also based on Berkley's history, existing land use, current demographics and previous planning efforts. The key factors discovered were:

- Designed during a building boom in the 1910's and 1920's, the layout of the City is still attractive due to its walkable design with a historic downtown and a range of residential lot sizes, leading to a diversity of professions and incomes.
- The same design has created challenges for construction of larger, 21st Century buildings, upgrades of regional infrastructure, and finding space for additional parks and civic space.
- The City is almost completely built out, with only 6.6 acres of vacant land, occupied mostly by single-family houses (73% of the City's area).
- The number of people in Berkley is projected to remain the same, the population is predicted to become older and more diverse in the next 20 years.
- Due to demographics and market trends, single family houses will hold their value but the demand for different types of housing will likely increase.

In addition to recommendations for future land use, the Master Plan delves deeper into Neighborhoods, Corridors and Systems in the following ways:

- Neighborhoods are holistic places where parks, places of worship, schools and infrastructure contribute to the vibrancy and value of single family houses. The Neighborhoods Chapter has recommendations on infill housing, buffers between neighborhoods and commercial corridors, neighborhood maintenance, and aging in place, including diversifying housing types to include accessory dwelling units to single-family attached housing.

- Corridors - Twelve Mile, Coolidge Highway, Eleven Mile, Woodward and Greenfield – are envisioned to be vibrant places that offer a variety of transportation choices, are inviting places to walk and linger, with public art and a mix of uses, including a range of housing choices. The corridors must be well-buffered from adjacent neighborhoods to protect the well-being and investment of residents to the greatest extent possible. In specific areas, the City may consider, at the request of property owners, the rezoning of single-family properties for the installation of buffers as part of a commercial redevelopment or development. Design guidelines or study recommendations are included for each corridor.
- Systems run through the City of Berkley transporting people, energy, water and waste. They should be designed, built and maintained to maintain safety, increase efficiency, create sustainability, decrease energy consumption, and minimize environmental pollution. The Systems Chapter includes recommendations on infrastructure, energy, transportation and natural systems.



## Background

In the winter of 2019, the City of Berkley began an update of the City's Master Plan, last revised in 2007. Despite a global pandemic, the process reached the Berkley community as broadly as possible to create a community-based vision and plan. This document is the result of over a year of intensive community engagement, data analysis and collaborative decision-making to create a vision for the City of Berkley with an actionable, realistic policy road map for implementation.

### WHAT IS A MASTER PLAN?

The Master Plan plays several roles:

**Vision:** The Master Plan lays out the future vision of Berkley, as well as a road map - with goals policies, strategies and actions - to achieve that vision.

**Aid in daily decision-making:** The Master Plan guides the Planning Commission, City Council, and other City bodies in their deliberations on zoning, subdivision, capital improvements and matters related to land use and development. It provides a stable, long-term basis for decision-making.

**Statutory Basis:** The Master Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety and general welfare. The Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map.

**Public/Private Coordination:** The Master Plan attempts to coordinate public improvements and private developments supported by the Capital Improvements Plan. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.

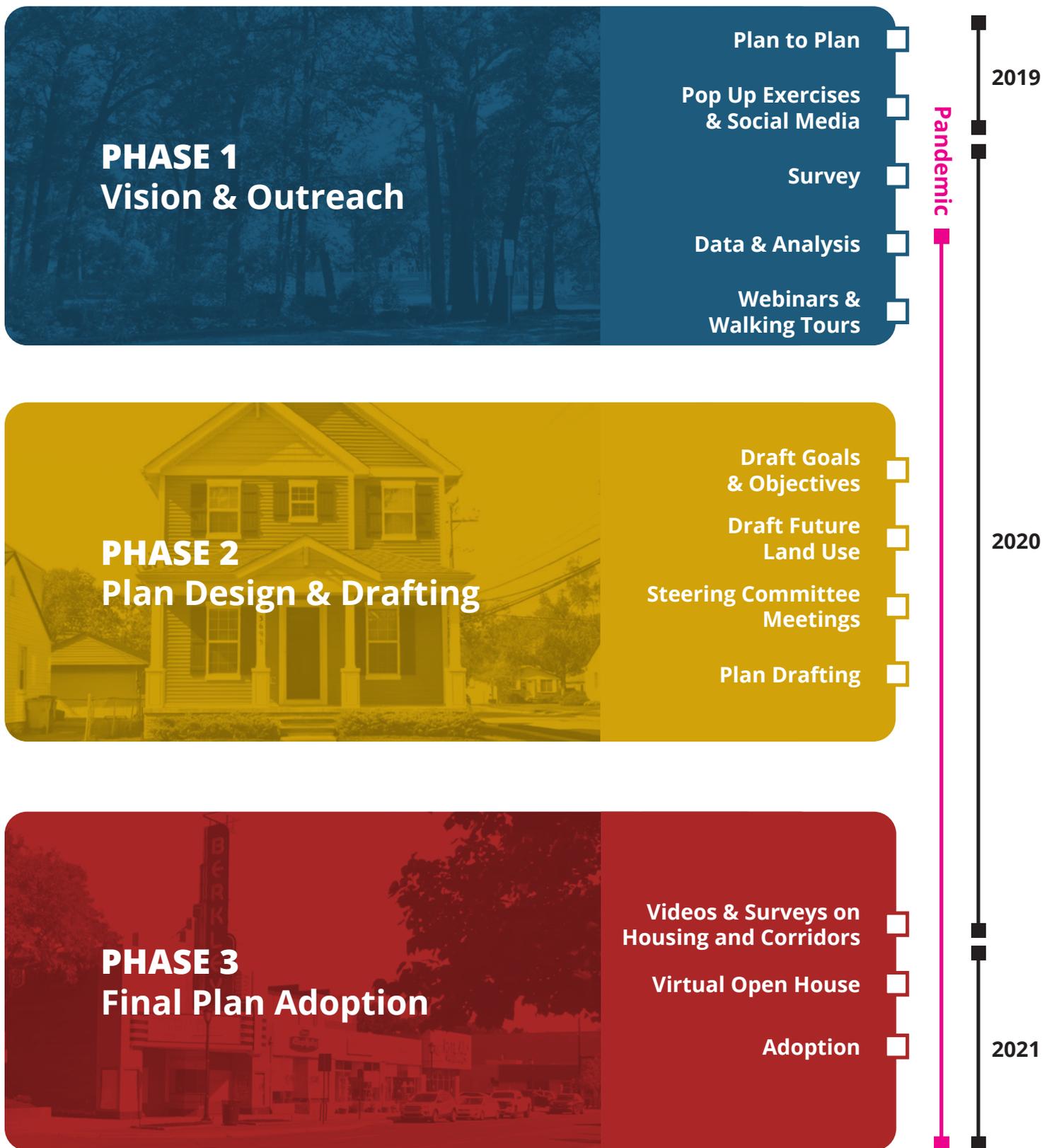
**Education Tool:** The Master Plan serves as an educational tool and gives citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

**Location:** Berkley is in a prime location in the southeastern Michigan region, located within a half hour driving distance of downtown Detroit as well as many other job centers and cultural amenities in the region. In a 2020 survey conducted as part of this process, almost 75% of respondents chose the city's location in the region as one of the things they like best about Berkley.

**City of Berkley Location Map**



# City of Berkley Master Plan Process



## COMMUNITY ENGAGEMENT

The community engagement component of the Master Plan process was started in 2019. Working with the Master Plan Steering Committee, a group representative of the Berkley community appointed by the City Council, City staff and consultants adapted to the circumstances of the pandemic for the Berkley community to contribute in a safe and meaningful manner. The Master Plan Process diagram on the previous page shows the community engagement events.

### Pop Up Exercises

In January through March of 2020, City staff and consultants went to various city and community meetings asking what people liked, would improve, would change or what is missing in Berkley. These activities were cut short by the pandemic and the rest of the community engagement activities moved on-line or outdoors.

### 2020 Community Survey

Over 1,300 people, including 1,280 Berkley residents, responded to the survey conducted in the spring of 2020. Survey results are in the appendix and referred to throughout the Master Plan.

### Webinars & Walking Tours

Eight webinars covered the basics of master plans, parking, green infrastructure, gathering places, housing, and draft Master Plan vision, mission and values. The webinars were posted on the City's YouTube channel as well. Walking tours of Eleven Mile, Greenfield, Twelve Mile and Woodward occurred in October 2020.

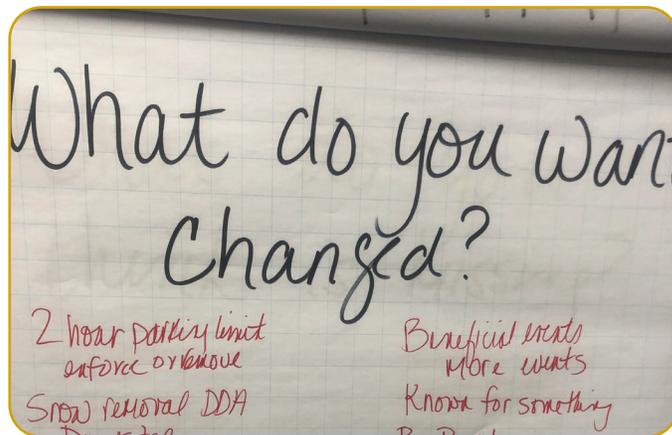
### Steering Committee Meetings

The Plan Design and Drafting occurred during virtual Steering Committee and Planning Commission meetings in the fall and winter of 2020 and the early months of 2021.

### Surveys, Videos & Virtual Open House

Additional community input was needed on corridors and housing. Surveys, with educational videos, were conducted. The results were shared at a virtual Open House, where participants discussed these issues.

## Community Engagement Examples



Source: City of Berkley Staff



Source: CWA photo of Woodward Walking Tour



Source: City of Berkley Master Plan Website

Planning History Timeline

**2007**



**City of Berkley  
Master Plan**

**2012**



**Woodward  
Transit-Oriented  
Development Corridor  
Study for South  
Oakland County**

**2012**



**Multi Modal  
Transportation Plan**

**2014**



**Woodward Complete  
Streets Master Plan**

**2014**



**Bike Route  
Recommendations  
to City Council**

**2016**



**Parks and Recreation  
Plan Update**

**2017**



**Residential Future  
Land Use Master Plan  
Amendment**

**2019**



**Downtown Plan**

**2019**



**City of Berkley  
Energy Plan**

**2020**

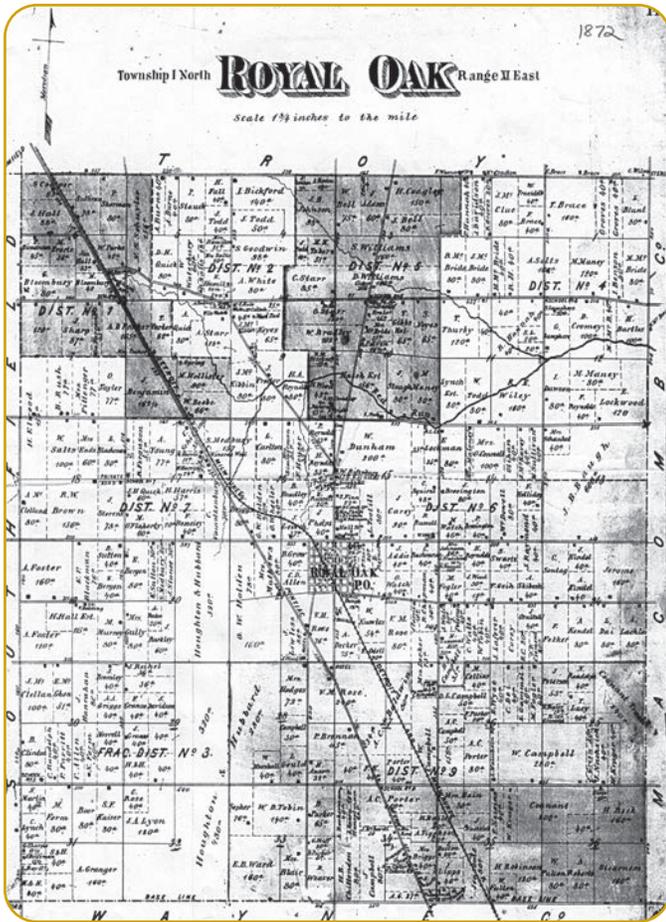


**Parks and Recreation  
Plan Update**

### **Planning History**

This Master Plan has been built on previous planning efforts, bringing the most pertinent steps to the forefront in an understandable, achievable manner. Plans and amendments include those listed in the Planning Timeline.

## 1872 Map of Royal Oak Township



## Coolidge Highway in 1921



Source: Berkley Historical Museum

## HISTORY

Berkley today is a 21st Century community, with a design from the 1910's and 1920's, before the dominance of the car. The city's history has created some of the city's best assets and greatest challenges.

### Early History

Prior to and into the early 1800's, the area that would become Berkley was not settled by native peoples since it was mostly forest and swamp. There was an area known as Ottawa Indian Gardens (now Roseland Cemetery) that was sheltered and dry enough for native peoples to plant gardens of squash and corn which they would harvest in the fall as they returned from making a circuit through Canada or Ohio.

After the war of 1812, land grants were distributed to white settlers of this area, known as Royal Oak Township, which now is home to Berkley, Clawson, Ferndale, Hazel Park, Huntington Woods, Madison Heights, Oak Park, Pleasant Ridge, Royal Oak and Royal Oak Township. The forests were replaced with farms, mostly dairy farms, and by 1900 the area had a population of 468 people.

### Founding of Berkley & Building Boom

The 1910's brought significant growth to the area with the completion of the Highland Park Ford Plant. Between 1910 and 1920, the last of Berkley's farms were sold and turned into subdivisions, and the first phone line and electric lights were introduced. In 1923, Berkley officially became a village and with that came the first election, fire and police departments, and basic infrastructure. In 1927, the infrastructure of the village - sewers, water, sidewalks and streets - were built.

### Great Depression & World War II

Growth in Berkley came to a grinding halt in 1929 with the stock market crash and the Great Depression that followed. 90% of the 5,558 residents in Berkley lost their jobs when the market crashed. The residents could no longer afford their taxes and as a result many services were canceled or reduced. The loss in tax revenue also forced shut off of the electric street lights. In 1932,

Berkley became a city in order to lower taxes to an affordable level for residents. Berkley continued to struggle up until the start of World War II, which caused another surge of growth for the city.

### Post World War II

In the 1940's, suburbanization and the post-war boom economy drove significant development in the area, as you can see by the photograph of Twelve Mile in the center from the late 1940's. The city reached a population peak of 23,375 in the 1960.

### 1960's to Today

From 1960 to 2010, Berkley's population steadily declined, with the biggest loss in the 1970's. Meanwhile, Berkley became part of regional infrastructure systems.

From the beginning, the City's sewer system combined sanitary sewer waste water and rain water together and drained by gravity. In the 1970's, the City joined Oakland County's Twelve Towns combined relief sewer, now known as the George W. Kuhn Drain, which linked to a regional system. Up until 1995, the amount of rain in 10-year storms decreased but has been on an upward trend since. Houses and streets in Berkley and in the Twelve Towns system routinely experience flooding during storms.

Since 2010, the population has slightly increased. Throughout its history, Berkley has been known as a good place to live. In 2017, Berkley was listed as the 28th best place to live for the money in the United States by Money Magazine.

### Twelve Mile in 1948



Source: Berkley Historical Museum

## BERKLEY'S HISTORY: ASSETS & CHALLENGES

Berkley's history has created assets and challenges for the City today. In terms of assets, the City's walkable design and range of single-family lot sizes make the City a great place to live. The City's grid road system, small blocks and tree lined streets lend themselves to walking, leading to high walk scores throughout the community, meaning that most errands can be accomplished on foot. The variety of lot sizes, ranging from 40 feet to 100 feet in width, has allowed for a diversity of professions and incomes to live in Berkley. Finally, Berkley has a historic downtown, which is still thriving.

However, the City's history presents a number of challenges. The size and shape of lots make construction of 21st Century buildings other than single-family challenging. Infrastructure is not easily updated to deal with climate change. Also, space is scarce for additional parks and civic spaces.

The early 20th Century design has not allowed commercial areas to flourish in the same manner as the City's neighborhoods. Commercial areas on Twelve Mile and Coolidge Highway were originally platted as 20 foot wide and 100 foot deep lots. A modern building with parking and loading on site is more often 200 feet wide and over 300 feet deep. Redevelopment or even updates of existing buildings has been difficult without room for parking or building additions. However, over 50% of the survey respondents chose "more shopping options" as a change they would like to see in Berkley.

Different types of housing, ranging from townhouses to multiple-family buildings, are not easily built on these small lots either. The shallow lots leave little to no room for parking or yards for any housing on these corridors. Moreover, the single-family lots on Eleven Mile and Greenfield are also too small to accommodate any residential type other than single-family. Lot assembly would likely have to occur for any new housing in Berkley, other than single-family. The combined, gravity-fed, regionally linked sewer

## Assets

Walkable design

Range of lots sizes

Diversity of professions & incomes

Historic Downtown

## Challenges

Lot size & shape often too small for 21st Century buildings

Regional infrastructure difficult to upgrade

Lack of space for additional parks and civic space

system cannot be easily updated to improve its ability to function, adapt and absorb the stresses of climate change. The City has very little vacant land and no natural storm water outlets, such as a creek, river or lake and most of the soils have poor drainage.

Finally, the original plats for the City did not reserve space for parks, schools and other civic spaces. As the City has grown and needs have changed, additional space for parks, schools and City buildings has been difficult to find. Almost half of the 2020 Community Survey respondents selected "more recreational opportunities" as a change they would like to see in Berkley.

## LAND USE

The data presented here and in the following section on demographics is drawn from the following sources:

- 2019 Windshield Survey: The survey was done by the consultant team driving through Berkley and then double checked with City assessing codes.
- SEMCOG Community Profile: The Southeastern Michigan Council of Governments (SEMCOG) keeps up to date demographic and building permit data.
- 2019 Community 360 Metrics Report: This report, found in the appendix, uses a variety of data sources to provide up to date demographic and market information.

