CALL TO ORDER
PLEDGE OF ALLEGIANCE
ROLL CALL
APPROVAL OF AGENDA
APPROVAL OF MINUTES – Meeting of October 27, 2020
COMMUNICATIONS
CITIZEN COMMENTS
ORDER OF BUSINESS

1. **SP-04-20; 3180 Coolidge Hwy – Façade Change:** Sadier Abro, owner is proposing a height addition and a façade change to the existing building at 3180 Coolidge Hwy. Site Plan was postponed at October 27, 2020 Planning Commission meeting.

2. **SP-03-20; 3082 Coolidge Hwy – Site Improvements:** Mark Zimmerman Designs, on behalf of Vibe Credit Union, is requesting site plan approval for improvements to the parking area, including a parking modification to reduce the off-street parking spaces for interior and site landscaping.

3. **DISCUSSION:** Discussion of projections into side yard setbacks.

4. **DISCUSSION:** Discussion of regulations for exterior appliances.

LIAISON REPORTS
COMMISSIONER / STAFF COMMENTS
ADJOURN

Notice: Official Minutes of the City Planning Commission are stored and available for review at the office of the City Clerk. If you would like to attend the electronic Planning Commission meeting, follow the link below or call the telephone number.
Join Zoom Meeting: [https://berkleymich.zoom.us/j/93323204434](https://berkleymich.zoom.us/j/93323204434)
Dial by Phone: **1-312-626-6799**
Meeting ID: **933 2320 4434**
THE REGULAR MEETING OF THE BERKLEY CITY PLANNING COMMISSION WAS CALLED TO ORDER AT 7:00 PM, OCTOBER 27, 2020 VIA ELECTRONIC MEETING BY CHAIR KRISTEN KAPELANSKI

The minutes from this meeting are in summary form capturing the actions taken on each agenda item. To view the meeting discussions in their entirety, this meeting is broadcasted on the city’s government access channel, WBRK, every day at 9AM and 9PM. The video can also be seen, on-demand, on the city’s YouTube channel: https://www.youtube.com/user/cityofberkley.

PRESENT:  Joe Bartus  Julie Stearn  Kristen Kapelanski  
Lisa Kempner  Greg Patterson  Martin Smith  
Matt Trotto  Jeffrey Campbell  Mark Richardson

ABSENT:  None

ALSO, PRESENT:  Ghassan Kalaf  
Erin Schlutow, Community Development Director  
Ross Gavin, City Council Liaison  
Stan Lisica, Chief Innovation Officer  
Torri Mathes, Community Engagement Officer  
Dan Hill, Public Policy Assistant  
Jennifer Finney, DDA Director

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APPROVAL OF AGENDA
It was moved by Commissioner Campbell to approve the Agenda supported by Commissioner Kempner.

AYES:  Campbell, Kempner, Patterson, Richardson, Smith, Stearn, Trotto, Bartus, Kapelanski
NAYS:  None
ABSENT:  None

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APPROVAL OF MINUTES
It was moved by Commissioner Patterson to approve the minutes from September 22, 2020 and supported by Commissioner Kempner.

AYES:  Kempner, Patterson, Richardson, Smith, Stearn, Trotto, Bartus, Campbell, Kapelanski
NAYS:  None
ABSENT:  None

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COMMUNICATIONS
None.

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CITIZEN COMMENTS
Chair Kapelanski read instructions for public to submit comments during the virtual meeting.

None.
1. **SP-04-20: 3180 Coolidge Hwy – Façade Change:** Sadier Abro, owner, is proposing a height addition and a façade change to the existing building at 3180 Coolidge Hwy.

   Community Development Director summarized the October 21, 2020 review letter and the proposed façade changes at 3180 Coolidge Hwy.

   Ghassan Khalaf, on behalf of Sadier Abro, expressed his excitement for the updates. The explained the intent to beautify the building for future tenants. The renovations are restricted to the exterior of the building and no internal renovations. He noted that the chimney was omitted from the plans because the future tenant would put rooftop units on the building and would remove the chimney. He noted that they are increasing the number and size of windows.

   Commissioner Smith commented on the increase of windows and inquired about the color and sample materials for the façade.

   Commissioner Trotto noted that the lighting was not provided on the plans and commented on the materials of the façade, including the rear of the building.

   Commissioner Patterson agreed that the rear of the building should incorporate some of the materials for the front of the building and commented on the window coverage.

   Commissioner Kempner commented on windows and agreed that the design elements should be incorporated into the rear of the building. She also agreed that she would like to see façade color and material samples.

   Chair Kapelanski agreed with the materials on the rear of the building and the color and sample materials.

   Commissioner Smith noted that lighting has not been provided and inquired about the types of materials to be used at grade.

   Commissioner Stearn asked about exterior lighting of the building.

   Commissioner Richardson asked about interior square footage of the building.

   Commissioner Smith motioned to postpone SP-04-20 to address the following:
   i. Intent of the existing chimney
   ii. Revised site plan that shows the correct property boundary
   iii. Provide samples of the color and materials to be used on the façade of the building
   iv. Provide details and location of light fixtures

   Motion supported by Commissioner Kempner

   **AYES:** Patterson, Richardson, Smith, Stearn, Trotto, Bartus, Campbell, Kempner, Kapelanski
   **NAYS:** None
   **ABSENT:** None

2. **PUBLIC HEARING:** Public Hearing for proposed ordinance text amendments to allow permeable pavement materials in parking areas.

   Director Schlutow summarized the October 21, 2020 review letter and draft ordinance. The text language was discussed at the September Planning Commission meeting and a public hearing
was scheduled.

Chair Kapelanski opened the Public Hearing at 7:45pm.

No public comment.

Chair Kapelanski closed the Public Hearing at 7:45pm.

Commissioner Smith motioned to recommend approval to City Council of proposed ordinance amendments to Section 138-222 to allow permeable pavement materials in parking areas. Motion supported by Commissioner Patterson.

