

CITY OF BERKLEY

RESIDENTIAL FUTURE LAND USE

MASTER PLAN AMENDMENT

Adopted

August 18, 2015



A RESOLUTION

**of the Planning Commission of the City of Berkley, Michigan
adopting *the Residential Future Land Use Plan Amendment***

WHEREAS, the City of Berkley Planning Commission, is authorized by Public Act 33 of 2008 to adopt a master plan for the City's development; and

WHEREAS, the Master Plan was adopted in 2007 and observed that while Berkley has a wide variety of single family detached housing it does not have a variety of housing types; and

WHEREAS, the City of Berkley Planning Commission wishes to encourage new apartments, two-family to four-family housing and townhouses to provide housing near future transit stops as well as throughout existing residential neighborhoods; and

WHEREAS, a diverse housing stock will provide quality housing opportunities to residents regardless of age, ability or income; and

WHEREAS, the City of Berkley Planning Commission has notified the surrounding communities and underlying agencies throughout the process in accordance with Public Act 33 of 2008; and

WHEREAS, the City of Berkley Planning Commission has advertised a public hearing in accordance with state and local law.

NOW, THEREFORE, THE CITY OF BERKLEY PLANNING COMMISSION RESOLVES:

SECTION 1: That the *City of Berkley Residential Future Land Use Plan* be adopted as part of the master plan for the City of Berkley.

SECTION 2: That the City Planner be authorized and directed to distribute the adopted document to the City Council, Oakland County, surrounding communities and underlying agencies.

Introduced and Passed at the Regular Planning Commission Meeting on Tuesday, August 18, 2015.



David Barnett
Chairperson

Attest:



Amy M. Vansen, AICP
City Planner

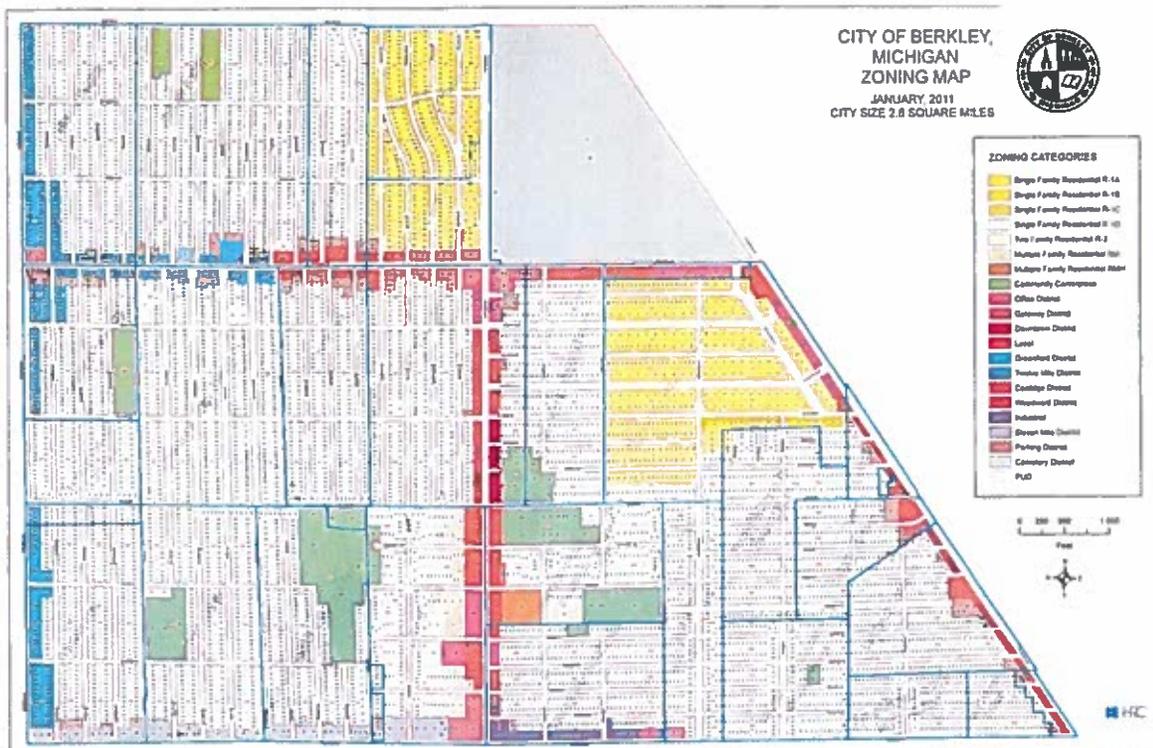
Planning Commission

David Barnett, Chairperson
Martin Smith, Vice Chairperson
Michele Buckler
Tim Murad
Eric Murrell
Dottie Popp
Mark Richardson
Ann Shadle
Joe Tangari

Amy M. Vansen, AICP, City Planner

BACKGROUND

The City was developed on a grid iron system where there are many options for pedestrians, bicyclists and motorists. This connectivity has benefited Berkley allowing for neighborhood schools, parks and in general, a sense of community. The streets have a hierarchy with different uses fronting on different types of streets.