### Vacant Land is Scarce

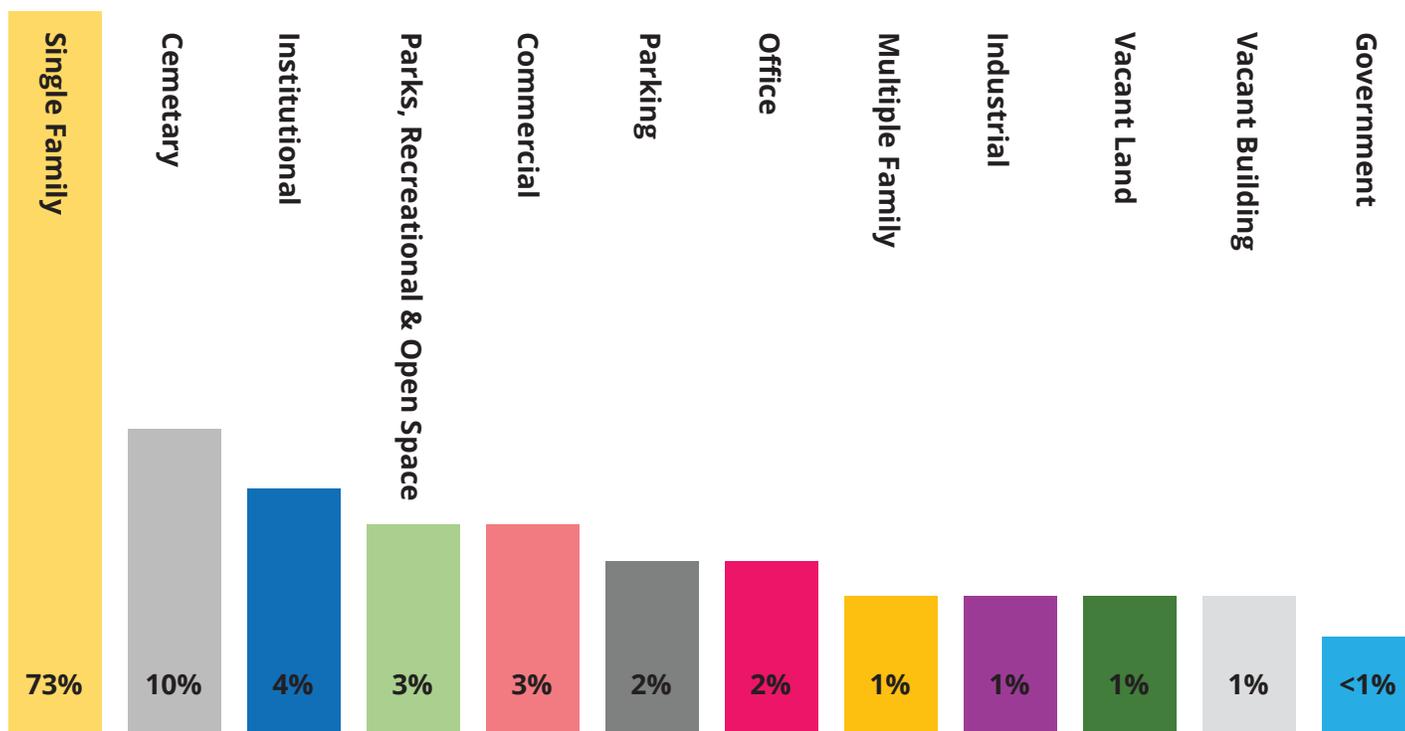
Only 6.6 acres of the 1,655.6 acres of Berkley is vacant, leaving little room for new development. Some are owned either by the City (parcel on the south side of Oxford, next to Oxford Park) or the school district (surrounding the maintenance shop). Other vacant properties are along the corridors of Greenfield and Twelve Mile or in neighborhoods just north of Eleven Mile.

### Single Family Houses Largest Land Use

The predominant land use, shown in yellow, is single-family residential, accounting for 936 acres or 73% of the City, which is the same percentage of land area in an existing land use survey done in 2001. According to SEMCOG building permit data, 379 single-family home building permits were issued in Berkley between 2000 and 2019, while 217 housing units were demolished.

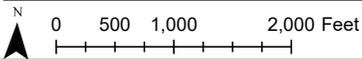
The renovation and/or demolition and rebuilding of single-family homes will likely continue. The 2019 Community 360 Metrics Report estimates that 80% of the housing in the City of Berkley was built before 1960. In the community survey conducted in 2020, many of the respondents shared concerns about reconstruction of single-family houses where the new homes were out of context, in terms of style and size, with the existing neighborhoods.

### Existing Land Use Percentages



Source: 2019 Windshield Survey. Percentages are based on Geographic Information System (GIS) mapping data and do not include the acreages of streets or right of way.

Existing Land Use Map



Map Key

Vacant Land		Institutional		Cemetery	
Vacant Building		Multiple Family Residential		Commercial	
Parks, Recreation, Open Space		Government		Office	
Single Family Residential		Industrial		Parking	

Source: 2019 Windshield Survey

### Other Types of Housing are Limited

Multiple-family housing is clustered near Coolidge Highway, south of Catalpa, or on the edges of single-family neighborhoods. Multiple-family dwelling units, according to the 2019 Community 360 Metrics Report, are just over 12% of the existing housing stock. Moreover, housing units in buildings with less than 10 units, usually the size of multiple-family or attached single-family housing that best fit within or adjacent to a single-family neighborhood, is estimated to be only 4% of the overall dwelling units available.

### Non-Residential Uses are on Corridors

Commercial, office and industrial uses, which collectively account for less than 6% of the City's area, are along the corridors of Eleven Mile, Twelve Mile, Woodward, and Coolidge Highway. In the 2020 survey, respondents indicated preferences for commercial, entertainment, and mixed use, walkability, bikeability, and placemaking on these corridors.

### Parking Lots are Buffer Neighborhoods

Parking occupies 30 acres or just over 2% of the land use area. These parking lots are often at the rear of properties fronting corridors or next to institutional uses, abutting single-family residential properties.

### Parks, Schools & Institutions are in Neighborhoods and Corridors

The parks/recreation/open space and institutions (schools, churches, etc.) has increased in acreage from 46 acres to 74, now accounting for nearly 6% of the City's area. Institutional uses tend to be on corridors or the edges of neighborhoods, while parks are either near schools or scattered within neighborhoods.

### Cemetery is Sizable

Roseland Park Cemetery accounts for 10% of the land use area in Berkley. More importantly, it is privately held and occupies the northeast corner of the City, along the high traffic corridors of Woodward Avenue and Coolidge Highway.

### Government is Light

Government land uses (city or county facilities) only occupy 4.1 acres or less than 1% of the land use area. These facilities are usually on corridors or adjacent to parks.



One of two Townhouse style housing complexes in Berkley

Source: Kurt Hite



Twelve Mile Corridor with commercial, office & institutional uses.

Source: CWA



Roseland Cemetery is a landmark and 10% of the land area in Berkley.

Source: Roselandparkcemetery.com

## DEMOGRAPHIC SHIFTS

The demographic shifts below impact the Master Plan:

### Population Stable but Aging

The population of Berkley peaked in 1960 at 23,275 people, dropping significantly through the late 20th Century. The population then stabilized in the 2010's, ranging between 14,000 and 15,000 residents. Berkley's historic population trends are similar to other older communities nearby, such as Oak Park and Huntington Woods and to some extent Royal Oak. According to SEMCOG by 2045, Berkley's population is anticipated to decrease by 1%, while the neighboring communities and the region grow slightly.

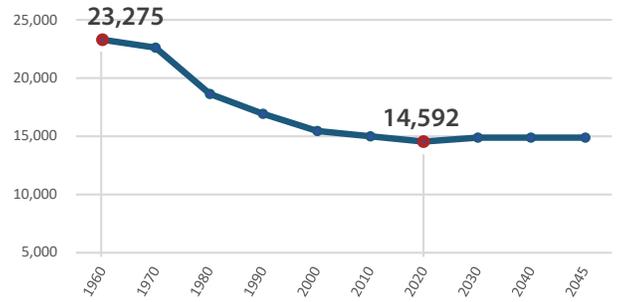
While the overall population number is predicted to decrease, the number of senior citizens is anticipated to rise. Residents 65 or older are forecasted to nearly double from 1,819 to 3,127 or 21% of the population. The need for senior housing, transportation, and services will increase. In the 2020 Community Survey, over 61% of respondents identified planning for housing for seniors as very important or important.

### Population Becoming More Diverse, with Younger New Residents

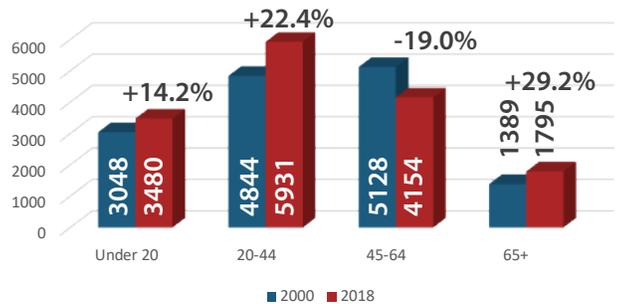
While minorities are a small percentage of Berkley's population, the racial and ethnic diversity of Berkley has increased since 2000, when the City was 98% white. Since 2010, minority populations have grown by 3.4% and now make up almost 12% of the total population. Hispanics made the largest gains, growing from 1.8% in 2010 to 3.5% in 2018. Multi-racial (1.1%) and African American (0.9%) populations also saw modest gains.

Per the 2019 Community 360 Metrics Report, the majority of the new residents in the past three years were under the age of forty and lived in homes valued between \$150,000 and \$300,000. Also, 56% of the population 25 years or older holds an Associate's degree or higher. Sixty percent of the new residents were single. Berkley can anticipate a more diverse and younger incoming population in the next 10 years.

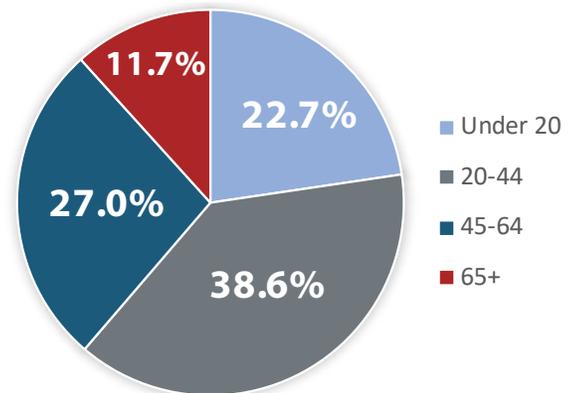
Berkley Population Trends 1960-2045



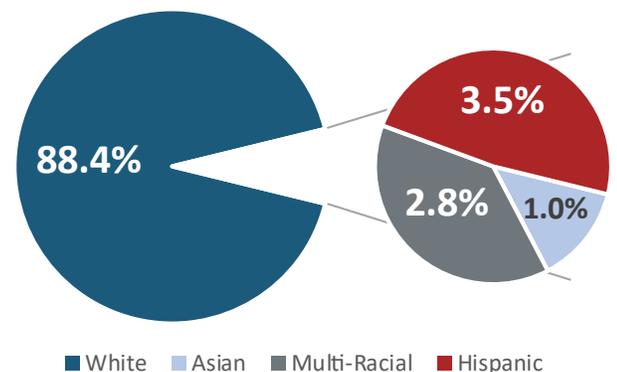
Berkley Age Distribution 2000-2018



Berkley Age Distribution 2018



Berkley Racial Composition 2018



For racial composition, the percentages are taken from US Census race & ethnicity data sets and do not add up to 100% due to data crossover between the two sets. Source: SEMCOG Community Profile

## Single Family Houses Holding Their Value

Data from the 2019 Community 360 Metrics Report showed continued house appreciation, 39.3% over the last five years and 41.5% over the last decade. Between 2019 and 2024, the value of housing is anticipated to rise, especially for homes valued between \$300,000 to \$500,000 or more. In 2019, the average home sale price was \$221,700.

### PREFERENCE SHIFTS

The preference shifts highlighted below will likely influence land use and future planning in Berkley:

#### Desire to Live in a Walkable Community

Due to a variety of reasons including health, transportation costs, and quality of life, people prefer to live in a walkable community. Berkley residents can complete most of their errands on foot, the basis for the community's high walk score of 77 out of 100. For context, walk scores of 90 or higher are for places where daily errands do not require a vehicle.

#### More Interest to Live in "Green" Communities

Greening of communities encompasses everything from multimodal transportation to more parks and open space, to carbon neutrality and renewable energy. Berkley has committed to these greening initiatives in planning documents and infrastructure investments while striving to implement green infrastructure on commercial and municipal properties.

#### More Desire for Restaurants but Less for Chain Retail

More people have been eating food prepared outside of the house more often since 2010, leading to an increased desire for restaurants, particularly fast casual like Chipolte or Panera.

In the late 2010's, demand for new retail space by national and regional chains diminished substantially. With the economic downturn and increased shopping with home delivery, the demand for retail space and more service type uses will remain low. In the 2020 Community Survey, most of the respondents wanted to see more retail and restaurant options on Eleven Mile, Twelve Mile and Coolidge.



Berkley houses, like this bungalow, have risen in value since 2010.

Source: CWA



Splash Pad in Oxford Park.

Source: City of Berkley



Demand for local restaurants, like the one pictured above, are anticipated to increase.

Source: CWA

## Decrease in Demand for Office Space

Telecommuting and working from home has been rising, dampening the demand for office space. Many employers are expected to decrease their office space after the pandemic, if their work forces continue to be effective working from home.

Berkley already has a significant amount of home-based businesses. In the 2019 Community 360 Metrics Report, business services at non-commercial sites, located mostly in neighborhoods, accounted for the largest group - 30 entities - in a single Standard Industrial Classification (SIC) code.

## Increased Demand for Housing Other than Single-Family Homes

As Baby Boomers age and Millennials delay home purchases, single-family housing often no longer fits the needs of newly minted senior citizens or is not affordable for debt-carrying younger adults. Also, single-family houses, especially older homes, are not accessible for the disabled. Almost 62% of the respondents to the 2020 Community Survey felt it was important or very important to plan for housing for the disabled.

On a national and regional level, households are looking for options other than the single-family home. According to a study by the Joint Center for Housing Studies of Harvard University, 43 million families and individuals lived in rental housing in mid-2015, up nearly 9 million from 2005, the largest gain in any 10-year period on record. All age groups, income brackets and household types were part of the increase.

Planning and zoning for different housing types has supporters and detractors in Berkley. In the 2020 Community Survey, respondents in open-ended questions were concerned about the size and height of apartment buildings. In the 2021 survey specifically about different housing types - from accessory dwelling units to apartment buildings - the majority of respondents supported duplexes and townhouses in areas zoned for low-density multiple-family and 2-story apartments in corridors. In that same survey, a minority - ranging from 14% - 44% depending on the housing type - did not support additional housing types.



Demand for office space, like this building on Coolidge, is expected to decrease.  
Source: CWA



Duplex in Berkley pictured above. This housing type is often more affordable than a single-family home.  
Source: CWA



Townhouses, such as those shown above, could provide other housing options in Berkley.  
Source: Teska

Page intentionally left blank



## Vision, Mission and Values

The vision, mission and values of this Master Plan are the guiding ideas for future land use and other related policy decisions for the City of Berkley. These statements were developed in conjunction with the Master Plan Steering Committee and the Planning Commission, with input from the public. They should be used by the Planning Commission, City Council, and other City bodies in their deliberations on zoning, subdivision, capital improvements and matters related to land use and development.

The vision is what the City of Berkley aspires to be in the future. It is the starting point for the policy road map that is the Master Plan. All goals policies, strategies and actions should achieve this vision.

The mission is what City officials and staff do daily to achieve the vision. The mission should aid in daily decision-making.

The values are principles that guide decisions to stay on mission and achieve the vision for the City. While these aid in daily decision-making, elected and appointed bodies should use the values as touchstones during their deliberations.

### **Vision**

Berkley will be a thriving 21st Century municipality, rooted in strong neighborhoods and a walkable design, supported by a caring community that helps every resident, business, and visitor to flourish.

### **Mission**

Berkley will strive to enhance economic vitality, preserve neighborhoods, and foster progress to implement the City's vision and values.

## Values

### Berkley is caring

Berkley will make thoughtful decisions, such as providing excellent services, offering programs for young and old and helping those in need. In each decision, the City should inquire and consider how those impacted will be affected.



Field trip at summer camp through City Parks & Recreation.  
Source: City of Berkley

### Berkley is innovative

Berkley will make decisions that foster and welcome progress in terms of technology, sustainability, and policy, such as energy-efficient lighting, green infrastructure, and updated zoning.



Conversion of street to outdoor seating in summer 2020.  
Source: City of Berkley

### Berkley is welcoming

Berkley will welcome change, current and new residents, businesses, and visitors. The City will continue to maintain a business-friendly atmosphere and to host events, drawing visitors from around the region.