AYES: Richardson, Smith, Stearn, Trotto, Bartus, Campbell, Kempner, Patterson, Kapelanski
NAYS: None
ABSENT: None

3. DISCUSSION: Discussion of accessory structure ordinances in relation to air conditioning units and generators.

Director Schlutow summarized the October 19, 2020 review letter and provided background and history of discussions by the Planning Commission and Zoning Board of Appeals.

Commissioner Smith noted that there are narrow properties in the City and allowing appliances in the side yard will impact adjacent neighbors.

Commissioner Stearn noted that side yard exterior appliances can have appropriate screening, including plantings that screen from neighbors. Screening standards can be achieved.

Commissioner Kempner concerned about allowable projections into the sideyard setback. Concern about existing units in the sideyard.

Commissioners discussed replacing existing units should be included in the draft ordinance and homeowners should not be required to relocate an existing unit in the future.

Commissioner Bartus noted allowing the a/c unit in the side yard may work with appropriate screening.

Commissioner Trotto noted that it should not exceed the property line and should meet the manufacture specifications.

Commissioners discussed allowing the a/c units into the side yard, provided it does not exceed the property line and is in compliance with manufactures specifications.

Commissioner Richardson noted the noise level of exterior appliances should not be come nuisance.

Commissioners discussed a numerical setback as being difficult on smaller lots and screening may be achieved. Fencing or opaque shrubbery would be appropriate.

Commissioners discussed separating a/c units from generators in terms of regulations.

Commissioners discussed commercial exterior appliances screening on grade and on rooftop.

4. DISCUSSION: Discussion of projections into side yard setbacks.
Director Schlutow provided a summary of the Zoning Ordinance language that permits projections into side yard and rear yard setbacks, history of regulation for chimneys and ordinance language from neighboring communities.

Commissioners determined that chimneys should not be separated from other types of projections and should not be regulated separately.

5. **MASTER PLAN UPDATE:** Update on progress of Master Plan with discussion on Future Land Use Map, corridor walking tours, Missing Middle Housing, and Scavenger Hunt.

Commissioners discussed the Future Land Use categories and inquired about Opportunity Zones and the Potential Corridor Expansion Areas. They noted the necessity to be transparent with the community.

Commissioners noted it would be beneficial to set work sessions for in depth Master Plan discussions.

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**LIAISON REPORTS**
Chair Kapelanski noted that the City Council approved the first reading of two ordinances that had been recommended by the Planning Commission: parking modification and site plan review procedures. The second reading will be on the November 16, 2020 agenda.

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**STAFF/COMMISSIONER COMMENTS**
Chair Kapelanski thanked Commissioner Campbell for his service and wished him well.

Commissioner Kempner noted she attended the MAP conference.

Commissioner Smith inquired about marihuana applications and site plans. Director Schlutow provided an update on overall process.

Commissioner Patterson motioned to adjourn. Motion supported by Commissioner Campbell.

AYES: Smith, Stearn, Trotto, Bartus, Campbell, Kempner, Patterson, Richardson, Kapelanski  
NAYS: None  
ABSENT: None

With no further business, the meeting was adjourned at 9:39pm.
Fiscal Impact ANALYSIS
MAP’s FIRST Virtual Conference a Success!

By the time you are reading this, MAP’s first virtual Annual Planning Michigan Conference will be behind us, and all things considered, a big success! Serious props to the entire MAP staff for redirecting from our usual face to face events to a year (or more!) of remote training.

We prepared early in the pandemic, running 14 webinars from April to June 2020, and were primed to tackle conference. Our small staff of 5 managed to evaluate and purchase a new online conference platform, prerecord about half of our sessions, integrate some networking (oh how we missed mobile workshops, pub crawls, receptions, and running into colleagues between sessions), and overall deliver some amazing national speakers, Michigan stories, and contemporary tools and solutions for during COVID and beyond. Much gratitude to Amy Jordan, for overall management of the event, and keeping us all on track; Amy Vansen, AICP, for prerecording sessions, managing the awards, and promotions and messaging; Wendy Rampson, AICP, for getting our online platform up and operating; and Tracie Faupel for orchestrating registrations and general trouble shooting.

Many thanks to our generous sponsors and contributors, the Conference Committee, prepared and engaging speakers, and all of our attendees. See page 8 for conference sponsors and supporters.

APA Policy and Advocacy Conference (and Planner’s Day on Capitol Hill)

APA’s Policy and Advocacy Conference typically is scheduled every fall just weeks, sometimes days, before the MAP Annual Conference, preventing MAP staff from traveling to Washington DC in the lead up to our biggest event of the year. An upside of COVID? Eliminating the cost and time for travel and accommodations allowed our Executive Director Andrea Brown, AICP to join the new Chapter Professional Development Officer (PDO) and Legislative Liaison Wayne Beyea, JD, AICP to “attend”! In addition to an enviable agenda (former USDOT Transportation Secretary Anthony Foxx was the opening speaker, advocating for both a “national planner”, and for an amplification of the voices of planners in state and national policy making), to sessions on infrastructure, housing and climate. In addition, APA asked Executive Director Brown to be the Michigan lead on advocacy meetings with US Senators and House Members during Planners Day on Capitol Hill. The small but mighty Michigan delegation made the pitch for reauthorization of the transportation bill; additional, flexible funding for state and municipal governments in the COVID Relief bills; and an emphasis on how important infrastructure and climate issues are to long-term economic recovery. We spoke with staff from the offices of Senators Peters and Stabenaw, and House Members Dingell, Lawrence, Slotkin, and Taillib. We were proud to represent important planning issues to Michigan’s congressional leaders.

Life Member Contributions

Much gratitude to Life Members Jerry Rowe, retired from SEMCOG, and Kirk Schindler, retired from Michigan State University Extension, for their generous donations to the Michigan Association of Planning. We are honored that you continue to value our work. It is noteworthy that both Jerry and Kirk remain active on MAP committees, the Information and Education Committee and the Law Committee respectively. Thank you both!
Most governmental professionals and officials do not know the true cost of their development decisions.

Planners have heard that sprawl doesn’t pay. In 2016, Governor Snyder’s 21st century infrastructure commission made a series of recommendations on what needs fixed and replaced. But Michigan’s home rule and a long tradition of court cases upholding property rights over government regulation make communities susceptible to piecemeal development patterns—where it easier to say yes to development and harder to say no. Planners are more familiar with environmental impacts and assessing the economic and social impacts of development proposals or land uses, but fiscal impact analysis is relatively new to Michigan.