Source: Berkley Zoning Ordinance, 2015.

Local residential streets are those streets where, primarily, single family detached houses front; for example, Buckingham or Columbia.

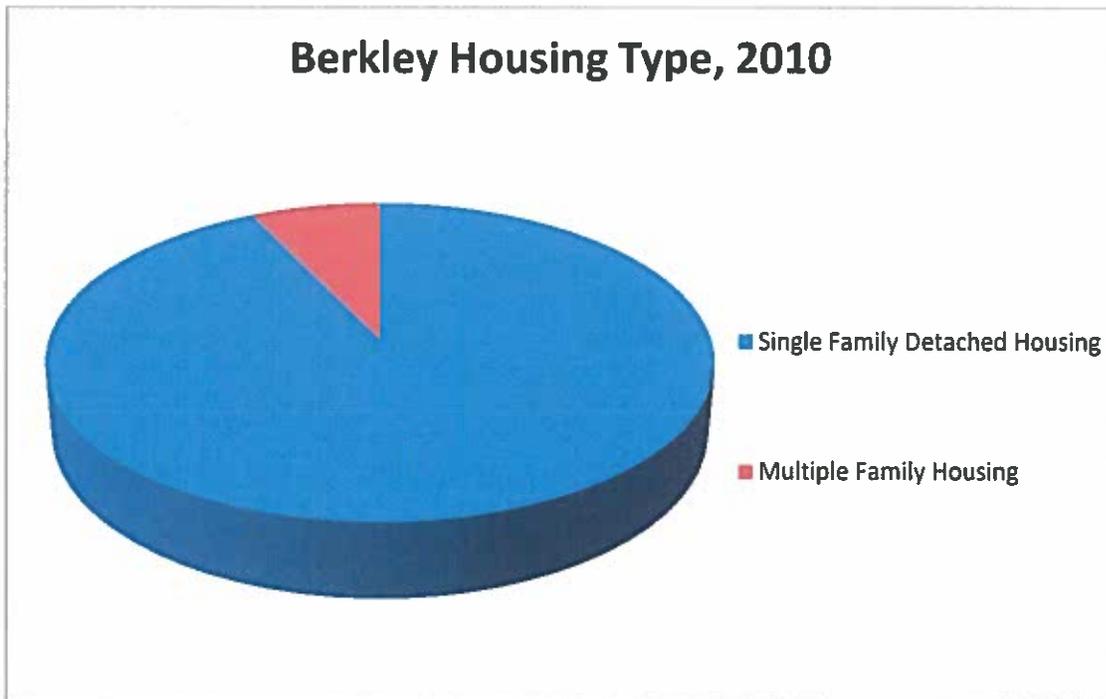
Major thoroughfares are those streets that run from one community to another, are wider than two lanes, or have, primarily, nonresidential uses facing them. While Greenfield has residential uses fronting on it, it runs from one community to the next and is five lanes wide; so it is a major thoroughfare. Catalpa, has residential uses fronting on it, is only two lanes wide, but runs from one community to the next, so it too is a major thoroughfare. Twelve Mile Road has nonresidential uses fronting on it, is more than two lanes wide, and runs from one community to the next; so it is also an example of a major thoroughfare.

Collector streets are those streets that abut residential uses, but the uses do not front on them. For example, Beverly between Coolidge and Greenfield is a collector street. The residential uses abut Beverly, but the houses do not face Beverly. Likewise, Cass between Larkmoor and Wiltshire would also be an example of a collector street.