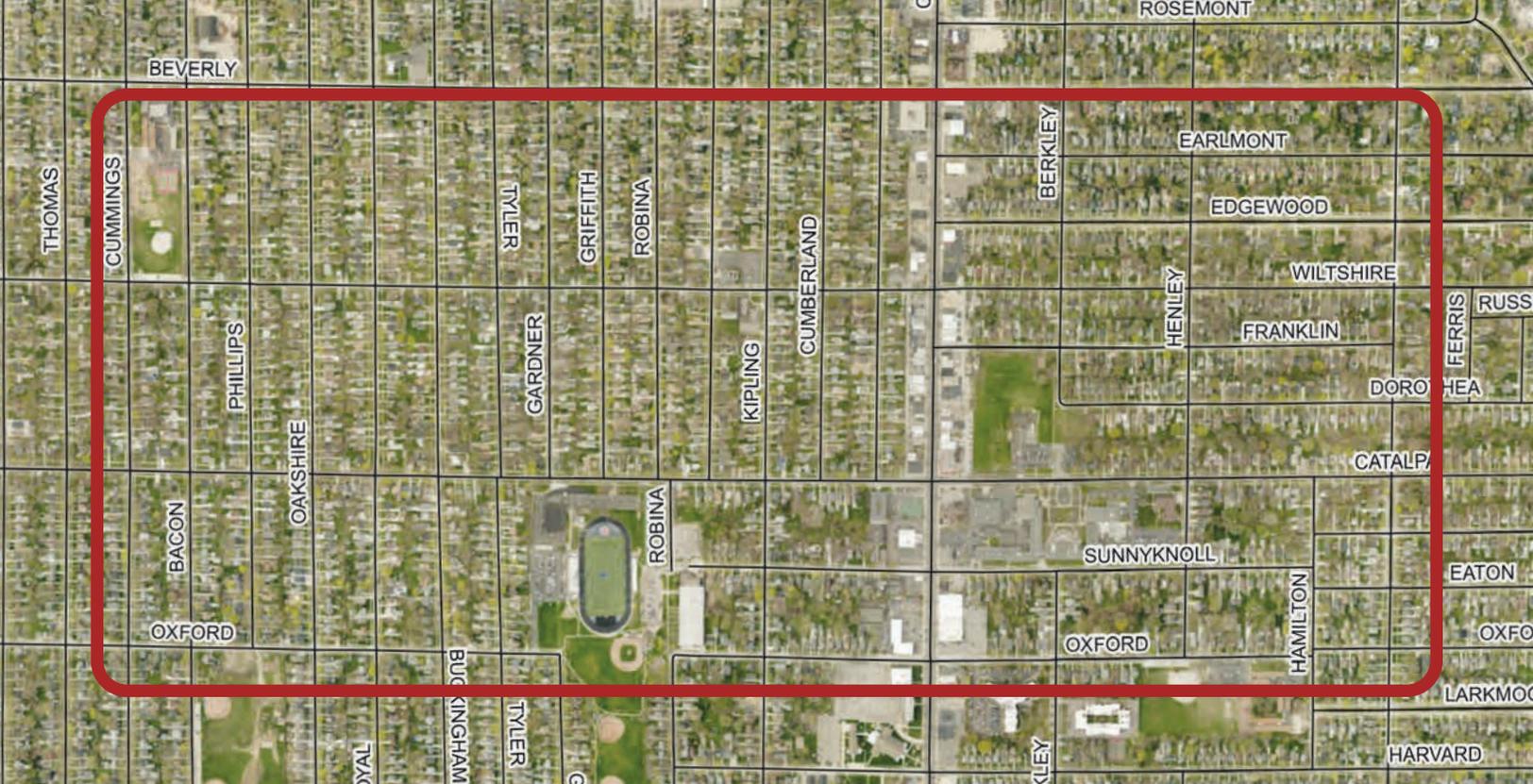
Berkley Days Fair at night.  
Source: Brandon Alger

### Berkley is active

Berkley will make decisions to keep the City active, such as maintaining its walkable design, honoring the needs of pedestrians and cyclists as well as drivers, and creating and maintaining places where people of all ages can be active.



Freeze tag at summer camp through City Parks & Recreation.  
Source: City of Berkley



## Future Land Use

The Future Land Use Plan implements the Vision and Values of Berkley, by designating specific areas of the City for anticipated land uses and functions. This chapter contains an explanation of the difference between planning and zoning, the Future Land Use Map, and a description of the why, what, where and how of each future land use category.

In the Future Land Use Map, the Master Plan identifies areas of the city most appropriate for future uses, using the vision and the values identified by and incorporated into the Plan. The Future Land Use Map is intended to guide new development in Berkley for the next ten to twenty years.

The land use categories discussed in this chapter and identified on the Future Land Use Map classify areas appropriate for the current and future land uses described within the respective categories. They are planning districts and their designations are suggestions of what could happen in the future, not prescriptions of what will happen.

Legally permissible uses of land within the city are determined solely by the zoning districts in the Berkley Zoning Ordinance. Any future change in permissible land use in Berkley must be made by the

Planning Commission and City Council in accordance with the Zoning Code and state law. Zoning changes governed by this process can include establishing new zoning districts, eliminating zoning districts, changing the zoning map, or changing allowable uses within a zoning district. The Master Plan is an important factor in determining whether to make zoning changes, but it is not the sole factor.

During the Master Plan update, there have been several questions related to “rezoning of properties”. It is important to note that the Master Plan Future Land Use Map and a request for Rezoning of property or properties are vastly different. The Future Land Use Map is adopted as part of the overall Master Plan, while a Rezoning request is reviewed separately, based upon criteria in the Zoning Ordinance to ensure that any zoning changes are in line with the Future Land Use Map and Master Plan, and does not negatively impact adjacent property owners. The graphic on the following page describes the differences between the Master Plan and the Zoning Ordinance, as well as between the Future Land Use Map and the Zoning Map.

## The difference between the Master Plan & the Zoning Ordinance

### Master Plan

- Is a long-term guiding policy document
- Applies 5-20 years into the future
- Has goals and objectives based on community input
- Includes analysis and recommendations on economy development, housing, transportation, infrastructure, land use, etc.
- Must be reviewed once every 5 years by State Law
- Is not intended or expected to serve as law

### Zoning Ordinance

- Is the law
- Applies now
- Is subject to Federal and State law, and Federal and State case law
- Regulates land use, building size, form, placement, parcel area, width, depth, parking, landscaping, etc.
- Must be based on a Master Plan, per State Law
- Is used to implement the Master Plan

### Future Land Use Map

- Is a visual guide for future planning
- Applies now and up to 20 years into the future
- Has future land use categories, which describe what may be considered if zoning changes
- Provides descriptions on types of uses that are appropriate in particular areas and details on desired density, height, design, landscaping, etc.
- Show possibilities, not guaranteed changes
- Changed as a Master Plan Update, which has extensive community input, a recommendation by the Planning Commission, and approval by the City Council

### Zoning Map

- Is the law
- Applies now
- Has zoning districts, which state what land uses, building types can be built now
- Mandates land use, building size, form, placement, parcel area, width, depth, etc. for each zoning district
- Must be followed for all new development
- Can only be changed by a Rezoning or Zoning Map Amendment process, a multi-step approval process that includes a public hearing and recommendation by the Planning Commission, and two readings before the City Council



## Future Land Use Map Principles

### Preserve neighborhoods & community assets

The foundation of Berkley is its neighborhoods, schools, and parks. The Single Family Neighborhood, Institutional, and Parks and Cemetery categories are intended to sustain those areas, while allowing change to maintain the vibrancy of the community.

### Reconcile zoning & future land use designations

In some instances, such as the Low-Density Multiple-Family designation west of Coolidge

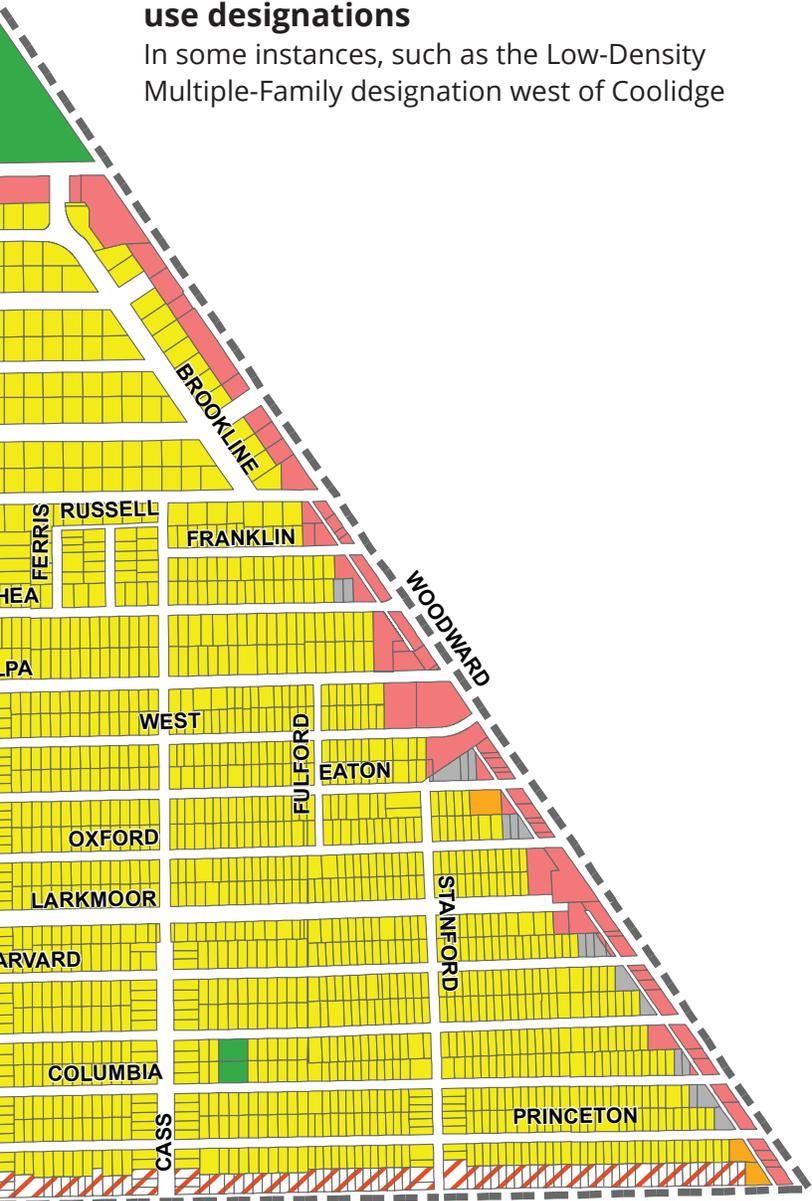
between Catalpa and Columbia, the zoning does not match the existing land use or previous future land use maps. In order to minimize conflicts, those areas have been changed to the future land use category most similar to current zoning.

### Blend new housing using good design to complement existing character

Any new development should complement, rather than detract from, existing buildings and areas. The Low-Density Multiple Family, Residential Corridor, Gateway Corridor, and Downtown categories propose a variety of housing types coupled with design guidelines.

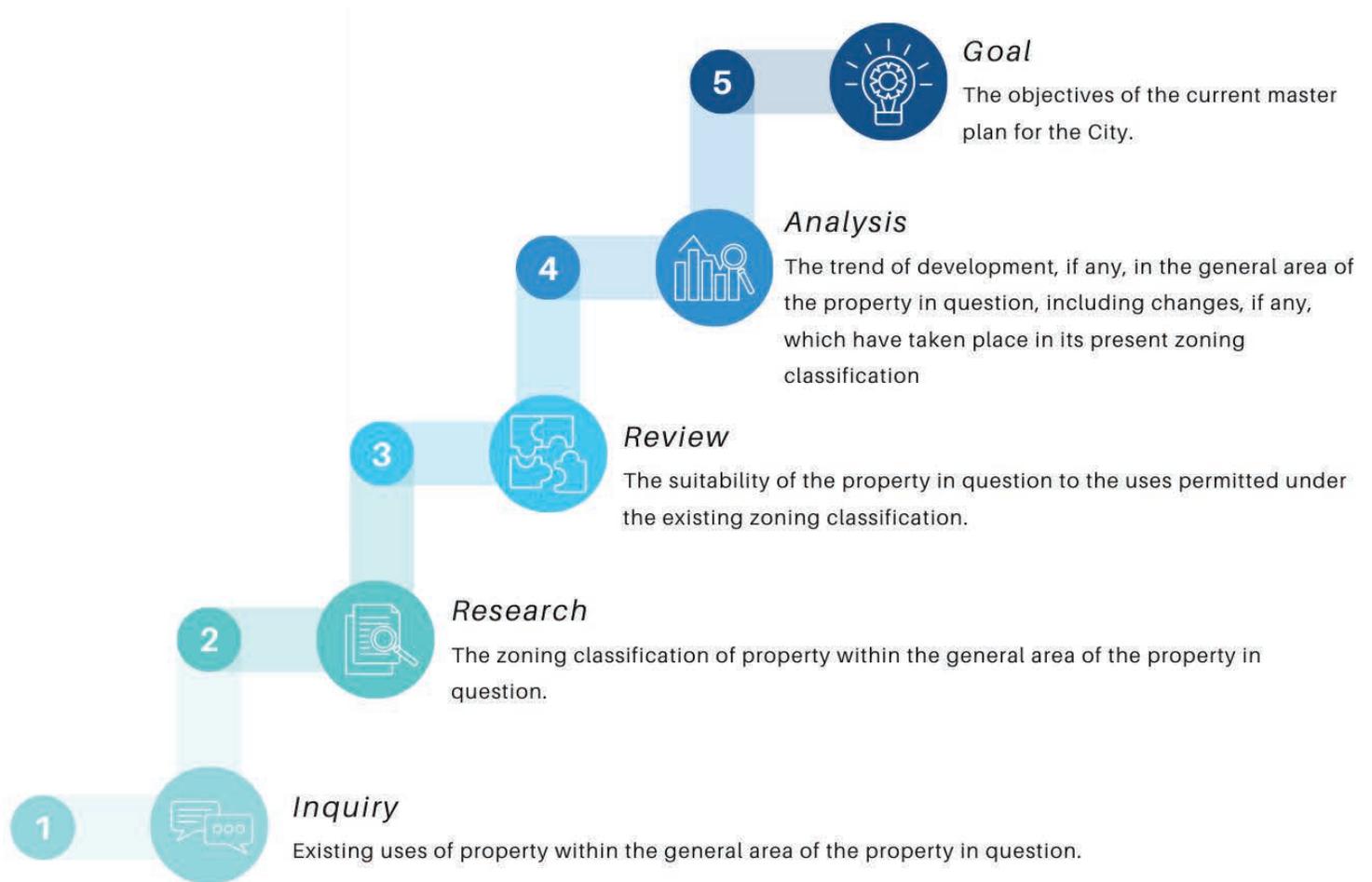
### Enhance corridors as vibrant business areas

Most of the City's businesses are located on the corridors of Woodward, Twelve Mile, Coolidge, and Eleven Mile. Future land use designations for these corridors include a mix of uses to be implemented in concert with design guidelines found in the Corridors Chapter.



Source: CWA GIS Community Maps, Oakland County GIS

## The Rezoning Process



Source: City of Berkley

### A Rezoning or Map Amendment is:

- Generally parcel-specific
- Can be initiated by a property owner or by city staff
- Must be in line with the adopted Future Land Use map as part of the Master Plan
- A multi-step approval process that includes a public hearing and recommendation by the Planning Commission, and two readings before the City Council
- The City Council has the authority to grant or deny a proposed Rezoning or Zoning Map Amendment

## SINGLE FAMILY NEIGHBORHOOD

### Why

The Single Family Neighborhood category is intended to preserve the quality of existing residential neighborhoods while recognizing the need for other uses to support the quality of life within them.

### Where

Single Family Neighborhoods are located in the original residential plats of Berkley, which have not been repurposed to other uses. The neighborhoods are in the following areas, with the Institutional future land use category scattered within:

- South of Webster to northern edge of the Twelve Mile corridor, between Ellwood and Coolidge.
- Between the southern corridor edge of Twelve Mile and Catalpa, between Ellwood and Kenmore.
- South of Catalpa to the northern edge of the Eleven Mile corridor, between Ellwood and the middle of the block between Kipling and Coolidge
- East of the western corridor edge of the Coolidge corridor and Brookline or the western edge of the Woodward corridor, between Rosemont and Princeton.

### What

The following land uses are anticipated to continue in Single Family Neighborhoods:

- Single family homes
- Home-based businesses
- Parks
- Institutions, such as places of worship
- Utility Buildings appropriate in residential areas

The following land uses may be added in the future to the zoning districts associated with this category:

- Accessory Dwelling Units
- Duplexes in existing locations, with further study on changing zoning to allow additional duplexes



Source: City of Berkley



Source: CWA



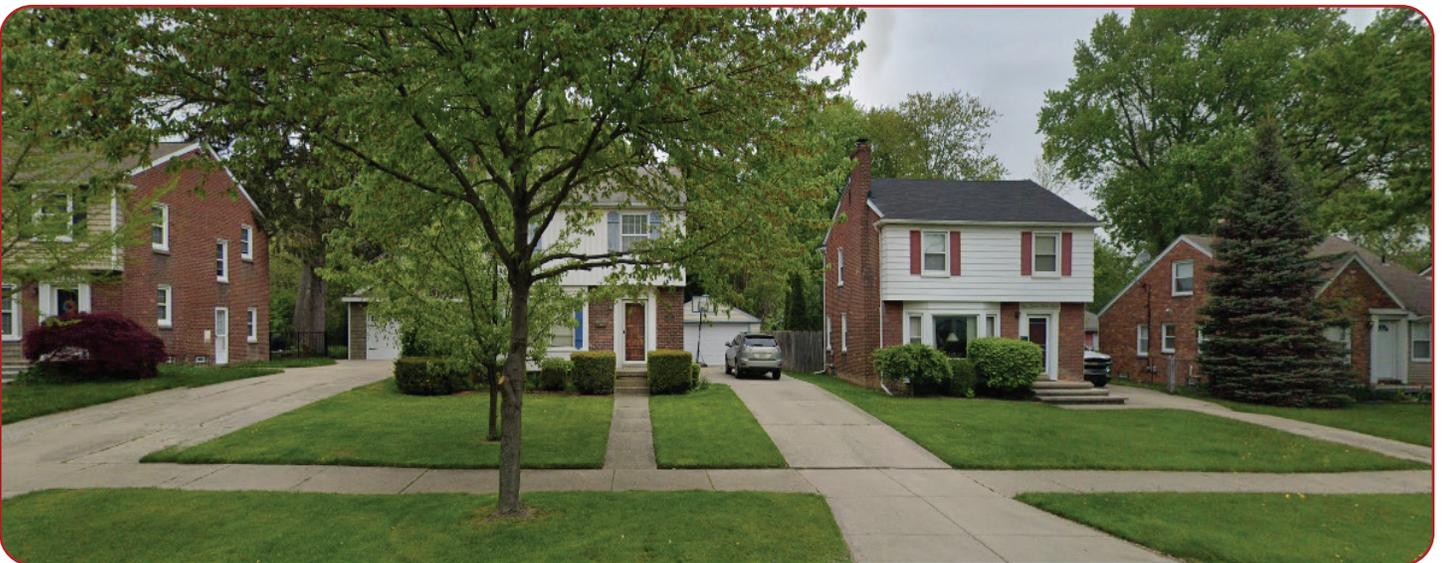
Source: City of Berkley



Source: City of Berkley



Source: City of Berkley



Source: City of Berkley

## How

The current regulations and zoning work well to preserve single family neighborhoods and should be kept for the large part. The following steps are outlined in the Neighborhoods and Implementation Chapters:

- Consider updating zoning to allow accessory dwelling units (ADU's), a separate dwelling unit within a single-family home, as long as the site can accommodate additional parking and lot coverage requirements.
- Study whether and, if so, how duplexes could be integrated into Single Family Neighborhoods. Items that could be considered may be: frontage on high traffic corridors or streets, location at edges of neighborhoods, serving as a transition between neighborhoods and more intense land uses, and the parcel size needed to accommodate parking and other City requirements.
- Investigate appropriateness of zoning regulations to help newly constructed single family homes to blend with the existing character of Single Family Neighborhoods.
- Streamline processes and policies to allow seniors to age in place in single-family homes, such as universal design, placement of ramps, etc.