Carson Bise, a fiscal impact analysis expert, was a keynote speaker at the Planning Michigan 2020 conference. His national experience and examples demonstrated that municipalities in Michigan have far fewer revenue sources than units of governments in other states. Read on to learn about fiscal impact analysis, why it’s important, which communities in Michigan are doing it, and how Michigan differs fiscally from other states.
FISCAL IMPACT ANALYSIS (FIA) is a useful tool for units of government to understand the fiscal cost of development decisions. Below is the who, what, when, why, and how of FIA.

Who is doing FIA?
A fiscal impact analysis is conducted by a unit of government. Most states, including Michigan, require local governments to prepare a balanced budget on an annual basis. Most states do not require municipalities to conduct fiscal impact evaluations (or analysis) to ensure that local officials understand the short- and long-term fiscal impacts of land-use and development policies and of new developments that are approved. Fiscal impact analysis is relatively new to Michigan (see Revenue and Financing issue of the Michigan Planner, March/April 2019 to see other local approaches, but it isn’t new to the rest of the country. As local units of government remain fiscally constrained, fiscal impact analysis is an important tool.

What is an FIA?
A fiscal impact analysis projects the net cash flow to the public sector (a unit of government—state, county, school, township, village, or city) resulting from a development or land use decision. A fiscal impact analysis is similar to the cash-flow analysis a developer conducts in order to project costs and revenues likely to result from a proposed development over two to ten years. Just as a household benefits by forecasting its long-term cash-flow needs (incorporating anticipated expenses for higher education and other expensive items) and setting money aside to pay for future outlays, a unit of government is better prepared to manage community needs during changing financial circumstances if they anticipate and plan for future costs and revenues.

Many factors influence the fiscal sustainability of a given unit of government including, but not limited, to:
- Local revenue structure
- Services provided
- Local levels of service
- Capacity of existing infrastructure
- Demographic and market characteristics of new growth

Of these factors, the most important is the local revenue structure. Every

The Five Elements of FIA

Planning Kalamazoo
community has at least one major revenue source, and in some cases several, upon which it is reliant. In Michigan, local units of government rely on local property taxes; state shared revenue and fees; and some cities charge income tax for residents and workers. An important component of revenue structure is the distribution/collection formulas for various sources. Other states, and the local units of government in those states, have more revenue sources available to them. See side bar on the resources available to governments in other states.

Fiscal analysis enables a unit of government to estimate the difference between the costs of providing services for proposed development or future land use and the taxes, user fees, and other revenues that will be collected as a result that new or projected development.

A fiscal impact analysis clarifies the financial effects (but not all of the economic effects) of such decisions on the local budget by projecting net cash flow to the public sector over time. Such an analysis can enable governments to address a number of short- and long-term planning, budget, and finance issues. The results from the analysis can also be used to inform community discussions about growth-related policy, such as the benefits of compact or infill development within the urban core and methods for encouraging - or incentivizing - development types that are cost effective.

Given the limitations on how Michigan’s units of government can secure revenues, it is even more important to determine the long-term fiscal impact of decisions made today.

What an FIA isn’t

A Fiscal Impact Analysis is different from an Economic Impact Analysis. An Economic Impact Analysis is generally defined as the cash flow to the private sector. It is also not constrained by municipal borders. In some cases, the economic impact may be great, but it may not translate to a positive fiscal impact for a given unit of government. For example, the Woodward Dream Cruise event in southeast Michigan brought great economic impact to many area businesses, but was very costly for local units of government to provide sanitation and public safety services for the event.

A Fiscal Impact Analysis is also different than Revenue Forecasting. Revenue forecasting is done by a government’s finance department or treasurer. Government budgeting is primarily revenue driven. If the revenue is not there, it can’t be spent. By contrast, Fiscal Impact Analysis is not revenue constrained. Furthermore, it assumes that the current level of service will be maintained, which is a big assumption. As Michigan communities have reported, levels of service are not keeping up as government budgets are stretched thinner and thinner.

Another limitation of a fiscal impact analysis is the scope: It only examines the fiscal impact of that unit of govern-
ment—not a neighboring community or underlying unit (like a school district). For example, a given residential development may impact a school district greatly, but may not have as much of an impact on the municipality. Depending upon which government is preparing the analysis, the same development can have a very different impact.

While fiscal impact analysis can be a powerful planning tool, it does not look at the environmental, social or economic impacts of a scenario or a development. It’s important to realize that projects with a negative net fiscal impact could have significant potential nonfinancial benefits and be in the best interest of the community to pursue. In addition to fiscal responsibility, governments must evaluate environmental impacts, regional needs for housing and employment, and other important planning issues.

**When and why would an FIA be undertaken?**

A fiscal impact analysis is conducted when a unit of government is considering a change in land use. For example:

- **Development proposal (planned unit development, rezoning, site plan review).** The unit of government completes an FIA. Just like large scale development often warrants a traffic impact analysis or an environmental impact analysis, a fiscal impact analysis can also be completed.

- **Master plan.** For example, changing the future land use designation in an area from single family residential to multiple family residential. A master plan should consider all of the ramifications of land use policy changes. Often the environmental, social and economic impacts are considered; an FIA would examine the fiscal impacts of those land use choices to the unit of government.

- **Preemptive rezoning.** Often after a master plan is adopted, a community will decide to go ahead with rezoning land in anticipation of development. An FIA examines how this decision would fiscally impact the unit of government.

**HOW DO UNITS OF GOVERNMENT AROUND THE COUNTRY MEASURE UP FISCALLY?**

Local units of government in Michigan, under Proposal A, receive money from the state and are limited to tax increases in accordance with the Headlee Amendment for operating expenses. For a comprehensive summary of this topic, check out David Rowley’s “How the Headlee Amendment and Proposal A Affect Local Government Revenue (and why appointed officials should care)” in the September-October 2018 issue of the *Michigan Planner*.