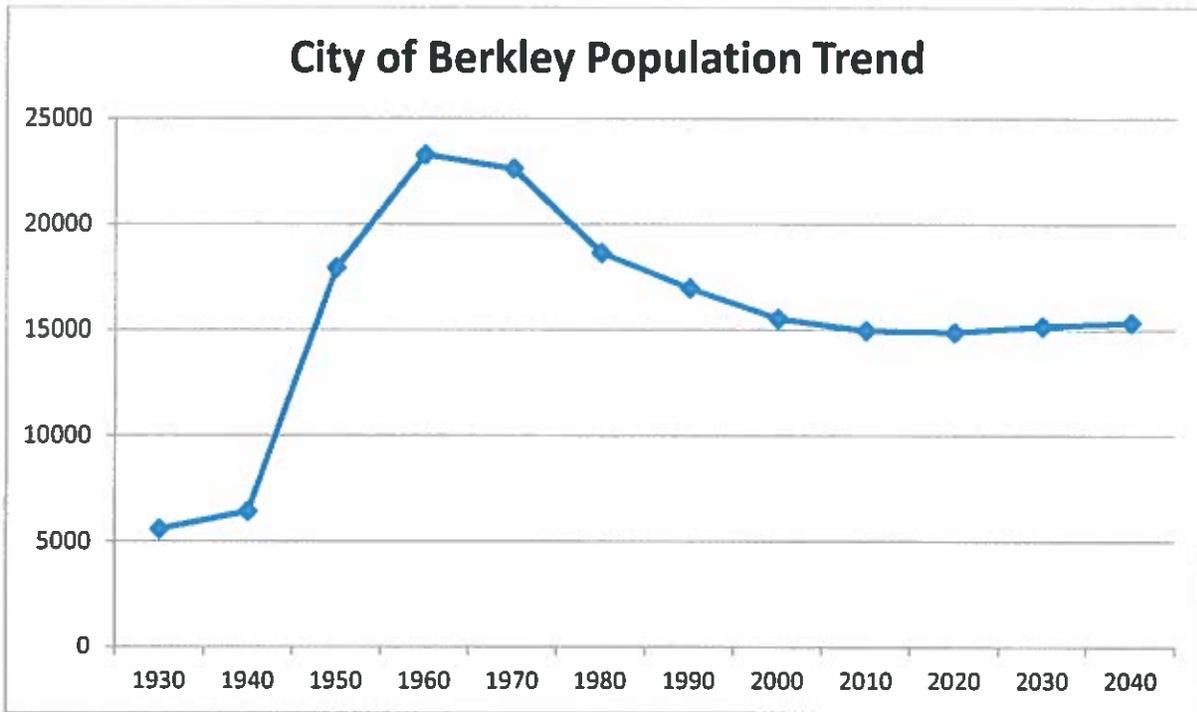
When the City of Berkley was platted and developed starting in the 1930's, residential lots varied: ranging from 12,000 square feet to 4,000 square feet. This variation has provided the City with an ability to have a variety of housing types and sizes.

The range of house and lot sizes in Berkley allows for a wide range of home buyers and renters. Many residents can continually upgrade from a small "starter" bungalow to a large colonial all within the Berkley city limits.

Within the single family residential districts, the City has about 50 two-family to four-family units. Under the city ordinance, if these uses were established prior to December 9, 1963, they are allowed to continue. The City currently does not allow new such uses to be created. In addition, the City has several low rise apartment buildings that were built between the late 1960's and the mid 1980's. A senior housing high-rise, Oxford Park Towers, was constructed in 1975. Of the 6,933 housing units in the City, only 504 of them were in multiple housing types (duplexes or greater).