## LOW-DENSITY MULTIPLE FAMILY

### Why

The Low-Density Multiple Family future land use category aims to provide a range of detached and attached housing that complements the existing, adjacent neighborhoods.

### Where

These areas have multiple-family housing or are zoned multiple-family. They are generally located between an existing neighborhood and a corridor – Woodward, Eleven Mile or Coolidge. While some duplexes or buildings with three or more dwelling units exist in the areas, many lots are currently occupied by single family homes. This land use category is limited to:

- South of Catalpa to Columbia, from the middle of the block between Kipling and Coolidge and the western edge of the Coolidge corridor. Predominantly single-family in use but zoned multiple-family, these lots are deeper than most other residential parcels in the City.
- The eastern block face of Berkley, midway between Oxford and Harvard.
- Entire southern block face of Princeton from Berkley to Henley and most of the southern block face of Princeton from Henley to Mortenson.

If expansion of this category is contemplated, the following factors should be considered: the capacity of the road system, strain on existing infrastructure, whether parcels are large enough to accommodate more than a single dwelling unit and the character of the adjacent neighborhoods.

### What

The following land uses are anticipated to continue in Low-Density Multiple Family areas:

- Single family homes
- Duplexes
- Two-story multiple family buildings with a similar design as the surrounding area
- Home-based businesses
- Utility buildings appropriate in residential areas

## Examples of Low-Density Multiple Family in Berkley



Duplex  
Source: Kurt Hite



Townhouses at Harvard Commons  
Source: Lisa Kempner



2-Story Apartment Building  
Source: Joseph Bartus

## Examples of Attached Single-Family Housing

The images of low-density housing types shown below were chosen by the Master Plan Steering Committee and Planning Commission as the style and type of low-density housing appropriate for Berkley.



Source: Teska



Source: Teska



Source: Teska

The following land use may be added in the future to the zoning districts associated with this category:

- Accessory Dwelling Units

### How

Few multiple-family developments have been built in the past decade. While a lack of available land was a factor, the R-2 and RM zoning may also contribute to the situation. The following steps are outlined in the Implementation chapter:

- Update R-2 and RM zoning to reflect the parcel size and setbacks for existing duplexes and future multiple family buildings to match the size and scale of houses in adjacent neighborhoods.
- Add design requirements for duplexes and multiple family buildings to the R-2 and RM zoning.

## HIGH-DENSITY MULTIPLE FAMILY

### Why

The High-Density Multiple Family category preserves existing multiple family buildings that serve the residential needs of individuals or households wanting or needing an apartment with central services. The number of existing units within this geographic area is intended to be maintained in the future.

### Where

This area is limited to the Oxford Towers, the senior housing high-rise building, at the southwest corner of Oxford and Berkley.

If this designation were to expand beyond areas designated on the Future Land Use Map, the Planning Commission and City Council would need to find that the expansion would not have a detrimental effect on the surrounding land area and adequate buffers and transitions were present.

### What

The following land uses are anticipated to continue in High-Density Multiple Family areas:

- Multiple family buildings, ranging from low-rise to high-rise
- Home-based businesses
- Business services within low-rise and high-rise multiple family buildings, offering goods and services primarily to building residents
- Utility Buildings appropriate in residential areas

### How

The current regulations and zoning should be maintained since they work well to preserve Oxford Towers and the nearby multiple-family uses. However, the City shall evaluate whether current regulations would allow a 21st Century high-rise if Oxford Towers would ever need to be replaced or renovated.

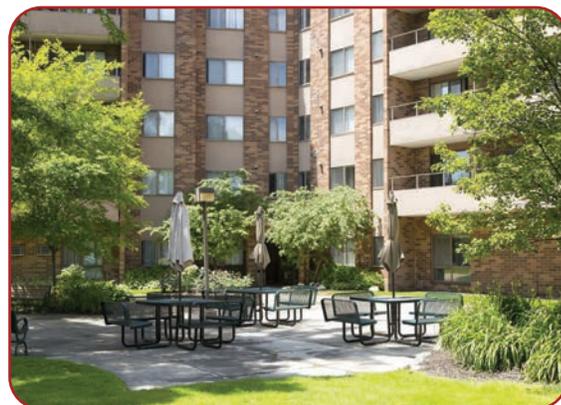
## Example of High Density Multiple Family in Berkley



Source: Realtor.com



Source: Apartments.com



Source: Apartmentfinder.com

## RESIDENTIAL CORRIDOR

### Why

The Residential Corridor category focuses on providing a mix of residential options including single-family, townhomes, and low rise multiple family, but also allows for office and other institutional/civic uses or spaces.

### Where

This category is limited to high-traffic corridors, with mostly single-family uses, that border an adjacent municipality:

- Greenfield and Ellwood from Webster to the northern edge of the Twelve Mile corridor
- Greenfield and Ellwood from the southern edge of the Twelve Mile corridor to the northern edge of the Eleven Mile corridor
- Eleven Mile from Mortenson to the western edge of the Woodward corridor

### What

The following land uses are anticipated to continue in Residential corridor areas:

- Single family homes
- Home-based businesses
- Offices in adaptively re-used houses (on Eleven Mile and Greenfield)
- Institutions, such as places of worship
- Utility Buildings appropriate in residential areas

The following land use may be added in the future to the zoning districts associated with this category:

- Accessory Dwelling Units for single family homes
- Duplexes, townhomes, and multiple family buildings that follow the design guidelines in the Corridors chapter



Houses on Eleven Mile  
Source: CWA



Example of Townhouse appropriate for Eleven Mile  
Source: Teska

### How

In order to encourage new residential options in these corridors, the zoning for these areas needs to be updated.

The following steps are outlined in the Corridors and Implementation chapters:

- Update the Greenfield zoning district to reflect the Residential Corridor design guidelines in the Corridors chapter. Change the zoning on Greenfield and the western block face of Ellwood to match the Master Plan.
- Review Single Family Residential R1-D zoning on Eleven Mile to consider the addition of duplexes and attached single-family housing.

## DOWNTOWN

### Why

The Downtown future land use district is intended to create a vibrant city center with offices, entertainment, retail businesses, and restaurants serving Berkley residents, daytime businesses, and nighttime entertainment populations.

### Where

The Downtown category applies to Berkley's historic Downtown core on Twelve Mile and Coolidge:

- Twelve Mile between Buckingham and Coolidge
- Coolidge between Twelve Mile and Catalpa.

### What

The land uses and building design should contribute to making the Downtown area a vibrant, walkable area. The following land uses are expected to continue:

- Mixed-use buildings (no more than 4 stories), upper story residential allowed
- Offices
- Entertainment
- Retail businesses
- Restaurants
- Public spaces
- Institutions, such as places of worship

Automobile-oriented uses, such as drive-throughs or gasoline service stations, are not allowed in this area.

### How

The following actions are further described in the Downtown Plan and the Corridors chapter:

- Implement zoning strategy in the Downtown Berkley Master Plan
- Placemaking steps such as streetscape improvements and gathering spots
- Updating parking requirements in the Zoning Ordinance



Source: CWA



Source: CWA



Source: CWA

## GATEWAY CORRIDOR

### Why

The intent of the Gateway Corridor future land use category is to improve the function, investment value and aesthetics of these corridors as mixed-use, walkable places.

### Where

This future land use category is limited to high-traffic corridors outside the Downtown, in the following locations:

- Twelve Mile from Greenfield to Buckingham and from Woodward to mid-block between Coolidge and Berkley.
- Woodward from Twelve Mile to Eleven Mile.
- Coolidge from Catalpa to Eleven Mile.
- Eleven Mile from Robina to Mortenson.

### What

The following land uses are expected to continue:

- Mixed-use buildings (no more than 3 stories)
- Offices
- Retail
- Restaurants
- Public spaces
- Institutions, such as places of worship
- Auto-oriented uses, such as gas stations or vehicle repair shops

The following land uses should be added to these areas if they are not allowed presently:

- Upper story residential
- Multiple family buildings (no more than 3 stories)



MSU Credit Union on Coolidge  
Source: CWA



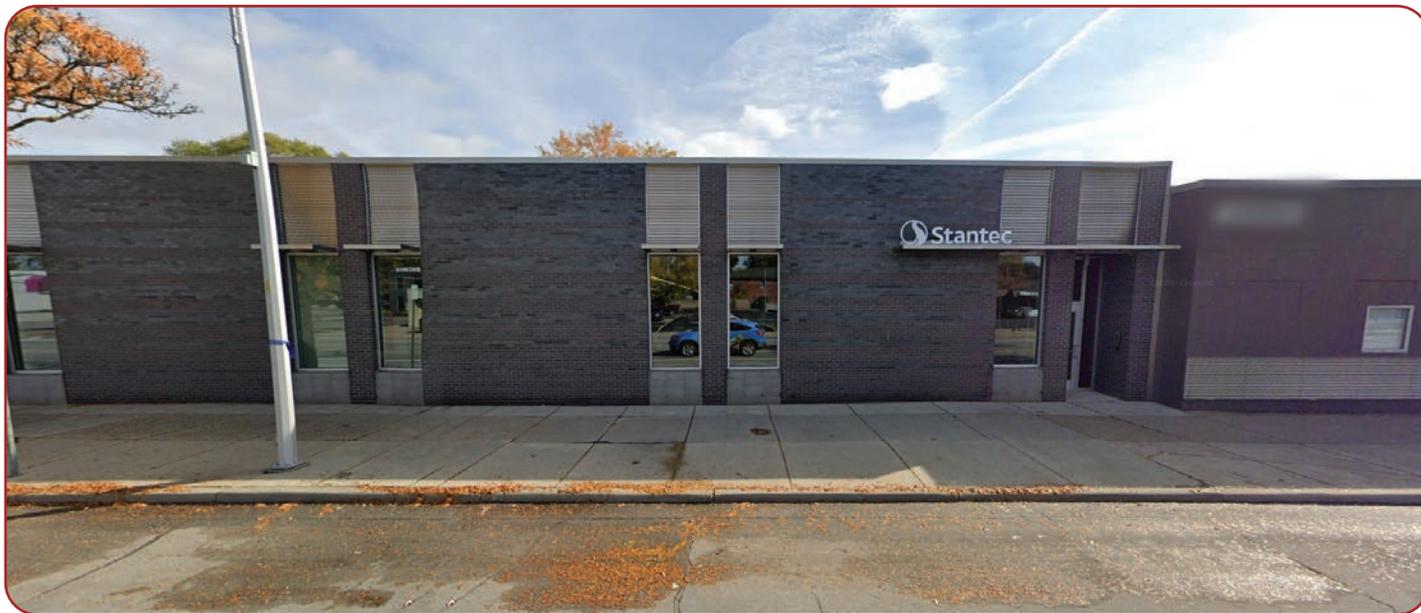
Articipate on West Twelve Mile  
Source: CWA



Drought on Eleven Mile  
Source: CWA



Republica on Coolidge  
Source: CWA



Coolidge south of Catalpa  
Source: City of Berkley

## How

The following actions are further described in the Downtown Plan and the Corridors chapter:

- Placemaking steps such as streetscape improvements.
- Implement zoning strategy in the Downtown Berkley Master Plan.
  - o Update zoning districts to allow upper story residential and multiple family buildings with appropriate design requirements.
  - o Consider whether the Twelve Mile, Woodward and Coolidge zoning districts could be combined into a single use district with different design requirements for each corridor.
- Updating Zoning Ordinance parking requirements.

## POTENTIAL CORRIDOR EXPANSION/ TRANSITIONAL BUFFER

### Why

The parcels on Coolidge, Woodward, Twelve Mile and Eleven Mile, originally platted almost a century ago, often do not have room to accommodate the vehicles that visit or service land uses of today. The intent of the Potential Corridor Expansion/ Transitional Buffer is to show where corridors may expand into the adjacent neighborhoods to accommodate redevelopment with proper buffers for adjacent neighborhoods.

### Where

These areas are limited to the areas shown in gray on the Future Land Use Map. The following guidelines were used for this designation:

- The parcels were shown on the 2008 Master Plan as a corridor future land use.
- The side yard of an adjacent residential lot abuts the corridor, as on the eastern side of Coolidge, not the rear yard, as on the western side of Coolidge.
- The expansion is limited in depth to existing encroachments on that side of the corridor.

### Shallow Lots on Corridors

The aerial photograph below shows how parking is limited for shallow lots on Twelve Mile.



Source: Aerial Photograph - Oakland County. Graphis - CWA

### What

Single-family uses and associated zoning are expected to remain until a rezoning request comes as part of a proposed development plan. The graphic on page 28 shows the multi-step process that would need to occur.

The following circumstances should be in place to consider a rezoning from single-family:

- The parcel or parcels in question are adjacent to a property zoned for mixed use or commercial uses with frontage on Twelve Mile, Eleven Mile, Coolidge, or Woodward.
- Mechanisms are in place - in zoning or as a part of a conditional rezoning or planned unit development - to assure a substantial buffer, with a combination of landscaping, screening, and fencing, between single family neighborhoods and non-residential or mixed use areas shown in the graphic below.



The follow land uses could be allowed, if rezoned, in the Potential Corridor Expansion/Transitional Buffer

- Buffers using green infrastructure, landscaping, walls, and other structures to protect adjacent neighborhoods from the noise, odor, lights, traffic, and activity of corridor land uses as well as to assure privacy of neighborhood residents.
- Parking or loading.
- In cases of exceptional design, corridor buildings may occupy portions of these parcels.

**How**

Parcels planned for Potential Corridor Expansion/Transitional Buffer will be rezoned on a case by case basis as part of a development, redevelopment, or re-use. To assure proper buffers are in place, the zoning requirements for buffers between corridors and neighborhoods should be updated to match the design guidelines in the Corridors chapter.



3966 Eleven Mile  
Source: Teska



West Eleven Mile - Streetscape elements outlined in the Corridors Chapter would make this section of Eleven Mile more appealing to pedestrians. Source: CWA

**INDUSTRIAL/RETAIL**

**Why**

The purpose of the Industrial/Retail category is to improve the function, investment value and aesthetics of this section of Eleven Mile, while allowing a range of land uses.

**Where**

This future land use category is limited to Eleven Mile between Greenfield and Robina.

**What**

The following land uses are expected to continue:

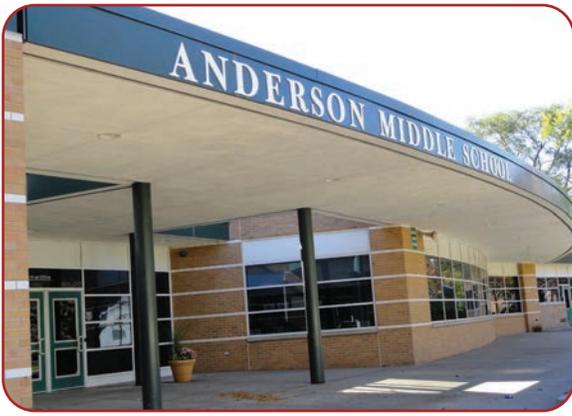
- Industrial
- Research
- Auto-oriented uses
- Office

The following land uses may be added to the corridor:

- Restaurants and bars
- Service and retail

**How**

The Eleven Mile Zoning District should be updated to match the intent and uses described in this chapter and the design guidelines in the Corridors chapter. Programs, such as a façade improvement program, shall accompany policy changes to kick start redevelopment of this area.



Berkley Community Schools properties fall into institutional future land use category.  
Source: CWA



Berkley Community Center is a recreation building that is classified as institutional.  
Source: CWA

## INSTITUTIONAL

### Why

The intent of this category is to accommodate institutional land uses, including but not limited to, recreation centers and schools, that contribute to surrounding residential neighborhoods.

### Where

The category is limited to areas currently zoned Community Centerpiece.

### What

The following uses are expected to continue:

- Schools
- Recreation buildings
- Municipal buildings
- Institutions, such as places of worship

If uses change, single-family residential or residential developments similar to those proposed for the residential corridor could be considered, as well as senior independent living or child care facilities.

### How

The Community Centerpiece zoning district works well to protect existing schools and other community assets.

## PARKS & CEMETERY

### Why

The Park and Cemetery category enshrines established land uses that provide recreational and open spaces to the community.

### Where

This category is limited to City parks and the Roseland Memorial Park Cemetery.

### What

The following uses are expected to continue:

- Parks
- Recreation buildings or centers
- Athletic fields
- Cemetery

### How

The Community Centerpiece zoning district works well to protect existing park and recreation areas, while the Cemetery zoning district does the same for Roseland Memorial Park Cemetery. The City should implement the most current Parks and Recreation Plan, while looking for partnership opportunities with the cemetery to create parks or walking paths along Coolidge and Twelve Mile.



All Berkley parks are in the Parks & Cemetery Future Land Use Category.  
Source: CWA



Roseland Cemetery, 10% of the City's area, is classified as Parks & Cemetery  
Source: Roselandparkcemetery.com



Splash Pad in Oxford Park.  
Source: City of Berkley

**ZONING PLAN**

The following table lists each future land use category with the associated zoning districts in the City of Berkley Zoning Ordinance, at the time of the adoption of the Master Plan. The table designates which zoning district is anticipated to be compatible with the Master Plan. The table is a guide, not a set menu, since unforeseen circumstances may occur between the adoption of this plan and a rezoning request.