Cities in Michigan are allowed to excise an income tax. In 2019 the following Michigan cities levied an income tax of 1% on residents and 0.5% on nonresidents: Albion, Battle Creek, Benton Harbor, Big Rapids, East Lansing, Flint, Grayling, Hamtramck, Hudson, Ionia, Jackson, Lansing, Lapeer, Muskegon, Muskegon Heights, Pontiac, Port Huron, Portland, Springfield and Walker. Other cities have greater income tax rates including: Detroit, Grand Rapids, Highland Park, and Saginaw.

While the state of Michigan does collect sales tax, local units of government are not permitted to do so. Within the United States, there are only five states that do not collect a state sales tax: New Hampshire, Oregon, Montana, Alaska, and Delaware. Michigan is one of only 14 states that collects sales tax, but does not allow local units of government to collect their own (in addition to the state) sales tax. In other states where sales tax is collected, some allow communities to assess a local option sales tax, which is usually collected on a situs-basis (point of sale). A similar situation exists with income tax, where some states allow a local income, or “piggyback” tax on top of the state income tax. In certain states, such as Maryland, this tax is collected by place of residence. In others, such as Ohio, it is collected by place of employment. Other states may use this local sales tax to pay for transit or regional amenities.

Impact fees are another way that Michigan fiscally differs from other states. Where enabled, an impact fee is collected by a unit of government from a developer because new construction requires the expansion and upgrade of infrastructure and services to support the additional population and structures. The fees pay for road repairs, new water and sewer lines, schools, parks, traffic upgrades, and other services. Local governments consider several factors when calculating impact fees, including how much money is needed to build new public facilities, which facilities may need upgrades, and other potential sources of funding for improvements. Impact fees are typically one-time charges, calculated based on the size of the new development and its cost. Some governments have a set rate per square foot.

Michigan is one of only four states that does not allow impact fees to be collected from developers (Alaska, Iowa and North Dakota are the other three).
A fiscal impact analysis can tell you if your community's current land use plan is fiscally sustainable. While Michigan requires most communities to develop and adopt a Capital Improvements Program (CIP), the projects included in a CIP account for only about 15 to 25% of the entire budget. The operating costs (especially over time) are the majority of municipal expenses.

Another question to ask is: Are you living off tomorrow’s growth? Must the growth continue at the same level in order for the level of service to continue, or are the tax revenues generated from a given development covering the costs to support that development, including utility and road maintenance, police and fire, and other city services?

**How is an FIA conducted?**

When undertaking a Fiscal Impact Analysis for a land use plan or a project, methodologies vary. They can include the average cost approach, proportional evaluation, cost of community services, comparable city, and marginal cost approach. Unlike engineering or accounting, there are no formal standards for fiscal impact analysis which can make the examination difficult and somewhat imprecise. The marginal cost approach accounts for the fact that a local unit of government’s one-time purchases or construction impact a budget unevenly; TischlerBise uses the marginal cost approach. For a deeper dive into this topic, readers are encouraged to check out Fiscal Impact Analysis: Methodologies for Planner.” PAS Report 561 at the American Planning Association website.

TischlerBise’s national experience has yielded a few take aways.

- The perception that residential development doesn’t pay for itself, but nonresidential development always pays for itself. This is false—sometimes it does and sometimes it doesn’t.
- In many cases, infill development is less expensive and more fiscally responsible than greenfield development, often because the infrastructure - and that initial outlay of expense - has already occurred, but aging infrastructure can sometimes make it more expensive. It depends.
- Interventions have costs—they may be worthwhile, but they have costs.
- A one size fits all approach leads to generalizations. Doing a thorough analysis can yield results that are the opposite of what the expectations were.
- There is a difference between Advocacy and Analysis. Despite these caveats, Fiscal Impact Analysis is a useful tool to guide local units of government in their decision making.

**HOW MINNEAPOLIS-ST. PAUL DISTRIBUTES FISCAL DISPARITIES**

With the support of the Metropolitan Council, the Minnesota Legislature created the metro area program in 1971. Tax-base sharing supports the Council’s goals of:

- Promoting orderly and efficient growth.
- Improving equity.
- Strengthening economic competitiveness.
- Encouraging land uses that protect the environment and increase livability.

**How it works:** The county assessor sets property value. Up to 40% of that value is sent to the Fiscal Disparities pool, where it is joined by similar pieces of value from every commercial, industrial or public utility property in the seven-county metro area. The remaining 60% of CI property value is retained by the local taxing unit. The new tax base pool is divided and distributed among all local taxing units using a formula based primarily on population, adjusted for whether the unit’s tax base per capita is higher or lower than the metro area average.

Communities with below-average property tax value per person receive a somewhat larger share of the area-wide tax base.

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Tax-base sharing spreads the fiscal benefits of commercial-industrial growth no matter where the property exists within the metro area. It reduces large differences in property tax wealth between communities with a lot of commercial-industrial tax base and those with little. Differences reflect how commercial-industrial development tends to concentrate near regional infrastructure and services, such as highways, wastewater treatment, and transit.

*Source: https://metrocouncil.org/*

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including various growth scenarios, for either an entire community's master plan or a sub-area plan, project analyses (often completed by a developer for the project), and land uses in the community's master plan (for example, mixed use versus commercial zoning, or multiple family versus single family residential).

L. Carson Bise, AICP is president of TischlerBise and has twenty-five years of fiscal, economic, and planning experience and has conducted fiscal and infrastructure finance evaluations in thirty-six states. Mr. Bise has developed and implemented more fiscal impact models than any consultant in the country. The applications developed by Mr. Bise have been used for evaluating multiple land use scenarios, specific development projects, annexations, urban service provision, tax-increment financing, and concurrency/adequate public facilities monitoring. Mr. Bise is also a leading national figure in the calculation of impact fees, having completed over 250 impact fees for the following categories: parks and recreation, open space, police, fire, schools, water, sewer, roads, municipal power, and general government facilities.