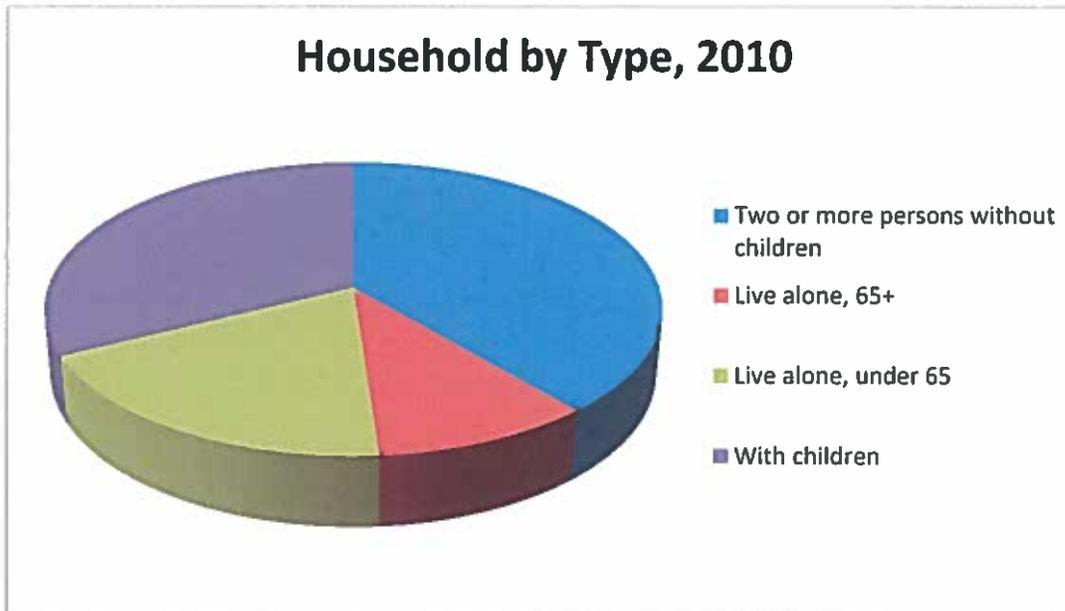


Source: U.S. Census Bureau, 2010



Source: U.S. Census Bureau and SEMCOG 2040 Forecast produced in 2012.

Since being incorporated in 1929, the City of Berkley's population grew rapidly until 1960 when it peaked at 23,275 persons. The City of Berkley and nearly all of its neighboring communities have recorded population decreases since 1970. Some of the population loss can be attributed to suburbanization toward outlying communities while a portion can be tied to an overall decrease in household size. Certainly the size of households throughout the nation has decreased with more households being composed of single persons and couples without children. Berkley is a part of this national trend.



Source: U.S. Census Bureau, 2010

In 2007, the Planning Commission adopted a new master plan. The master plan observed:

“92% of the City's housing stock is single family homes with only 8% comprising dwellings with 2 or more units. Source: 2000 US Census In comparison to similar communities, Berkley is less diversified than Oak Park and Royal Oak but is relatively comparable to Huntington Woods.”

This master plan called for many catalytic projects and changes to existing policies and laws. One of the recommendations was to provide a zone for townhouse-type development. The master plan also recommended a mixed use area along Twelve Mile between Tyler and Greenfield. This area would allow commercial, office, apartments, as well as townhouses.

Since adopting the master plan in 2007 and subsequently adopting the Twelve Mile District and Greenfield District which permit by right attached single family and multiple family uses, no such developments have occurred.

In 2013, the Michigan State Housing Authority (MSHDA) reported that the State of Michigan in general is overbuilt with single family detached houses. It further advised that communities in the state needed to change the housing pattern in order to be more globally and nationally competitive.

In addition, MSHDA advised that Michigan communities need to have denser housing: about 6-10 units per acre. For comparison, the Stephenson Barber's Oakland Manor Subdivision has a density of about 3.63 units per acre. The St. John Woods Subdivision has a density of about 6 units per acre. The remainder of the single family residential districts in Berkley has a density of about 9 units per acre.

MSHDA also observed that parking requirements for housing in Michigan are generally excessive. MSHDA recommended that requirements be changed to one off-street parking space per dwelling unit. Berkley's ordinance requires two off-street parking spaces per unit for most residential uses.

MSHDA recommended form based codes to ensure that alternative housing such as duplexes and apartments meet a community's aesthetic standards.



RECOMMENDATIONS

Many residents have asked how they would be able to continue living in the City if/when they are no longer able to negotiate stairs or care for a single family home. At the present moment, the only option is to move into an older apartment.

The Planning Commission wants to accommodate this population cohort and to ensure that such housing types are of equally high quality to the single family houses currently being constructed.

There is no desire to change the prohibition of parking on the street between the hours of 2 AM and 6 AM. Any new housing developments would need to accommodate sufficient parking on the site.

Housing styles in the Stephenson Barber's Oakland Manor Subdivision and the St. John Woods Subdivision are unique in character and should be preserved as single family detached residential districts.

Regulations in the remaining single and multiple family housing districts in the City should be changed to allow two-family to four-family housing and townhouses provided certain conditions are met such as proximity to collector streets or business districts.

In accordance with the Transit Oriented Development (TOD) Study that was adopted as part of the Master Plan by the Planning Commission in 2012, apartments should be permitted in single family residential areas that are within a quarter mile of transit stops along Woodward Avenue.

Any code changes should require that new buildings are of an appropriate scale and style so that they fit into the neighborhood. Appropriate outdoor space and parking should also be required.