Future Land Use Category	Zoning District
Single Family Neighborhood	Single Family Residential R-1A
	Single Family Residential R-1B
	Single Family Residential R-1C
	Single Family Residential R-1D
Low Density Multiple Family	Two Family Residential R-2
	Multiple Family Residential RM
High Density Multiple Family	Multiple Family Residential RMH
Residential Corridor	Single Family Residential R-1D
	Two Family Residential R-2
	Office District
	Greenfield District (Greenfield & Ellwood only)
Downtown	Downtown District
	Gateway District
	Coolidge District (Coolidge only)
Gateway Corridors	Gateway District
	Local Business District
	Office District
	Industrial (Eleven Mile only)
	Eleven Mile District (Eleven Mile only)
	Woodward District (Woodward only)
	Twelve Mile District (Twelve Mile only)
Potential Corridor Expansion/Transitional Buffer	Parking
	Adjacent business district*
Industrial/Retail	Eleven Mile District
Institutional	Community Centerpiece
Parks & Cemetery	Community Centerpiece
	Cemetery District

\* Only in cases where design enhances quality of the project and protection of an adjacent neighborhood.



## Neighborhoods

Neighborhoods are the foundation of Berkley. Single-family residential is the largest land use in the City, accounting for 73% of the City's area. Berkley neighborhoods embody a classic neighborhood design. The streets are lined with trees and sidewalks. Generally, a park or place where the public gathers - a school, community center or place of worship - is within a ten to fifteen minute walk of all homes. In addition, retail and services, particularly for daily needs, are often a short walk for most residents, with multi-use corridors on the edges of most neighborhoods. Finally, in the survey completed in the beginning of the Master Plan process, many respondents listed their neighbors or neighborhood as the attribute they liked best about Berkley.

The Master Plan looks holistically at single-family residential areas as neighborhoods, recognizing houses as the main land use while other land uses (parks, places of worship and schools) and infrastructure (sidewalks, streets, water and sewer systems) contribute to the vibrancy and values of homes. This chapter contains principles for neighborhoods, appropriate land uses and how the values of Berkley apply to neighborhoods.

It also has recommendations on infill housing, buffers between neighborhoods and commercial corridors, neighborhood maintenance, and aging in place.

### Principles

Principles from the Future Land Use Chapter that apply to neighborhoods are:

- Preserve neighborhoods and community assets.
- Blend new housing using good design to complement existing character.

### Land Uses

The following future land use categories, described in more detail in the Future Land Use chapter, are appropriate in neighborhoods:

- Single Family Neighborhood
- Institutional
- Parks and Cemetery

## NEIGHBORHOOD BUFFERS

Due to its early 20th century design, Berkley neighborhoods directly abut commercial corridors, often with little in the way of fencing or landscaping in between. Adjacent commercial uses can place strain on nearby residents in terms of parking on residential streets, noise, odor and litter drifting into yards. Equally important to planning for commercial corridor expansion, more fully addressed in the Corridors chapter, is protecting existing residential properties with buffers that provide sufficient separation of uses and screening.

In community surveys and deliberations during the Master Plan process, design ideas for buffers were shared and discussed. A buffer with a masonry wall and landscaping was considered the best option, which is required under current zoning. That type of buffer is usually 10 to 15 feet in width, a quarter to a third of the width of a typical Berkley residential lot and for shallow commercial lots, necessitates expansion into adjoining neighborhoods (see Corridors Chapter for more detail).

## Infill Housing

Berkley has a variety of single family homes, ranging from bungalows to larger two-story homes. Within neighborhoods, new or infill houses have been built on existing lots, sometimes replacing older homes, with increasing frequency in the past decade. The size, bulk and design of these new homes can influence the character of neighborhoods and have increasingly become a concern of the community. However, newer single-family homes bring re-investment, keeping neighborhoods vibrant, and bolstering the City's financial sustainability.

The challenge faced by Berkley policy makers is how to maintain the existing character of neighborhoods while encouraging redevelopment within them. A number of zoning tools have been used by communities to lessen the impact of infill houses – decreasing maximum heights, requiring roof pitches more in keeping with the area, limiting the bulk of home through floor to area ratios or maximum impervious surface ratios.

## Why Infill Houses are Bigger than a Bungalow?

1. Basements of new homes are generally taller, to create livable basement space and to mitigate basement flooding.
2. First floor heights are often higher than older Berkley homes since modern construction has a minimum of 9 foot ceilings, sometimes higher, whereas when most of original homes in Berkley were built, industry standard was 8 foot ceilings.
3. Floor joists, the material that the floor is laid over, are now thicker, 14 inches compared to 10 or 12 inches previously, due to longer spans.
4. People want larger living spaces, resulting in larger footprints.
5. A two-story house is more cost-effective to build than the classic Berkley bungalow and infill housing construction does not offer the economies of scale available to original developers of Berkley.



Example of an infill house next door to an older 1-story house. Source: City of Berkley

## Example of a Visual Preference Survey

Teska Associates used the visual preference survey below with the Steering Committee to determine housing styles appropriate for Greenfield.



Source: Teska

When looking at policy tools, Berkley decision makers should consider the following:

### Discern the problem

In the Master Plan process, residents expressed concern about the size of infill homes. To continue the conversation started in the Master Plan process, the City should use public engagement tools, like a visual preference survey, to discern the elements of change in infill housing that is affecting neighborhood character.

### Consult with builders and developers as well as the community

While community members should be heard, residential builders and developers should be included in discussions, in order to avoid unintended consequences. At times, over restrictive zoning tools can sometimes halt redevelopment. Builders and developers can share market and financing aspects of real estate, bring real world experience, and identify unknown issues.

### Choose the appropriate policies, programs and/or tools

The solution to preserving neighborhood character while still encouraging redevelopment within neighborhoods is likely more than a simple zoning change. Zoning amendments may need to be bolstered with other policy changes, perhaps around stormwater, and programs to preserve neighborhoods, further explored in the next section of this chapter.

## NEIGHBORHOOD MAINTENANCE

The majority of Berkley's neighborhoods were built between 1940 and 1970. While Berkley neighborhoods have remained attractive, as evidenced by increasing home values, continued investment and maintenance is essential to sustain the vibrancy of the community. Home improvement, code enforcement, continuous City communication, quality city services and infrastructure are components of neighborhood maintenance.

### Home Improvement and Rehabilitation

Each neighborhood is the sum of its houses. The City should continue to assist homeowners to rehabilitate existing dwellings, make housing repairs, undertake emergency repairs and continue basic maintenance. The City can connect Berkley residents to Oakland County's Home Improvement Program for repair and improvement grants and Housing Counseling Services, which includes foreclosure prevention and home buying advice. Oakland Livingston Human Services Agency (OLHSA) offers similar services. The City can also partner with local and national businesses to offer free or discounted supplies, ranging from smoke alarms to paint.

### Energy Efficiency

To achieve the City's Energy Plan vision of becoming a sustainable, efficient city powered increasingly by renewable energy, the City should become a clearinghouse for information and connections to energy efficiency programs for Berkley residents. Opportunities could range from weatherization programs offered by OLHSA to home energy checkups and rebates on home improvements and appliance replacement from DTE Energy. The City should also encourage improvements within houses to increase sustainability, such as 240-Volt electric hook ups for electric vehicle charging.

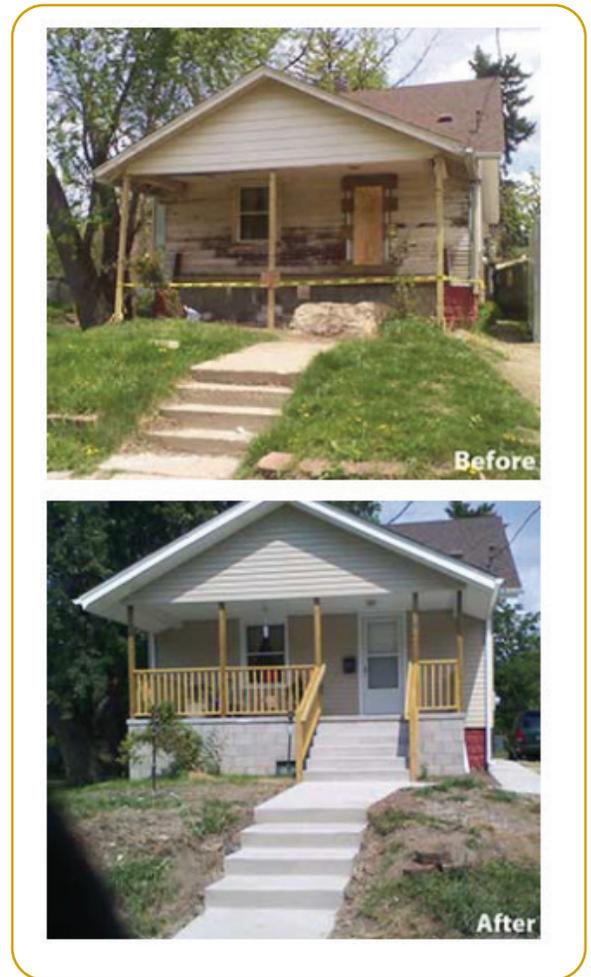
### City Services

Residents continually praised the quality of City services in interviews, focus groups and the 2020 Community Survey. The City is committed to maintaining quality code enforcement, excellent public safety, and reliable trash-pick up.

In addition to traditional services, Berkley sees its communications with residents as an essential service, especially to neighborhoods. The City uses a variety of platforms, from paper to digital, to continually engage residents. Building relationships and social capital is as vital to vibrant neighborhoods as is well-maintained homes and streets.

### Infrastructure

Infrastructure knits neighborhoods together and with the rest of the City. Berkley is dedicated to continuous maintenance and improvement to its municipal water and sewer systems, in coordination



Oakland County offers a Home Improvement Program. Above are before and after photographs of a house that participated in their program. Source: <https://www.oakgov.com/advantageoakland/communities/Pages/Home-Improvement-Program-and-Contractor-Opportunities-.aspx>



Sidewalks, trees and community facilities are valuable infrastructure that add to the quality of neighborhoods. Source: CWA



An example of an accessory dwelling unit in a detached building in a rear yard.

Source: Carlisle Wortman Associates



Example of attached single-family housing.

Source: Teska Associates



Example of stacked flats. This type of housing would be most appropriate on corridors in Berkley.

Source: PocketNeighborhoods.net

with regional partners. Moreover, the City recognizes the role that well-maintained streets, sidewalks and street trees play in creating the walkable neighborhoods of Berkley. The Sidewalk Replacement and Fall Tree Replacement programs maintain and beautify neighborhoods and provide needed green infrastructure to mitigate increased stormwater. Sidewalks and walkability are further explored in the Systems Chapter of this Master Plan.

## HOUSING CHOICES

The following types of housing are planned for Berkley, within or nearby neighborhoods, to give more choice to residents:

**Accessory Dwelling Units (ADU's):** An accessory dwelling unit or ADU is an apartment attached to or within a single-family home. Also known as mother-in-law suites and granny flats, these dwellings are sometimes attached to the house, above the garage or in a detached structure in the back yard. While the dwelling unit may be rented, ADU's provide a living arrangement for a young adult or an aging relative to live in close proximity to family with a greater degree of privacy than together in the primary residence. ADU's will be considered in the future as a potential accessory use in all Berkley single-family neighborhoods, contingent upon the site's ability to accommodate additional parking and lot coverage within the City's regulations.

**Attached Single-Family Housing:** Including duplexes, townhouses and multi-plexes, attached single-family housing is two or more dwelling units attached horizontally to each other. Maintenance of common areas are typically the responsibility of a condominium association or building owner, easing resident responsibilities. These types of units are often more affordable than single-family homes as well. Attached single-family housing is planned for corridors. In the Corridors Chapter, the type of attached single-family appropriate for each section of the City's corridors are described. Further study of whether and, if so, how duplexes may be considered in the single-family neighborhoods is needed.

**Stacked Flats:** Stacked flats consist of two or more stacked dwelling units, one on top of the other. Typically, these units share a single entry. Barrier free access to upper floors can be achieved with elevators. This housing type lessens the burden of

yard and home maintenance. As a form of multiple-family housing, stacked flats are planned in low-density multiple-family areas, residential corridors and mixed use corridors.

**Bungalow Court:** Bungalow courts are smaller, one story houses where multiple homes surround a shared court, typically perpendicular to the street. The shared court takes the place of a private rear yard. The single story design offers those with mobility challenges safer living conditions. As with attached single-family housing, outdoor areas are typically maintained by a condominium association or the court's owner, reducing burdens of property maintenance. A bungalow court would be appropriate in the low-density multiple-family areas or residential corridors. The site shown in the Greenfield concept plan, shown in the Corridors Chapter, could accommodate a bungalow court development.

**Co-Housing:** Co-housing is an intentional community of homes clustered around shared space, both indoor and outdoor. In the United States, co-housing is typically attached single-family units with common building with a shared kitchen and dining. While a resident will have responsibility for some outdoor space, most is communally maintained by the community members. Seniors are also embedded within a community, providing a sense of belonging. Co-housing would fit within the low-density multiple-family areas and residential corridors. The Greenfield concept plan in the Corridors Chapter could be modified as a co-housing development.

## AGING IN PLACE

Berkley has an aging population, with the number of residents 65 years or older expected to double by 2045. To accommodate, Berkley wants to help residents as they age to live in the home and community of their choice, often referred to as "Aging in Place". Aging in Place approaches use regulations, programs and designs to allow people, as they become older, to retain a sense of belonging, have a sense of purpose and maintain a sense of well-being. The City of Berkley can increase residents' ability to age in place by expanding housing choices as described in the previous section, embracing universal design and improving places and programs.

## Housing Choices and Seniors

While many seniors do remain in single-family homes,



Example of a bungalow court, which would be appropriate on residential corridors or low-density multiple-family future land use categories.  
Source: [www.city-data.com](http://www.city-data.com)



Co-Housing in Scio Township, near Ann Arbor. A larger site would likely be needed to develop the housing and community facilities in a co-housing community.  
Source: CWA



Opportunities for seniors to have a sense of purpose, such as this gardening club, are part of an Aging in Place strategy.  
Source: City of Berkley

## Universal Design Principals

### *Equitable Use*

The design is useful and marketable to people with diverse abilities.

### *Flexibility in Use*

The design accommodates a wide range of individual preferences and abilities.

### *Simple and Intuitive Use*

The design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

### *Perceptible Information*

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

### *Tolerance for Error*

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

### *Low Physical Effort*

The design can be used efficiently and comfortably and with minimum fatigue.

### *Size and Space for Approach and Use*

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

often the challenges of home maintenance, yard upkeep and even climbing stairs can become too much. Without specific financing and regulations, none of the housing types described previously are guaranteed to be occupied by seniors and/or persons with disabilities. If the City desires designated housing for seniors, financing and programs will need to be utilized, in addition to zoning and policy changes. In addition, any housing type is more conducive to aging in place when Universal Design, is employed.

### **Universal Design**

Any dwelling unit in Berkley, even those housing types described previously, will not facilitate aging in place, unless the home itself is designed for people of all abilities. Through education and policy changes, municipalities have promoted Universal Design, defined by the National Association of Home Building as "the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design". Principles and strategies of Universal Design, as well as methods for promoting Universal Design are described on this and the following page.

The City should undertake the following to promote Universal Design in Berkley:

Resident Universal Design Education: The City should consider educating residents on Universal Design. The program should cover Universal Design principles, strategies to incorporate Universal Design, associated costs, and additional resources. Several education methods may be used, such as handouts at City Hall and material on the City's website to educate residents in understanding Universal Design, an information session with a Universal Design expert, an expert available at City Hall to advise and answer questions, as well as provide examples of return on investment analysis for Universal Design modifications on a typical Berkley home.

Building Universal Design Education: The City can also share Universal Design resources with builders during the project design phase and include Universal Design literature with building permit applications and on the City website.

Zoning Changes: Outdoor ramps, lifts, or no-step entrances are sometimes not allowed due to setback requirements and lot coverage zoning regulations. These and other Universal Design alterations may not meet variance standards considered by the Zoning Board of Appeals. The Zoning Ordinance could be amended to add a provision that permits latitude from the setbacks and lot coverage requirements to allow for an accessibility improvement.

Setting an Example: The City can set a good example by incorporating Universal Design principles into any future City building and retrofit where feasible.

## PLACES AND PROGRAMS

The City provides places and programs for residents, within and nearby neighborhoods, to interact with each other, exercise and enjoy experiences. Recreation and social interaction are essential for a sense of belonging and a sense of well-being, fundamentals of aging in place. The City can facilitate aging in place by creating great places and programs as described below:

Walkability: Berkley is a walkable place, with a walk score of 77 out of 100. In the 2020 Parks and Recreation Plan, priority is placed on the development of trails connecting the parks to form a continuous park system tying community facilities, schools, neighborhoods, downtown Berkley, and regional recreation facilities together.

Park Design: Parks should be designed for people of all ages and abilities, with fitness equipment and passive recreation areas for all persons to relax, talk or observe nature. The “Inclusive Playground” design approach addresses the needs of all people including those who have autism, intellectual disabilities, hearing impairments, cerebral palsy, spina bifida

## Universal Design Strategies

### *Access into the home*

- No-step front door entrance or a no-step entrance to another location provides access to the main living space.
- Access Ramp creates a no-step entrance.
- Exterior doorway with a 32-inch clear opening, and exterior lighting controlled from inside the residence or automatic or continuously on.
- An exterior or interior elevator, lift, or stair glide unit.

### *Interior of home*

- Interior doorway with a 32-inch clear opening to accommodate wheelchairs and walkers.
- Open single floor living: Eliminate need to navigate stairs and doors by increasing mobility in homes with at least 5 foot diameter turnarounds, and powered door operators. If home is multi-story, incorporate one accessible bathroom on main floor.
- Reachable switches and outlets: Switches should be placed at 44 - 48” high, while outlets should be at least 18” high.
- Friendly floors: Flooring should be a matte slip-resistant surface or low pile carpeting to reduce potential for slips or falls, and ease operation of wheelchair or walker.
- Accessible countertops, cabinets and storage: Countertops can be at varying heights of 28-42”, with at least 50% of all storage less than 54” high.