Colin McAweeney is a Fiscal/Economic Analyst at TischlerBise with specialties in finance and economic development planning. Prior to joining TischlerBise, Mr. McAweeney completed his M.S. at Erasmus University Rotterdam where he specialized in economic development. Here, Mr. McAweeney became knowledgeable in planning that involves fiscal, social, and environmental sustainability. In Rotterdam, Mr. McAweeney conducted several field studies of local at-risk neighborhoods and presented planning solutions to city leaders. Additionally, he brought together a team of academics and consultants to plan a biking corridor in Kenya.

FISCAL FORECAST FOR 2021

By 2020, most local governments were enjoying tax revenue that had finally returned to pre-Great Recession levels in real dollars. Then we were hit with the COVID-19 pandemic. This pandemic, coupled with the recent/ongoing social unrest has changed the fiscal and economic landscape for planners, economic developers, and local government officials across the country. These events have not only caused an immediate impact on most local government fiscal situations, but will also have a tremendous influence on the future fiscal situation from a market perspective.

As local governments scramble to respond to the immediate public health needs created by COVID-19, they are trying to manage the rapid loss of revenue they are experiencing as a result of the COVID-related downturn. Initial estimates suggest that the immediate revenue loss is in the range of 10% to 15%, which is comparable to revenue losses that occurred during the Great Recession. Many lessons were learned from the Great Recession. That includes the understanding that local government budgets recovery much slower than other industries and that the worst might still be on its way. It is unclear if any further Federal or State aid will be available, so the burden will be on community coffers to bridge the future funding gap, making fiscal impact analysis even more important.
Fiscal Impact Analysis in Michigan

Fiscal impact analysis is the study of the costs and benefits created by real estate projects and developments, plans, or special events on a given unit of government. The Michigan Planning Enabling Act states that master plans should guide development that is “coordinated, adjusted, efficient, and economical.” Transportation planning, in particular, should be based on “wise and efficient expenditure of funds.” Fiscal impact analysis is more common in other parts of the country, but below are some case studies of fiscal impact analysis in Michigan.

The level of the Great Lakes is at or near an all-time high, impacting the nearly 250 municipalities that border their shores. This year’s rain caused catastrophic damage in Gladwin and Midland counties, and widespread flooding throughout the state in areas once thought flood-free. The COVID-19 pandemic has accelerated economic trends such as e-commerce shopping, Millennials moving from major cities to suburbs and smaller towns, and more workers working from home. These trends not only impact the private sector, but influence municipal budgets as property taxes, parking and utility revenues, local income taxes, and sales tax revenue (which impacts state revenue sharing) decline. Fiscal

Environmental and Monetary Impacts in Coastal Areas

Dr. Richard Norton at the University of Michigan’s Urban and Regional Planning Program partnered with the Land Information Access Association (LIAA) and the Michigan Association of Planning on impact studies related to coastal hazards. The flooding scenarios, their impact on property values, and costs of repair and mitigation were examined to help inform recommendations for future zoning and best management practices like shoreline buffers, wetland protection/restoration, and other stormwater improvements. The City of Grand Haven conducted a study as part of its master planning process. The team evaluated three climate scenarios and their respective impacts on private land and structures, and public infrastructure. The analysis found that in the best-case scenario, 336 acres, or about 9.2% of the community’s land, was at risk of being impacted by flood hazard. Under the worst-case scenario, the total acreage affected by flood hazard would exceed 600 acres or about 16.6% of the city’s land. The analysis determined the number of individual structures impacted by various climate scenarios and the hazards associated with them.

Depending on which climate scenario proves correct, along with what development future the City chooses for itself,
there could be anywhere from 78 to 497 structures impacted by a flood hazard. The last step of analysis estimated the cost of the respective climate scenarios. The study allowed the City to not just understand the effect of land use policy, but to quantify its impact.

Fiscal impact analysis is an important tool that communities can use to predict the impact of environmental hazards. Coastal communities dealing with high water levels that threaten private residences, marinas, and public facilities will find that fiscal impact analysis is a way to instruct regulatory policy and infrastructure design and predict public and private costs.

The Guide to Master Planning for Sustainability and Resiliency was highlighted in the March-April 2018 issue of the Michigan Planner and is available at www.planningmi.org. Links will be included in the upcoming E-dition.

**Transit and Value Capture**

Elsewhere in Michigan, fiscal impact analysis is used to evaluate “value capture benefits” created by investments in transit. Local governments and transit agencies in Southeast Michigan, Lansing, and Grand Rapids are evaluating transit-oriented development opportunities along existing urban and suburban corridors.

“Value capture” is an emerging tool used in infrastructure funding and finance. Access points to new transportation infrastructure have long been known to create land value premiums for property that directly and indirectly benefits from enhanced access. Creation of a new interchange, a new highway, or a new transit station, for example, create private land development opportunities through immediately improved access to local, regional, or national markets. Land value capture allows communities to recover and reinvest land value increases that result from that public investment and government action. The revenues from that calculation can be used for a range of improvements for more equitable urban development, such as affordable housing and infrastructure.

Value capture strategies generate sustainable, long-term revenue streams that can help repay debt used to finance the upfront costs of building infrastructure, such as transit projects. Revenue from value capture strategies can also be used to fund the operations and maintenance costs of transit systems. Value capture strategies are public financing tools that recover a share of the value transit creates.

Projecting the fiscal impact of a plan or project can play an essential role in making decisions that promote sustainability and resiliency. As many Michigan municipalities struggle with maintaining services and keeping up with infrastructure needs, fiscal impact analysis is a tool to help envision a path towards fiscal health.

Rob Bacigalupi, AICP is Principal at Mission North, where he assists communities and developers find solutions to their economic development, transportation, and planning challenges. Rob served as Executive Director of the Traverse City Downtown Development Authority from 2013-2017, where he led a multi-faceted team that supported one of the strongest downtown brands in the Midwest.
Topics unique to local officials

One of the several unique responsibilities of the zoning board of appeals (ZBA) is to hear variance requests. A variance is a “license to use property in a way not permitted under an ordinance.” A ZBA must consider variances carefully.

As deemed by the Michigan Courts, a proof of practical difficulty is the key criteria for an applicant to qualify for a non-use variance. This means the zoning board of appeals must find that the applicant has demonstrated a practical difficulty by satisfying four mandatory tests.