### *Accommodations for individuals with sensory disabilities*

- Alarm, appliance, and control structurally integrated to assist with a sensory disability.

### *Accessible bathroom features*

- Maneuverable bathroom or kitchen.
- Walls around a toilet, tub, or shower reinforced and properly installed grab bars.
- Accessibility-enhanced bathroom, including a walk-in-or roll-in shower or tub.



The dentist's office above is an example of a medical facility within walking distance of homes.  
Source: CWA



The playground shown above in Gallup Park in Ann Arbor is an example of an inclusive design.  
Source: A2gov.org

and other disabilities. The 2020 Parks and Recreation Plan includes action items to “upgrade playground equipment at all city parks and add structures which appeal to a variety of ages and abilities” and “provide accessible routes to all park amenities.”

Accessible Medical Facilities: To allow access by residents of all abilities, medical facilities should be allowed close to neighborhoods, required to be universally accessible and able to be reached safely by pedestrians, cyclists, transit riders and vehicle passengers alike. Medical facilities should be located near where neighborhoods meet the commercial corridors, as appropriate.

Social and Cultural: The City can enhance the social and cultural lives of its residents by improving places and continuing programs that bring residents together for social and cultural events. Parks, City facilities, and commercial corridors, particularly those in the Downtown, should be inviting and engaging public spaces. The Parks and Recreation Plan, the Downtown Plan and the Corridors Chapter of this Master Plan include recommendations for physical improvements and policy changes to improve the sense of place in these areas.



Events like the Art Bash provide Berkley seniors and the community opportunities to come together as a community.  
Source: City of Berkley



## Corridors

Berkley's high traffic roadways, or corridors – Twelve Mile, Coolidge Highway, Eleven Mile, Woodward and Greenfield – provide some of the most memorable places in the City. Residents on their daily commute, by foot, car, bicycle or bus, likely travel one or more of these corridors. They host Berkley's popular community events – such as the Art Bash, the Woodward Dream Cruise and more. They are also where Berkley residents and visitors eat, shop, worship, play and live.

Respondents to the 2020 Survey indicate a strong desire for commercial, entertainment, and mixed uses on Berkley corridors but often physical constraints, from street layouts to parcel depths, have constrained redevelopment of these corridors. This chapter lays out steps for corridors overall and in particular how they can become lively, vibrant places.

### Principles

Principles from the Future Land Use Chapter that apply to corridors are:

- Enhance corridors as vibrant business areas.
- Blend new housing types using good design to complement existing character.

### Previous Plans

Previously adopted plans are relevant to corridors include:

- 2012 Woodward Transit-Oriented Development Corridor Study for South Oakland County
- 2012 Multi Modal Transportation Plan
- 2018 Downtown Design Guidelines
- 2019 Downtown Plan
- 2020 Parks and Recreation Plan Update

### Land Uses

The following future land use categories are appropriate in corridors:

- Downtown
- Gateway Corridor
- Industrial/Retail
- Residential Corridor

## CORRIDORS

The Master Plan envisions vibrant and inviting corridors, each with their own sense of place. The following strategies should be used in all corridors throughout the City:

### Offer Transportation Choices

Corridors should be improved with safe transportation choices for pedestrians, cyclists and transit riders as well as motorists and vehicle passengers. Possible improvements include bike lanes, integrating bus stops with new development or property redevelopment, and expanded transit service. The creation of “transit nodes” on corridors is an economic development tool to increase foot traffic and economic activity at key intersections. A transit node has wider sidewalks and more intensive development (i.e., taller buildings built to edge of the sidewalk) at transit stops. Nodes should be implemented on Twelve Mile Road, Coolidge Highway, and Woodward Avenue.

### Encourage Corridors to become Complete Streets

Complete Streets encourages safe street design accessible to all users regardless of their age, ability, or transportation choices. In 2018, the City adopted a Complete Streets Ordinance making the policy of the city to encourage complete streets through planning and zoning approvals. In addition, the City, through public-private partnerships, should provide targeted right-of-way (ROW) improvements to ensure greater connectivity and easier navigation for motorists, transit users, bicyclists, and pedestrians. Complete street principles should be explored on Twelve Mile Road, Woodward Avenue, Eleven Mile Road, Greenfield Road, and continued along Coolidge Highway. Any roadway configuration changes or improvements on corridors that border other municipalities – Eleven Mile, Greenfield and Woodward – should be in cooperation with adjacent communities and the agency that controls the street.

### Improve the Pedestrian Experience

The pedestrian experience along corridors can be improved through design and investment where people walk. This includes the area between the back of curb and front buildings facades, known as the pedestrian realm. A well designed pedestrian realm includes sidewalks and crosswalks of the appropriate



The MoGo Bike station off of Twelve Mile is an example of transportation choices beyond the automobile in Berkley.

Source: CWA



Coolidge during the road diet as a Complete Street with separate areas for vehicles, bicycles and pedestrians.

Source: City of Berkley



The bench, flowers, trash receptacle and lighting on Twelve Mile provide an inviting pedestrian realm.

Source: City of Berkley



The mural shown above a Nova Chiropractic is one of 13 murals in Downtown Berkley.  
Source: City of Berkley DDA



The sketch up rendering above show how a buffer with trees, green space and trees would fit along side Berkley neighborhoods.  
Source: CWA



The building on Coolidge and Edgewood has upper story residential.  
Source: CWA

width, street trees and street furniture (light poles, benches, etc.) between the sidewalk and the roadway, and a defined area for semi-public activity, like outdoor dining or sidewalk sales. These elements combined are referred to as the “streetscape”. The streetscape of corridors should be designed for pedestrians first, and motorists second. A common streetscape program should be designed and implemented for Coolidge and Twelve Mile, based on the existing streetscape and plans for the Downtown Development Authority (DDA) with individual streetscapes for Eleven Mile Road and Woodward Avenue.

### Promote Public Art

Public art incorporated into public spaces, such as the murals in Berkley’s Downtown, promotes commercial investment, creates attractive sites for community and private events, fosters a sense of community ownership, and enhances the overall quality of life for residents and visitors. Working in partnership with organizations like the DDA, arts groups, private property owners and businesses, the City should promote public art in corridors through building relationships, ease of permitting processes, in-kind labor or services (city staff time or free trash pick-up), and possible financial support. Public art at key intersections and major destinations contributes to Berkley’s identity, fosters community pride, and provides visual interest for residents and visitors.

### Create Better Buffers

Due to the nature of Berkley’s layout, corridors more often than not abut single-family properties. This can create stress between the quiet residential neighborhoods and the bustle of commercial corridors. In order to achieve a better relationship, the City requires a landscaped buffer with a masonry wall, at least 10 feet in depth. Through zoning ordinance amendments, the City should maintain and strengthen this requirement, with encouragement of decorative walls and green alleys. The buffer should protect the well-being and investment of residents to the greatest extent possible. In certain portions of corridors, the typical lot sometimes cannot accommodate both the required buffer and parking. In these cases, re-purposing of residential lots may be considered

### Diversify Housing Choices in Corridors

Corridors are prime properties for new housing development in Berkley, including townhomes, courtyard apartments, and upper story lofts. A diversity of housing types allows for a range of options for various populations, ages, and incomes. Residents also then have the opportunity to stay in Berkley, at various stages in life. The City should allow additional housing types that fit within the character of each corridor, from upper story lofts in the downtown to duplexes on Greenfield and Eleven Mile. Design guidelines for each corridor are included later in this chapter.



The Berkley Public Library is an example of an institutional use on a corridor in Berkley.  
Source: CWA

### Mix Uses in Corridors

The Master Plan envisions the corridors in Berkley to fully transition from areas dominated by a single type of land use to a mix of uses. Mix of uses could include commercial, office, service, or residential. That mix is determined by the character of each area – the buildings, existing and surrounding land uses, the size and speed of each street and the function that corridor serves for Berkley as a community.



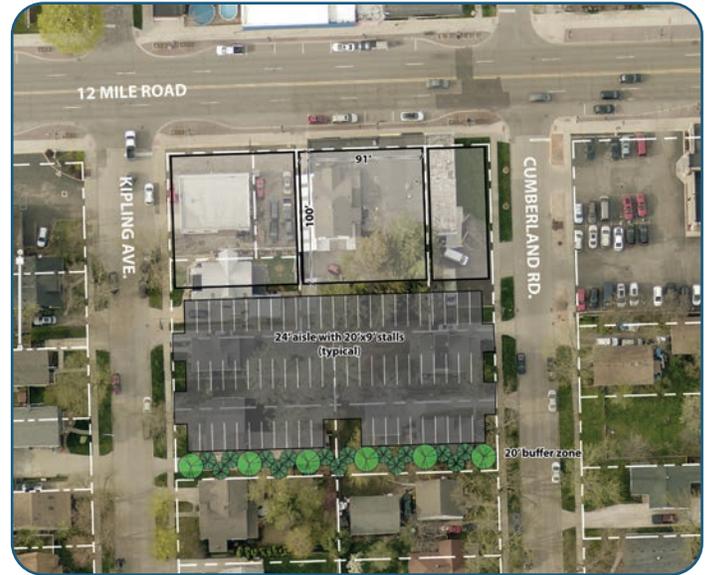
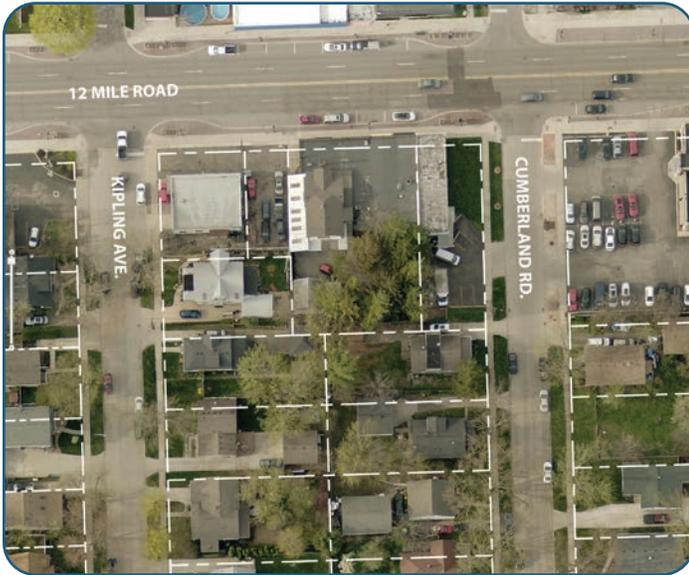
Restaurant uses, like Amici's, are mixed with other uses in Berkley's corridors.  
Source: CWA

The following sections in this chapter identify "character zones" and design guidelines along the



Coolidge features a mix of uses throughout the corridor.  
Source: City of Berkley

## Berkley Corridor Redevelopment Arithmetic



Source: Aerial Photograph - Oakland County. Graphis - CWA

City's corridors where mixed-use sites and corridors provide commercial, residential, and office space in a manner that builds on Berkley's best assets and protects neighborhoods. The character zones based on those in the 2019 Downtown Berkley Master Plan and the corridor future land categories of Residential Corridor, Downtown and Gateway Corridor.

While several factors limit redevelopment of property along Berkley's corridors, many of which cannot be addressed or fixed within a Master Plan, shallow depths, particularly lots 100 feet deep or less, are challenging for re-use or redevelopment:

- A standard lot is 40 feet wide by 100 feet deep
- 10 feet (buffer) + 40 feet (parking & access aisle) = 50 feet
- 40 foot width = 4 parking spaces maximum
- 2,000 square foot building –  
Retail = 7 parking spaces,  
Restaurants = 24 parking spaces

### Conclusion:

There is not enough space to accommodate the buffer, parking and the building on the site.

## Recommendations

### *Re-purpose residential property*

Commercial corridor properties can be expanded by re-purposing adjacent residential property. The "Potential Corridor Expansion/Transitional Buffer" future land use category indicates where residential property could transition to provide additional space for corridor properties. Such expansions should be considered on a case-by-case basis as part of a zoning approval process. The main part of that process is to ensure future commercial expansion does not adversely impact the adjacent residential parcels.

### *Change parking regulations*

Relaxing parking requirements is appropriate when other parking options, such as municipal parking lots or shared parking, may not be possible.

## GREENFIELD

Greenfield is a five-lane high-speed road and the City's western boundary with Southfield. On Berkley's side, it is predominately single-family residential with a few multiple-family buildings and houses converted to office or retail uses. There are a variety of land uses on Southfield's side, from big-box commercial to multiple-family to a County park. The goal for the corridor is for the residential uses to be bolstered with adaptive re-use of houses for offices and retail, while also allowing for multiple-family development along Greenfield and possibly Ellwood.

Design guidelines for Greenfield and a concept plan for a multiple family development were created to showcase a possible development in the corridor.



The above photos are examples are appropriate to face Ellwood.



The above photos represent sample housing developments that are appropriate for Greenfield Road.

Source: Teska

## Greenfield Road Residential

The following planning principles, developed for the concept plan, apply to residential corridor areas on Greenfield and Ellwood:

- Buildings should front onto Ellwood Avenue and present a continuous front door appearance and lower building scale that is compatible with the neighborhood.
- Buildings located on Greenfield may be taller in scale, though not to exceed 3 stories in height.
- Buildings should be grouped into clusters to provide common green open spaces.
- No driveways should be on Ellwood Avenue. All driveway access should be on Greenfield Road or perpendicular side streets as possible.
- Resident parking should be internal to the development and landscaped.
- On-street visitor parking should be placed in small groupings and should be landscaped.
- Pedestrian walkways should provide access to common spaces and surrounding sidewalks.
- Sustainable site, building and landscaping elements are encouraged and should be incorporated as appropriate to the site and program.



The Greenfield Multiple Family Development concept plan, on page 59, is an example of the type of development that could be occur along the Greenfield corridor. Such development would be contingent upon the current owners wanting to sell their property, a developer wanting to design and build a multiple family complex, and the design conforming to all Zoning Ordinance requirements.

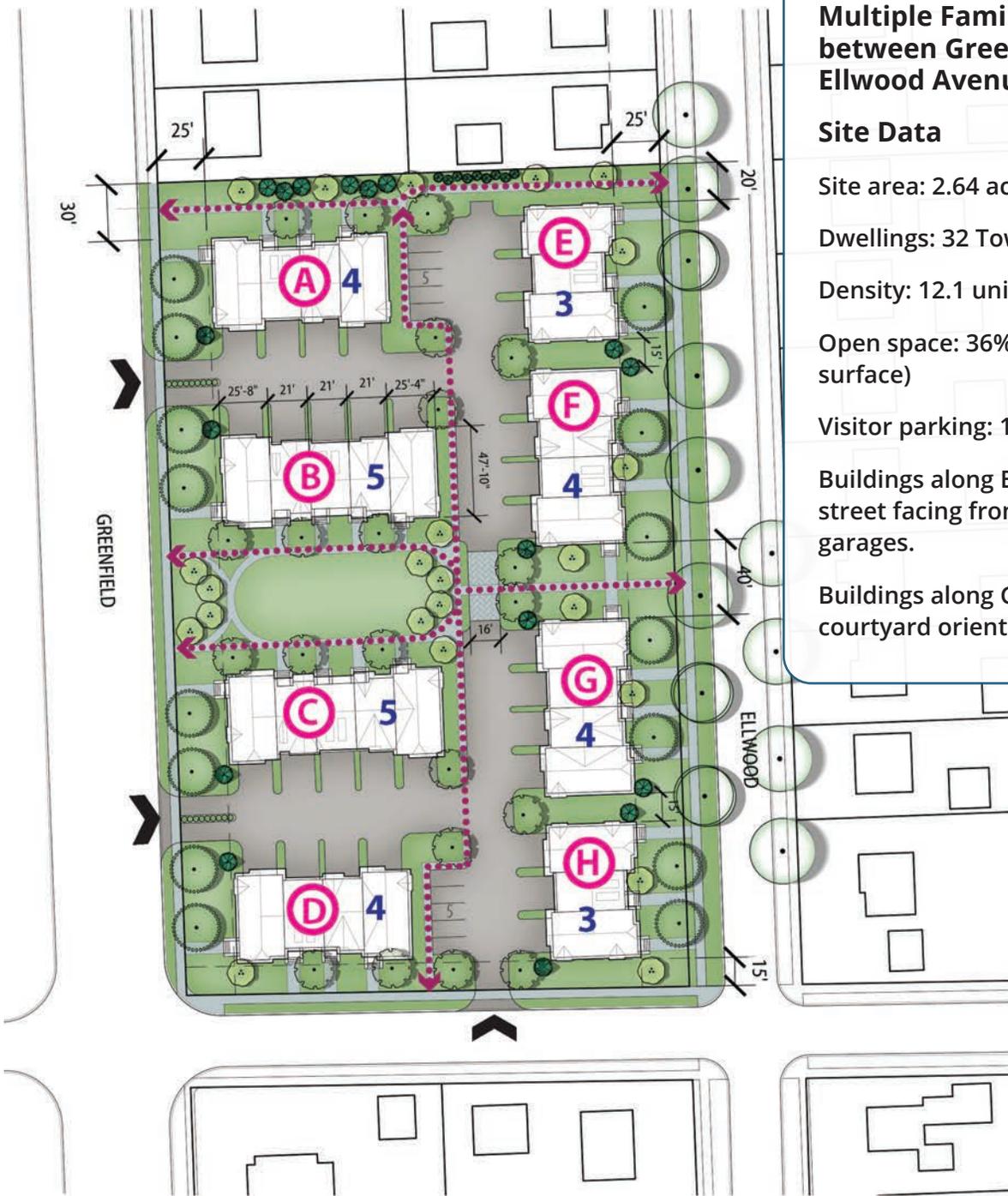
The conceptual plan includes the purchase of at least 16 parcels: eight (8) fronting Greenfield and eight (8) facing Ellwood. Such consolidation of parcels would only occur if all 16 property owners would want to sell their land. The City of Berkley will not be involved in purchases or taking of property and will not advise property owners in any capacity.