Since the March-April 2020 issue, we’ve examined the tests to determine practical difficulty. This is the final article in the four part series.

The fourth test in determining a practical difficulty is: Is the problem self-created?

The simplest way to explain self-creation is to present examples. Here are a few self-created scenarios:

- The applicant wants a side yard setback variance because he has a big truck for his home business and needs a big pole barn, but he doesn’t want to put the pole barn in the center of his backyard because he won’t be able to have a swimming pool near the house.
- The new restaurant is designed with an atrium in the front. But as the atrium is made of glass, it is so airy and open that people won’t see the building, so the restaurant needs a sign much bigger than the neighboring businesses.
- An applicant wants to build a house 2-feet wider than permitted. He can’t make the house any narrower and deeper because he won’t be able to swing his truck into the detached garage at the rear of the property. The house cannot be any smaller because he won’t be able to have a first-floor laundry room.

Variance requests are not always self-created. Here are some situations that were not self-created:

- A single-family house is in an area zoned for commercial business. It used to be residence, but isn’t used that way anymore. A retail business—a conforming use—moves into the house. Given the unusual building, many customers cannot find the business. The business owner asks for a sign variance to permit another sign so customers can more easily locate his store.
- An applicant buys a house. The house has a porch that is in severe disrepair. The house is a nonconforming structure. Normal maintenance is permitted on nonconforming structures; however, structural changes are not. At this stage, the porch cannot be repaired; it must be demolished and reconstructed properly.

The report by staff, consultant, or other individuals should provide an argument about the request being self-created.

An applicant’s exemplary design proposal and congeniality are not enough to overrule a self-created problem. Consistent application of the “self-created” test will catch many of your variance requests.

Remember, the burden of proof is on the applicant to provide sufficient information to the board in order for the ZBA to evaluate the practical difficulty tests.

WELCOME NEW BOARD MEMBERS AND GRATITUDE TO DEPARTING MEMBERS

WELCOME TO NEWLY ELECTED BOARD MEMBERS Christina Anderson, AICP, City of Kalamazoo and Shari Williams, Detroit Future City, who will serve 3 year terms on the MAP Board. Also welcome new appointed members Sharlan Douglas (elected and appointed officials representative) and Kami Pothukuchi (faculty representative) who will serve in two newly created ex officio positions.

Kelly Freeman, City of Sault Ste. Marie and Brad Kaye, AICP, City of Midland were reelected to a second, 3-year term.

And many, many thanks to departing board members Heather Seyfarth, AICP, past president, Suzanne Schulz, AICP, past president and APA Chapter President’s Council (CPC) representative, and Lynee Wells, AICP, Professional Development Officer, who are each completing a second term on the MAP board.
Equitable Development

MAP’s usual Spring Institute was cancelled this year due to the pandemic. But it is back with the same great content in a virtual setting on December 4, 2020.

A goal of planning is to make communities more inclusive, resilient, and sustainable by providing transportation options, affordable housing, and access to jobs, good schools, and economic opportunity.

While planners have long recognized equity as central to our work, it has taken on new meaning and urgency in the last year as social unrest uncovers the increase in economic disparities. Planners are examining old policies and writing new ones to achieve a fairer, more balanced distribution of resources. We are collaborating with residents as well as colleagues in economic development, transportation, education, housing, social services, and parks and recreation to plan strategically for greater opportunity.

MAP’s Winter Institute uplifts themes of economic equity and highlights national, state and local initiatives that will inspire you to innovate and plan for more equitable economic outcomes in YOUR community.

Go to www.planningmi.org/spring-institute to see the sessions and to register.

Thank you to our sponsor
Firms listed provide a sponsorship contribution for this service, which helps defray the cost of publication. This does not constitute an endorsement of any firm by the Michigan Association of Planning.
CALENDAR OF EVENTS

Check www.planningmi.org for event details.

October 28, 2020
MAP Reads

December 2, 2020
MAP Reads

December 4, 2020
Winter Institute

February 11, 2021
Transportation Bonanza

March 2021
Training for Officials

CHANGE OF ADDRESS

SEND REQUEST TO:
Michigan Chapter ONLY members
MAP
1919 West Stadium Boulevard, Suite 4
Ann Arbor, MI 48103
734.913.2000

For APA members
American Planning Association
Member Records Department
205 N. Michigan Ave, Suite 1200
Chicago, IL 60601

Planning Stronger Communities

We’re more than an architecture, engineering, and planning firm.
We’re a community advancement firm.

COMMUNITY PLANNING | ZONING PARKS AND RECREATION | ADMINISTRATION

GIBBS PLANNING GROUP

ROWE PROFESSIONAL SERVICES COMPANY

COMMUNITY PLANNING GROUP

Carlisle Wortman

COMMUNITY PLANNING GROUP

OHM ADVISORS

MCKENNA

 Communities for real life.

SCOPE OF WORK:
- NO PROPOSED WORK ON THE INTERIOR
- NO PROPOSED WORK ON THE INTERIOR
- INTERIOR WORK WILL BE SUBJECT TO LEASING
- WORK INVOLVES FACE LIFT OF THE FRONT AND FRONT OF TWO SIDES ELEVATIONS
- INCREASE WALL HEIGHT IN THE FRONT
- INSTALL CULTURED STONE AT THE CORNERS
- INSTALL METAL SIDING
- REPLACE WINDOWS AND DOORS
- INSTALL ALUMINUM CANOPY
- REFER TO SHEETS A-4 AND A-5 FOR DETAILS

NOTE:
- SHEET TITLE
- THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR SUPERVISION AND THAT I AM A DUELY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF MICHIGAN
- GHASSAN KHALAF
- LICENSE NO. 084328
- LICENSE EXP. DATE: OCTOBER 2022

LOCATION MAP

EXISTING SITE PLAN

10-22-20
11-09-20

3180 COOLIDGE
BERKLEY, MI

X

NOTE:
- SCALE
- SHEET No.
- GHASSAN KHALAF
- COPYRIGHT MARK
- DATE
- DESCRIPTION
- CONSULTANT

E-MAIL: gkci@outlook.com
ADDRESS: 1636 N. GULLEY
DEARBORN, MICHIGAN
TEL: 313-377-9449

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR SUPERVISION AND THAT I AM A DUELY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF MICHIGAN.