If a development such as the concept plan shown on page 59 were to be constructed, the following steps in the text box on this page would have to take place. The agreement of multiple individuals to sell their property is complicated and may prohibit the development of the size and scale of multiple family concept plan shown. A smaller scale development may be more practical but would still require the same cooperation of property owners, submission of site plans, and approval by the Berkley Planning Commission.

## Steps for Greenfield Road Concept Plan to be Built

- Agreement to sell properties from all current land owners to a single developer
- All properties combined into one parcel
- Consultation by the developer with Road Commission of Oakland County regarding the project
- Developer - working with architect, engineer, and other professionals - designs a site plan
- Proposed site plans must meet all zoning requirements, including but not limited to the following:
  - o Height
  - o Density
  - o Setbacks
  - o Parking Requirements
  - o Landscaping and screening
  - o Compatible design with neighborhoods
- Public notice to all property owners within 300 feet of the development of when and where Planning Commission will review the site plan. meeting date
- Approval by Road Commission of Oakland County for Greenfield access (may be condition of site plan approval)
- Site Plan must be reviewed and approved by the Berkley Planning Commission

Greenfield Road | Concept Plan



**Multiple Family Development  
between Greenfield Road and  
Ellwood Avenue**

**Site Data**

Site area: 2.64 acres

Dwellings: 32 Townhouses

Density: 12.1 units per acre

Open space: 36% (permeable surface)

Visitor parking: 10 spaces

Buildings along Ellwood Ave have street facing front doors and rear garages.

Buildings along Greenfield Rd are courtyard oriented.

## ELEVEN MILE

Eleven Mile Road is a four-lane road along Berkley's southern border with Oak Park and Huntington Woods. The right-of-way is 66 feet with sidewalks and planting strips on both sides, varying in width from 6 to 12 feet. Due to the land uses and traffic patterns along Eleven Mile, the corridor is planned for three different character areas and corresponding future land use categories.

As redevelopment occurs on Eleven Mile, the City should implement unifying streetscape elements such as landscaping, seating, pedestrian lighting, and others as appropriate. Streetscapes should be coordinated with Oak Park and Huntington Woods, when possible

## Eleven Mile Design Guidelines

The following design guidelines apply to the entire corridor:

- Sidewalks should meet accessibility standards and should be appropriately lighted for bicycle and pedestrian traffic.
- Pedestrian crosswalks must meet accessibility standards and should be well marked.
- Areas adjacent to the curb should be planted with lawn and canopy trees, as space allows.
- On-street parking on side streets should be well defined. On-street parking on Eleven Mile is not allowed.
- Sustainable streetscape features such as permeable pavements, rain gardens and LED lighting are encouraged.



Eleven Mile  
Source: CWA

## Design Guidelines

The following design guidelines apply to Eleven Mile between Woodward and Mortenson:

- Buildings should front onto Eleven Mile. Front yard setbacks along Eleven Mile should match those of the adjacent existing homes.
- Buildings should be no taller than two stories.
- Attached single-family housing may range in groupings from 2 to 5 units per building.
- All driveway access should be on Eleven Mile Road or side streets, as possible.
- Pedestrian walkways should provide access from the front door to the sidewalk and parking areas, as well as common open spaces.
- Facades should incorporate front porches and clear visibility to front doors.
- Facades should incorporate a consistent rhythm of windows. Windows between lower and upper floors on adjacent buildings should relate to one another.
- Façade materials should be brick, stone, and wood to be consistent with existing housing types in Berkley.
- Rooflines should reflect the rooflines of this portion of Eleven Mile, which include gable and hip roofs.
- Rooflines should be arranged to provide visual interest and differentiation between units.
- Sustainable site, building and landscaping elements are encouraged and should be incorporated as appropriate.

### Woodward to Mortenson Residential Corridor

This section of Eleven Mile should remain primarily single-family housing. However, at intersections corners, attached single-family housing, such as duplexes and townhouses, could be allowed.



Single Family Houses on Eleven Mile  
Source: CWA



Office use in house on Eleven Mile  
Source: CWA



Duplex on Eleven Mile  
Source: CWA

## Mortenson to Robina Gateway Corridor

The intersection of Coolidge Highway and Eleven Mile is one of the most visible entrances to the City. While maintaining small-scale commercial and office uses, attached single-family housing should be allowed to enter the mix along this section of Eleven Mile. Redevelopment of older and obsolete buildings should include an architecturally pleasing façade treatment for the elevation that fronts Eleven Mile, much like the “before” and “after” photographs on this page. Public art, such as murals, should be encouraged.

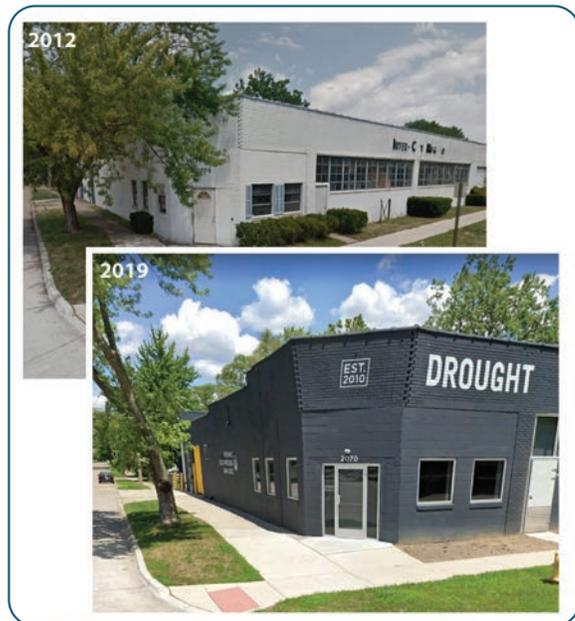


Photo examples show how modest building improvements, such as window replacements, paint, signage and lighting, have dramatically improved Berkley's local building character and appearances. Source: Google & Teska

## Design Guidelines

The following design guidelines apply to Eleven Mile, between Mortenson and Robina:

- Main building entrances should be prominent and visible from the street.
- Building windows should front onto the street.
- Driveways and parking areas should be clearly visible from the street and landscaped.
- Off-street parking lots, including those that abut the sidewalk, are screened with a masonry or decorative wall and landscaping.
- Monument style signs and building mounted signs should be incorporated into the site and building.
- Dumpsters should be screened from view via enclosures.
- Outdoor seating areas are encouraged as appropriate to building use.
- Building mounted lighting should complement the building.
- Sustainable features such as permeable pavements, LED lighting, native landscaping, locally sourced and recycled materials are encouraged.

## Eleven Mile Road | Concept Rendering & Design Guidelines



Source: Teska Associates

### Private building and parking enhancements:

- Main building entrances should be prominent and visible from the street.
- Building windows should front onto the street.
- Driveways and parking areas should be clearly visible from the street and landscaped.
- Monument style signs and building mounted signs should be incorporated into the site and building.
- Dumpsters should be screened from view via enclosures.
- Buildings and parking areas should be enhanced with landscaping.
- Outdoor seating areas are encouraged as appropriate to building use.
- Building mounted lighting should complement the building.
- Sustainable features such as permeable pavements, LED lighting, native landscaping, locally sourced and recycled materials are encouraged.

### Public right of way (ROW) enhancements:

- Sidewalks should meet accessibility standards and should be appropriately lighted.
- Pedestrian crosswalks must meet accessibility standards and should be well marked.
- Parkway should be planted with lawn and canopy trees as space allows.
- On-street parking should be well defined.
- Sustainable streetscape features such as permeable pavements, rain gardens and LED lighting are encouraged.

## Robina to Greenfield – Industrial/Retail

A unique mix of industrial and retail, this portion of Eleven Mile is starting to redevelop as a walkable corridor. The City should allow re-use of industrial buildings as lofts and other multiple-family uses here. The design guidelines as illustrated on this page should be implemented via zoning changes. Improvements within the public right-of-way (R.O.W.) and private properties should be coordinated to improve the overall corridor.

## WOODWARD

Traveling 21 miles through 11 communities, Woodward is one of the most studied and planned corridors in southeast Michigan. Regional plans for Woodward envision a multi-modal street with dedicated lanes for buses or trains, bicycles as well as vehicles with wide sidewalks and more intense development at transit stations. The 2020 Parks and Recreation Plan specifies connecting Berkley's trails and pathways to the regional system developing along Woodward Avenue in Oakland County.

In its 1.8-mile stretch in Berkley, Woodward is a divided boulevard with eight lanes of traffic and a 200-foot wide right-of-way. Roseland Park Cemetery occupies over a of a third of Berkley's frontage on Woodward and is a planned as Parks & Cemetery. The rest of the corridor in Berkley is planned as Gateway Corridor.

## Study Recommendations

The City is committed, to the greatest extent possible, to the following recommendations for Woodward in the 2012 Woodward Avenue TOD Corridor Study for South Oakland County and the 2015 Woodward Avenue Action Association Woodward Avenue Complete Street Plan.

- Reduction to six lanes of traffic, with expanded sidewalks, two-way raised cycle tracks, dedicated bus rapid transit.
- Bus rapid transit stops were planned at Eleven Mile and Twelve Mile, with increased development. Taller buildings at Twelve Mile and Woodward may not be possible due to the shallow lots in this area and deed restrictions of the original plat.
- Coordinated streetscape with adjacent communities include permeable paving, street lighting and landscaping.
- Parking policies requiring less parking where transit stops are within a 5-minute walk.



The Woodward Dream Cruise in an annual event on Woodward  
Source: City of Berkley

## Design Guidelines

The following design guidelines apply to East Twelve Mile:

- Connect sidewalks and trails along East Twelve Mile to the regional network along Woodward and the planned trail on the edge of Roseland Park Cemetery.
- Continue the street trees at regular intervals, pedestrian scale decorative lighting and wayfinding signs in other parts of Twelve Mile throughout this section.
- Repair and maintain the sidewalk on the south side of East Twelve Mile.
- Parking lot areas should be in the side yard, setback from the sidewalk and screened with a masonry or decorative wall and a landscaped area.
- New buildings should be no higher than two stories.
- Parking, loading, trash and service areas should be screened from the street and buffered from the adjacent neighborhood. In some cases, these may be in a side yard with appropriate screening to minimize neighborhood impacts.

## EAST TWELVE MILE

Between Woodward and Coolidge, this portion of Twelve Mile features Roseland Park Cemetery along its entire northern frontage. On the south side of the street, uses vary from medical offices with large parking lots to single family homes to vacant land. The lots are shallow, 115 to 135 feet in depth, and back up to the rear yards of the Oakland Manor neighborhood. Due to the lot sizes and surrounding land uses, this area is suited for single-family attached housing or small scale office, personal service or retail uses.



View of Roseland Cemetery from the south side of East Twelve Mile  
Source: CWA

## WEST TWELVE MILE

The portion of Twelve Mile west of the Downtown, from Greenfield Road to Buckingham Avenue, is planned as a Gateway Corridor. This portion of Twelve Mile has a second story residential and live/work units.

The 2018 Downtown Design Guidelines and the 2019 Downtown Master Plan have more in-depth recommendations that should be followed in addition to the design guidelines on this page.



Black Ritual Tattoo on West Twelve Mile.  
Source: CWA

## Design Guidelines

The following design guidelines apply to West Twelve Mile:

- Continue the brick pavers, street trees at regular intervals, pedestrian scale decorative lighting and wayfinding signs throughout this section of Twelve Mile.
- New buildings should be built to the street edge and have public and semi-public space.
- Outdoor product displays should be allowed and engaging storefront encouraged, with vibrant window displays.
- New buildings should be two stories at the street edge, with a third story allowed if stepped back from the street edge
- Buildings should transition and connect Twelve Mile to adjacent neighborhoods by stepping down in height and scale at rear property lines, buffering parking and landscaping at borders.
- The variety of building materials should be preserved and encouraged.
- Off-street parking lots, including those that abut the sidewalk, are screened with a masonry or decorative wall and landscaping.

## Design Guidelines

The following design guidelines apply to South Coolidge:

- Upper floor residential and townhouses are encouraged in a greater proportion than in the Downtown.
- Buildings have entrances directly to the street for pedestrians.
- Buildings may be at the sidewalk's edge or slightly setback to allow for landscaped yards, outdoor dining and display areas.
- Underutilized parking lots can be repurposed for dining patios, sitting areas or outdoor display areas.
- New development is two stories at the street edge, with an occasional third story set back from the street and adjacent neighborhoods.
- The use of traditional materials is promoted to maintain continuity within the Downtown.
- Underused parking lots are adapted to include beautification elements, access and passive use alternatives.
- Buildings and sites should transition to adjacent neighborhoods by stepping down in height and scale at rear property lines, buffering parking, and landscaping at borders.
- Curb extensions should be installed at intersections to aid pedestrian safety and provide landscaped areas.
- Off-street parking lots, including those that abut the sidewalk, are screened with a masonry or decorative wall and landscaping.
- Parking areas are buffered from the sidewalk and adjacent residential uses.
- Traditional pedestrian-scale light fixtures should be installed throughout this part of Coolidge.

## SOUTH COOLIDGE

Bordered by Catalpa to the north and Eleven Mile to the south, this area is envisioned to be a mixed-use area with residential, offices, restaurants and shopping, less dense than downtown but with the same degree of walkability.



Office use on South Coolidge  
Source: CWA



Ice cream shop on South Coolidge  
Source: CWA

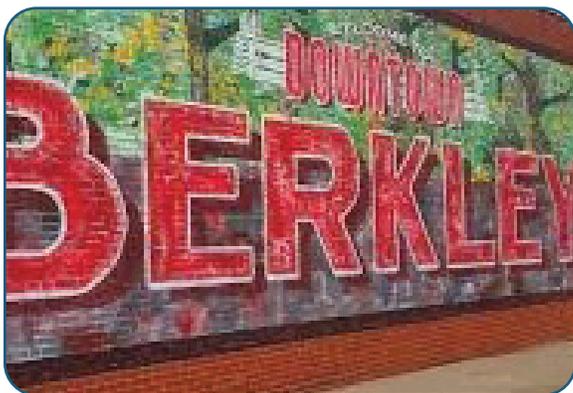
## DOWNTOWN

Berkley's traditional downtown is on Twelve Mile, between Buckingham and Coolidge, and on Coolidge from Twelve Mile to Catalpa. The Downtown is home to distinctive buildings from the 1920's, 1930's, 1950's and 1960's, including the iconic Berkley Theater. Characterized by older buildings set close to the sidewalk, shops and restaurants, this area was designated as the "Downtown Core" in the 2019 Downtown Berkley Master Plan.

The 2018 Downtown Design Guidelines provide specific design guidelines for three distinct areas within the Downtown.



Repurposed street for outdoor dining in 2020.  
Source: City of Berkley



Gateway Mural at Twelve Mile and Coolidge in Downtown  
Source: City of Berkley

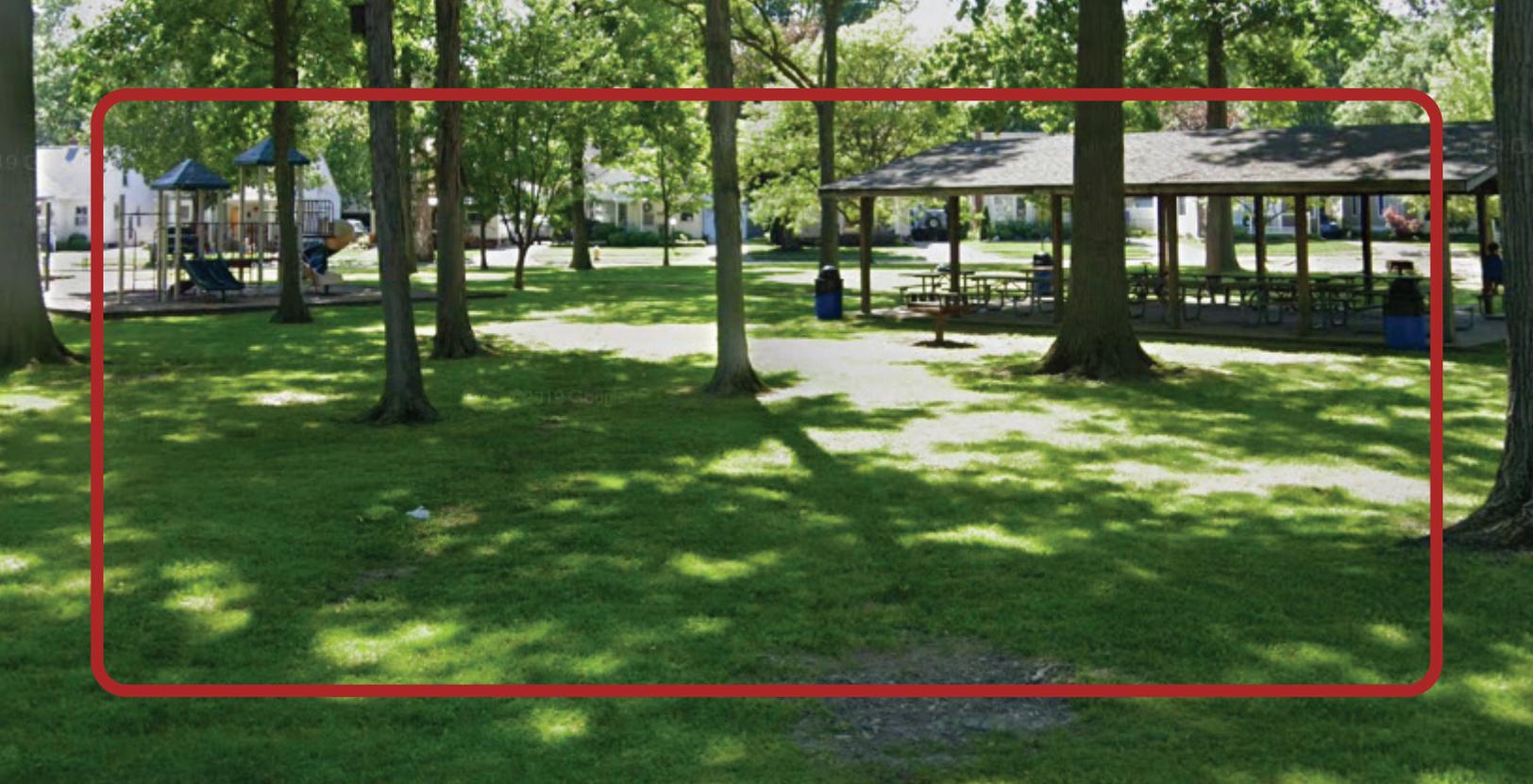
## Design Guidelines

The following design guidelines apply to Downtown Berkley:

- Buildings align at the sidewalk edge, with some variety allowed, to create a consistent street wall.
- New development is two stories at the street edge with a third story that is set back from the sidewalk and adjacent areas of lower scale, such as neighborhoods.
- The use of traditional materials is promoted to maintain continuity within the Downtown.
- Underused parking lots are adapted to include beautification elements, access and passive use alternatives.
- Institutional uses remain in the Downtown, to keep foot traffic and vibrancy.
- The streetscape is consistent and unified in appearance with curbside brick paving along the sidewalks, landscaping in corner planting areas and curb extensions, and low-scale, traditional light fixtures.
- On-street parallel parking is allowed throughout the Downtown, including on Coolidge.
- Off-street parking lots, including those that abut the right-of-way, are screened with a masonry or decorative wall and landscaping.