GHASSAN KHALAF
LICENSE NO. 084328
LICENSE EXP. DATE: OCTOBER 2022

A-1

NOTED
EXISTING SITE PLAN

SCALE
NOTE
SHEET No.

A-1

NOTE:

- FOR NEW BEAMS LOCATIONS CHECK PROPOSED ELEVATIONS PLAN
- CONSULT WITH DESIGN ENGINEER AS NEEDED FOR ANY ISSUE ARISE IN CONSTRUCTION
- PROVIDE TEMPORARY SUPPORT UNTIL PERMANENT SET IN ITS PLACE

EXISTING FLOOR AND ROOF PLANS

AREA OF PROPOSED WORK

3800 COOLIDGE
BERKLEY, MI

SHEET TITLE
EXISTING FLOOR AND ROOF PLANS

DATE
8-31-20

DESCRIPTION

CONSULTANT
GHASSAN KHALAF
COPYRIGHT MARK

ADDRESS: 1636 N. GULLEY
DEARBORN, MICHIGAN
TEL: 313-377-9449
E-MAIL: gkci@outlook.com

LICENSE EXP. DATE: OCTOBER 2022
GHASSAN KHALAF

NOTE:

SHEET TITLE

GHASSAN KHALAF
COPYRIGHT MARK

DATE
DESCRIPTION
CONSULTANT
e-mail: gkci@outlook.com
ADDRESS: 1636 N. GULLEY
DEARBORN, MICHIGAN
TEL: 313-377-9449

_________________________
GHASSAN KHALAF
LICENSE EXP. DATE: OCTOBER 2022

A-3

NOTED
EXISTING ELEVATIONS

3180 COOLIDGE
BERKLEY, MI

X

NOTE:

DUPLICATION STRICTLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF CONSULTANT.
NO CHANGES JUST PAINT EXISTING BLOCK TO MATCH THE NEW SIDING


NOTE:

SHEET TITLE

GHASSAN KHALAF
COPYRIGHT MARK
DATE
DESCRIPTION
CONSULTANT
e-mail: gkci@outlook.com
ADDRESS: 1636 N. GULLEY
DEARBORN, MICHIGAN
TEL: 313-377-9449

___________________________________
GHASSAN KHALAF
LICENSE EXP. DATE: OCTOBER 2022

A-5

PROPOSED ELEVATIONS

PROPOSED NORTH ELEVATION

PROPOSED SOUTH ELEVATION

METAL SIDING ON TOP FLOOR
PLYWOOD ON EXISTING

METAL CANOPY

CONTINUE WITH WOOD MATCHING FRONT ELEVATION

NEW LIGHT FIXTURES USING EXISTING ELECTRICAL BOXES
REPLACE TO SHEET A-3

NOTED

PROPOSED EAST ELEVATION

EXTERNAL SHEET ATTACHED TO EXISTING SHEET

12" HI. OPEN METAL CANOPY

100 SQ. FT.
ECLS OF GLASS = 228 SQ. FT.
ECLS/X = 2.44
METAL SIDING EXAMPLES

CULTURED STONE

BRICK UNDER WINDOWS
MEMORANDUM

To: Berkley Planning Commission
From: Erin Schlutow, Community Development Director
Subject: SP-04-20; 3180 Coolidge Hwy – Site Plan Review for Increase in Height & Façade Change #2
Date: November 19, 2020

Dear Planning Commissioners:

Sadier Abro, the owner of 3180 Coolidge Hwy is proposing to increase the height and a façade change of the vacant building facing Coolidge Hwy.

The existing structure is 14 ft. 8 inches in height and is comprised of painted white brick, concrete block, and wood siding. The exterior also has faded red horizontal stripe encircling the building on the north, west, and south sides.

The applicant is proposing to increase the height to 21 ft. and incorporate a change in façade materials facing Coolidge Hwy. The new owner is proposing a façade change of the vacant building in order to occupy the space with a future tenant. The west façade facing Coolidge will include cultured stone, horizontal metal siding, metal canopies and shall include an increase in windows.

No other site improvements or changes are proposed as the existing structure takes up the entirety of the parcel. The south abutting parcel is owned by property owner and will support the future tenant.

BACKGROUND / HISTORY

The submitted site plan for a façade change was reviewed at the October 27, 2020 meeting and the Planning Commission determined to postpone their decision in order for the applicant to address the following outstanding issues:

1. Property boundary discrepancy between the submitted site plan and Oakland County records
2. Function and purpose of chimney
3. Exterior lighting for the property
4. Samples of proposed exterior color scheme and materials
5. Continuation of proposed façade materials on the rear of the building
The applicant has provided a revised site plan and renderings which include accurate property boundaries, the removal of the existing chimney, proposed exterior lighting, color and material samples for the exterior, and updated elevations which include incorporation of proposed façade materials on the rear of the building.

ZONING / LAND USE

The surrounding properties include residential, commercial, and office.

<table>
<thead>
<tr>
<th>Property</th>
<th>Occupant</th>
<th>Land Use</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject site</td>
<td>Vacant</td>
<td>Vacant</td>
<td>Coolidge District</td>
</tr>
<tr>
<td>North</td>
<td>Office</td>
<td>Office</td>
<td>Office District</td>
</tr>
<tr>
<td>East</td>
<td>Single Family Home</td>
<td>Single Family Home</td>
<td>R-1D, Single Family Residential</td>
</tr>
<tr>
<td>South</td>
<td>Parking</td>
<td>Parking</td>
<td>Coolidge District</td>
</tr>
<tr>
<td>West</td>
<td>Berkley Public Library</td>
<td>Berkley Public Library</td>
<td>Coolidge District</td>
</tr>
</tbody>
</table>

STANDARD FOR REVIEW

The proposed addition and façade change at 3180 Coolidge Hwy requires review and approval of the site plan by the Planning Commission.