Source: Carlisle Wortman Associates



## Systems

Systems run through the City of Berkeley transporting people, energy, water and waste. Public buildings, parks, roads and streets, and infrastructure systems should be designed, built and maintained using principles and methods that protect and enhance the quality of life in Berkeley by minimizing energy consumption and environmental pollution. This chapter lays out actions to create sustainable infrastructure, energy, transportation and natural resource systems in Berkeley.

### Principles

Systems should be designed, built and maintained to:

- Maintain safety
- Increase efficiency
- Create sustainability
- Decrease energy consumption
- Minimize environmental pollution

### Previous Plans

Previously adopted plans that are relevant to systems include:

- 2012 Multi Modal Transportation Plan
- 2019 Energy Plan
- 2020 Parks and Recreation Plan Update

### Land Uses

Systems are integral to all of the future land use categories. However, the following future land use categories are places where investments and improvements can improve the sustainability of the City:

- Neighborhoods
- Institutional
- Parks & Cemetery
- Downtown
- Gateway Corridor

## INFRASTRUCTURE

Infrastructure includes the City's facilities, public utilities owned by the City (water and sewer), and privately owned utilities (electricity, broadband), roads and sidewalks, which are owned and/or managed by the City, Oakland County or the Michigan Department of Transportation. This section concentrates on the City combined sewer system, with electricity and roads addressed in the Energy and Transportation sections, respectively.

The City of Berkley has over 60 miles of combined waste and storm sewer. The system is gravity-fed and drains to the regional George W. Kuhn Drain, formerly known as Twelve Towns, combined relief sewer. The capacity of the system has been overwhelmed by storm events in recent years, leading to improvements intended to decrease the amount of rain water entering the system, including green infrastructure.

### Green Infrastructure

Green infrastructure uses ecological features – trees, rain gardens and bio-swales - to first handle water from rain and storms, rather than sewer pipes. The City can integrate green infrastructure in all levels of development and infrastructure improvements by taking the following actions:

Add Green Infrastructure to Parks: The 2020 Parks and Recreation Plan has an action item for parks to “plant shade trees and add other sustainable features such as rain gardens to help mitigate stormwater issues.” Demonstration rain gardens are planned for all Berkley parks.

Add Green Infrastructure to Municipal Parking: The City should, where feasible, update city owned parking lots with bio-swales, rain gardens and green alleys. The municipal parking lot planned for Twelve Mile and Cummings should include a green infrastructure demonstration project.

### Examples of Green Infrastructure

The following examples of green infrastructure on a small and medium scale were shared during the Green Infrastructure webinar that was part of the community engagement efforts.



Volunteers planting a rain garden at a school.  
Source: Presentation on Green Infrastructure Webinar



Green infrastructure in downtown streetscape  
Source: Presentation on Green Infrastructure Webinar



Green infrastructure in a parking lot  
Source: Presentation on Green Infrastructure Webinar

## Green Infrastructure Options in Berkley Parks & Streets



- A. Trees
- B. Rain Gardens or Planted Swales
- C. Permeable Pavers
- D. Green Roof
- E. Recessed Playing Fields and Amenities
- F. Underground Stormwater Vaults
- G. Retention/Detention Ponds & Constructed Wetlands



- A. Street Trees
- B. Rain Gardens
- C. Inflow Grates
- D. Overflow to Traditional Stormwater Piping
- E. Permeable Paving
- F. Vaults and/or Sidewalk Support Structures
- G. Uncompacted Soil or Structural Soil

Explore Green Infrastructure in City Streets: The City's engineers have advised Berkley to undertake a feasibility study for the implementation of bioswales / bioretention within City road rights-of-way.

Offer Green Infrastructure Education & Resources to Businesses & Residents: The City should encourage business and residential owners to incorporate improvements such as rain barrels, rain gardens, pervious surfaces etc. through an education program. The City participates in the WaterTown program, through the

Clinton River Watershed Council, that provides resources to communities to improve water quality and alleviate climate change impacts by promoting and implementing green infrastructure and advancing water-oriented community and recreation opportunities. The program has education and resources for rain gardens, permeable pavers, and bioretention cells.

## ENERGY

The 2019 Energy Plan has recommendations for project selection and implementation, funding, staffing, policies and procedures, data and communications. While the Environmental Advisory Committee will guide implementation of the Energy Plan, the following actions should be pursued in the Master Plan to help realize the City's vision of becoming a sustainable, efficient municipality, powered increasingly by renewable energy.

### Energy Efficiency Guiding Principle in Capital Improvements

Energy efficiency should be a guiding principle for capital improvement budgets and decisions across all City departments. The Energy Plan recommended that the City identify a suite of clean energy and energy saving projects to undertake in the short-term. In addition, when reviewing the Capital Improvement Program, the Planning Commission and City Council should prioritize the following type of improvements:

- Energy savings and clean energy projects identified in the Energy Plan.
- Conversion of lighting in City facilities and street lights to LED lighting.
- Installations of submeters for public buildings.
- Increased energy efficiency, including recycling considerations, when purchasing supplies, equipment, etc.
- Costs of equipment purchase or replacement that result in savings over the lifetime of the equipment are a higher priority.
- Improvements for facilities to meet the minimum requirements of the National Fire Protection Association and National Electrical Code.

### Increased Funding for Energy Efficiency and Renewable Energy

In the Energy Plan, the City committed to increasing funding for municipal energy efficiency and renewable energy projects through internal and external sources. The City should designate staff or consultant time to pursue funding from federal, state, and private sources.

## Municipal Facilities

The municipal facilities shown below are examples of places where energy efficiency could be enhanced.



The Berkley Historical Museum and City Hall can become more energy-efficient through capital improvements. Source: City of Berkley



Upgrading street lights like the one shown here to LED lights would increase energy efficiency and save the City funds in the long run. Source: City of Berkley

## Sustainable Building and Site Design Features

- Water Use Reduction
- Water Efficient Landscaping
- Innovative Wastewater Technologies
- Low Impact Stormwater Management
- Optimization Of Energy Performance
- On-Site Renewable Energy
- Passive Solar Heating
- Reuse/Recycled/ Renewable Materials
- Indoor Air Quality Or Other Elements identified as sustainable by established groups such as the US Green Building Council (LEED), ANSI National Green Building Standards, or SEMCOG Low Impact Design Manual



The Zoning Ordinance could be amended to require bicycle parking.

Source: Adobe Stock

### Revolving Energy Fund for Municipal and Private Energy Improvement Projects

A goal of the Energy Plan is to establish a revolving energy fund. The fund would be used to invest in energy improvement projects, such as LED street lights, and then reinvest at least 80 percent of the resulting savings into subsequent energy saving or demonstration projects. The fund should focus on municipal projects first, and then private and non-profit projects. Once established, the Revolving Energy Fund could support an Energy Manager position for the City.

### Develop Plans and Policies to Increase Energy Efficiency

The Energy Plan includes recommendations to develop plans and policies to increase energy efficiency and the City's resilience. While touched on in this Master Plan, the following should be developed as part of the implementation of this plan and subsequent updates:

- Sustainability standards for maintaining, remodeling, upgrading and replacing municipal buildings.
- A stand-alone Sustainability or Climate Action Plan.
- Incentives for use of sustainability standards in private sector construction and maintenance activities.

### Amend City Zoning Ordinance to Codify Sustainability

The following zoning amendments would codify sustainability in development, increasing energy efficiency in the City overall:

- Mixed use corridors with a residential component and increased density.
- Sustainability measures in new developments or renovations such as required bicycle parking and pedestrian improvements, installation of electronic vehicle infrastructure, LED lighting, and landscaping with green infrastructure components.
- Incentives of zoning flexibility where sustainable building and site design features, transit amenities, public art, open space, green roofs or "cool roofs".



Sidewalks in neighborhoods should be regularly maintained.  
Source: CWA



Bike route markers help cyclists to navigate.  
Source: CWA



The bicycle lane on Woodward planned across communities would be part of a continuous system.  
Source: Woodward Area Action Association

## TRANSPORTATION

The transportation system in Berkley has streets, sidewalks, bicycle lanes and paths as well as stops for a regional mass transit system and multi-jurisdiction bike share program. The City is highly walkable, with a Walk Score of 77 out of 100.

Seventy-seven is a high score, signifying that most errands can be accomplished on foot. The City should build on the strengths of the existing transportation system while preparing for future transportation innovations that would increase the quality of life and sustainability of Berkley. The following strategies should be pursued:

### **Regular Investments to Maintain Walkability**

In 2020, the City of Berkley pivoted its Sidewalk Replacement Program from a 15-year replacement cycle to a five-year cycle by section of the City. This program, combined with the yearly Fall Tree Replacement program, offers continuous investment to maintain the walkability of Berkley neighborhoods. The Downtown Development Authority and the City also invest to improve and maintain the City's corridors as pleasant places to walk, gather and shop. The City can further aid pedestrian access by improving street crossings, installing additional marked cross walks, and partner with the county to create more mid-block crossings.

### **Continuous Trail System Connecting Adjacent Communities & Key Locations**

The 2012 Multi-modal Transportation Policy and 2020 Parks and Recreation Plan prioritize the development of trails connecting the parks to form a continuous park system tying together community facilities, schools, neighborhoods, downtown Berkley, and regional recreation facilities. The system should include site amenities such as bike racks, benches, trash receptacle, mile markers, and signs along the trails and at destination points.

### Rethink the Role of Parking Lots

Currently, the City’s policies treat parking lots as needed places to store vehicles, assumed to be the primary mode of transportation. The City should amend its policies and programs for parking lots as opportunities for sustainable design and places that welcome all forms of transportation. Zoning amendments could include increased flexibility for parking in mixed-use corridors, decreased vehicle parking requirements overall, requiring bicycle parking, allowances for permeable pavers, and requirements or incentives for green infrastructure within parking lots.



Green infrastructure in parking lot islands.  
Source: Presentation on Green Infrastructure Webinar

### Bicycle and Transit Improvements within Street Projects

The City should integrate bicycle and transit improvements in street projects, such as repaving. To prepare for these opportunities, the City should evaluate the feasibility of bike lanes or wide right turn lanes at major intersections, identify upgrades for bus stops and seek funding sources to support those improvements.



The road diet on Coolidge with on-street parking and a bicycle lane is an example of a Complete Streets improvement.  
Source: Google Streetview

### Policy and Infrastructure for Sustainable Transportation

The City should support policy and infrastructure for sustainable transportation – such as bicycle parking, electric vehicle charging, and micro-mobility. Actions could vary from zoning amendments for bicycle parking, to incentives for or actual construction of electric vehicle charging, to permitting processes for scooter share stations in street rights-of-way.



Bicycle parking, electric charging stations and micro-mobility kiosks with scooters could be incorporated on Coolidge and other corridors in Berkley.  
Source: CWA

## NATURAL SYSTEMS

Natural systems, such as the tree canopy and green infrastructure, weave throughout Berkley. Adding and strengthening these natural systems can improve the quality of life in Berkley, increase energy efficiency, manage stormwater and lessen pollution. The following recommendations should be undertaken:

### Increase Green Space

The 2020 Parks and Recreation plan recommended that the City Council and Planning Commission, when reviewing development proposals, encourage developers to set aside open space and parkland. The City could also develop regulations to require green space and parkland for developments, based on their size and use.

### Maintain and increase Berkley's Tree Canopy

Berkley's tree canopy, the percentage of Berkley's area covered by trees, should be maintained and increased. The 2020 Parks and Recreation plan recommended prioritizing replacement and upgrade of existing tree canopy using the criteria of potential for stormwater capture/detention. The Fall Tree Replacement Program currently offers new tree planting in the street right-of-way for Berkley residents on a first come, first serve basis. The City should include tree maintenance and planting, as feasible, in all projects and improvements.

### Increase Green Infrastructure

As discussed in the Infrastructure section of this chapter, the City can integrate green infrastructure in all levels of development and infrastructure improvements.



City parks offer opportunities to increase green space, the City's tree canopy and green infrastructure.  
Source: CWA



## Implementation

The Berkley Master Plan serves as the broad framework to guide the formation of policy for future decisions related to land use and development in the City. Implementation of the goals outlined in this Plan will require the ongoing efforts of City Council, Planning Commission, Downtown Development Authority, City advisory boards, business and property owners, and residents.

After the adoption of the Master Plan, City staff will work with the appropriate responsible boards/commissions to implement the corresponding strategies outlined in the Implementation Matrix. A priority level for each strategy has been assigned, but priority levels, as well as timeframes and responsibilities, may be amended as the City boards/commissions deem appropriate.

The City should use the Implementation Matrix as a guide, and update the matrix accordingly, when developing the following city policy documents:

- Annual Municipal Budget
- Capital Improvement Plan
- Annual Planning Commission Report
- Planning Commission Work Plan
- Community Development Department Work Plan

Per the Michigan Planning Enabling Act, the Planning Commission must, five years after the adoption of the Master Plan, review the plan and determine whether to amend the Master Plan or adopt a new plan. This review is an opportunity to revisit the Implementation Matrix, as well as other aspects of the plan, to be updated or changed.

CHAPTER	STRATEGY	PRIORITY	TIMEFRAME	RESPONSIBILITY
Neighborhoods	Update zoning to allow ADU's	High	1-3 years	Planning Commission City Council
Neighborhoods	Study whether additional duplexes could be integrated into Single Family Neighborhoods	Medium	3-5 years	Planning Commission City Council
Neighborhoods	Amend the Zoning Ordinance to permit latitude for accessibility improvements	High	1-3 years	Community Development & Building Depts.
Neighborhoods	Update R-2 and RM zoning parcel size & setbacks to allow attached single-family housing matching size & scale of adjacent houses	Medium	3-5 years	Planning Commission City Council
Neighborhoods	Add design requirements for duplexes and multiple family buildings to the R-2 and RM zoning	Medium	3-5 years	Planning Commission City Council
Neighborhoods	Connect homeowners to home improvement programs	High	Ongoing	Community Development Dept.
Neighborhoods	Engage residents via City communications to build and cultivate relationships and create social capital	High	Ongoing	City Manager's Office
Neighborhoods	Provide information to residents and builders on Universal Design	Low	5-10 years	Community Development & Building Depts.
Neighborhoods	Continue excellent City services for neighborhoods	High	Ongoing	All City Departments
Systems	Cooperate with regional partners to maintain and improve water and sewer systems.	High	Ongoing	Department of Public Works
Corridors	Create mural program for corridors outside of the DDA boundaries	Medium	3-5 years	Community Development Det.
Corridors	Create sign and/or façade improvement program for corridors outside of the DDA boundaries	Medium	3-5 years	Community Development Dept.
Corridors	Update the Greenfield zoning district to reflect the Greenfield Corridor design guidelines	Medium	3-5 years	Planning Commission City Council
Corridors	Review R1-D zoning on East Eleven Mile to include attached single-family	Low	5-10 years	Planning Commission City Council
Corridors	Implement zoning strategy in the Downtown Berkley Master Plan	High	1-3 years	Planning Commission City Council
Corridors	Update zoning to diversify housing choices in corridors	High	1-3 years	Planning Commission City Council
Corridors	Update zoning to implement design guidelines for corridors	High	1-3 years	Planning Commission City Council

CHAPTER	STRATEGY	PRIORITY	TIMEFRAME	RESPONSIBILITY
Corridors	Updating zoning parking requirements	High	1-3 years	Planning Commission City Council
Corridors	Updating buffer requirements between corridors & neighborhoods	High	1-3 years	Planning Commission City Council
Systems	Integrate Bicycle and Transit Improvements within Street Projects	High	Ongoing	City Council Department of Public Works MDOT, Oakland County Road Commission
Systems	Create a revolving energy fund for municipal projects	High	1-3 years	City Council
Systems	Extend revolving energy fund to private & non-profit projects	Medium	3-5 years	City Council
Systems	Connect Berkley residents to energy-efficiency opportunities and programs	Medium	3-5 years	Community Development & Building Depts.
Systems	Offer Green Infrastructure Education & Resources to Businesses & Residents	Low	5-10 years	Community Development & Building Depts.
Systems	Update zoning to require bicycle parking and pedestrian improvements installation of electronic vehicle infrastructure, LED lighting, and landscaping with green infrastructure components	Medium	3-5 years	City Council Planning Commission
Systems	Add flexibility in zoning for building and site design features, transit amenities, public art, open space, green roofs or “cool roofs”	Medium	3-5 years	City Council Planning Commission
Systems	Develop a community-wide pathway plan, using existing sidewalks and roadways	High	1-3 years	Department of Public Works, Parks & Recreation, Community Development Depts.
Systems	Create incentives for and/or fund construction of electric vehicle charging	Medium	1-3 years	City Manager Department of Public Works
Systems	Establish permitting processes for scooter share stations in street rights-of-way	Low	5-10 years	Department of Public Works
Systems	Explore the potential for creating a dedicated Sustainability Plan or Climate Action Plan.	High	1-3 years	City Manager Community Development Dept.
Systems Neighborhoods	Continue Sidewalk Replacement and Fall Tree Replacement Programs.	Medium	Ongoing	Department of Public Works

Page intentionally left blank



# Appendix