The six (6) standards for granting site plan approval are set forth in Section 138-679 of the Zoning Ordinance. We have reviewed the proposal for the façade change with respect to these standards and offer the following findings:

1. **The site meets the requirements of this Code.**

   **Window Coverage**

   Section 138-447(a) requires that a building that fronts a street shall be composed of a minimum of 40 percent and a maximum of 80 percent windows. Based on the total façade area, 777 sq. ft., the required window coverage must be 310 sq. ft. – 621 sq. ft. The applicant is proposing a total window coverage of 255 sq. ft., including the two glass frame double doors. The proposed windows cover 32.8% of the Coolidge Hwy façade.

   For comparison purposes, the existing Coolidge Hwy façade area is 534 sq. ft., and the required window coverage would be 217 sq. ft. – 434 sq. ft. The existing façade has 143 sq. ft. window coverage, which is 26.7% of the façade.

   The proposed façade change is closer to the minimum requirement than what is currently on site. Per Section 138-447(d), the Planning Commission may modify the building design requirements, if it is determined that all other standards have been met.
It is important to note, the north side of the building has existing windows that shall be enlarged by eight (8) sq. ft. and the south side of the building, which currently does not have any windows, shall include 96 additional sq. ft. of window coverage.

At the October 27, 2020 meeting, the Planning Commission determined that the proposed window coverage along the north, west, and south facades met the intent of the Ordinance.

Height
The applicant is proposing to increase the height of the existing structure. The building is currently 14 ft. 8 in. from grade. The applicant is proposing to increase the height to 21 ft, measured from grade. The maximum height allowed in the Coolidge District is 40 ft.

While the neighboring buildings are in line with the 14 ft. height, an increase to 21 ft. will not be out of character or scale for the neighborhood.

2. The proposed development does not create adverse effects on public utilities, roads, or sidewalks.

The proposed increase in height and façade change will not have an impact on public utilities, roads or sidewalks.

3. Pedestrian and vehicular areas are designed for safety, convenience, and compliment adjacent site design.

The subject property does not contain vehicular parking or travel areas to be impacted by the proposed development.

4. Site design, architecture, signs, orientation, and materials are consistent with the city’s master plan objectives and the design of the neighboring sites and buildings.

The proposed façade change includes alterations of architecture and façade materials. The applicant has updated the elevations to show that the existing chimney will be removed.

The applicant has provided a sample of colors and materials for Planning Commission consideration.

The DDA Design Committee has reviewed the site plan for the proposed façade change. The DDA Executive Director has provided a separate letter reporting the Committee’s findings. It is attached for your consideration.

Prior to occupancy, potential tenants should contact the Community Development Department to ensure that any proposed use is permitted in the district. The adjacent parking area that will support the future tenant will need to be striped to ensure that sufficient parking is provided.

Upon approval for occupancy, a separate sign permit must be submitted to the Building Department and approved prior to installation.
5. **Landscaping, lighting, dumpster enclosures, and other site amenities are provided where appropriate and in a complementary fashion.**

No changes in landscaping or site design are proposed with this application. Any changes in lighting should be discussed with the Community Development Department prior to installation to ensure that any site lighting complies with the Zoning Ordinance.

6. **Site engineering has been provided to ensure that existing utilities will not be adversely affected.**

DPW has submitted a review letter under separate cover. It is attached for your reference. Any outstanding issues as noted by DPW shall be addressed prior to building permits being issued.

Full engineering review is not required for this project.

**SUMMARY**

We are excited for the addition and façade change at 3180 Coolidge Hwy. The building has been vacant for many years and the investment in the appearance has potential to attract new and exciting businesses.

Based on the submitted plans, we recommend approval of the site plan with the following conditions:

1. The Planning Commission shall determine if the reduced window coverage of the Coolidge Hwy façade meets the intent of the Ordinance.
2. The Planning Commission shall determine if the proposed materials and colors fit with the characteristics of the neighborhood, as well as the incorporation of the metal siding.
3. Final site plan approval from DPW, Fire Marshal, and Community Development Departments.

If you have any questions, please do not hesitate to contact me.

cc: Matthew Baumgarten, City Manager  
Victoria Mitchell, City Clerk  
John Staran, City Attorney  
Derrick Schueller, DPW Director  
Jennifer Finney, DDA Executive Director  
Matt Koehn, DPS Director  
Pete Kelly, Fire Marshal  
David Reily, Building Official  
Kim Anderson, Building Clerk  
Abro Management, management@abroproperty.com  
Ghassan Khalaf, gkci@outlook.com
To: Erin Schlutow, Community Development Director (via email)
Cc: Kim Anderson, Community Development (via email)
     Shawn Young, DPW Foreman (via email)
From: Derrick Schueller, DPW Director
Date: November 19, 2020
Subject: Leased Unit
         Façade Change-Review #2
         3180 Coolidge

We have reviewed the revised drawings provided by the Community Development Department and prepared by Ghassan Khalaf dated November 9, 2020. Please find below our comments:

1. The existing parking lot associated with this building is in poor condition with striping not visible. The applicant shall clarify if the lot will be resurfaced and restriped. We defer to Community Development on number of spaces required, sizing, handicap considerations and general site circulation.

2. A restricted catch basin cover shall be added to the existing basin to moderate flows into the combined sewer system. Examples were provided with the previous review.

3. It is not clear how trash will be handled or stored on-site.

Feel free to call with any questions or concerns. Thank you.
MEMORANDUM

To: Planning Commission, City of Berkley
From: Jennifer Finney, Executive Director
Subject: Revised 3180 Coolidge Hwy Facade Change
Date: November 19, 2020

On behalf of the DDA Board and the DDA Design Committee, I reviewed the revised facade change for the building located at 3180 Coolidge Hwy.

Like what was mentioned in my previous memo about this facade change, they aren't seeking any DDA funds, but the DDA did review the revised change since this building is located within the DDA district.

Upon review, I did not find any issue or violation with it in relation to the Design Guidelines, a written document the DDA Design Committee and DDA Board use when reviewing/approving facade changes in the DDA district. The building materials and lighting in the revised plan are consistent with what the Design Guidelines recommends.

Incorporating some of the design elements from the front to the rear of the building makes this building look more cohesive and appealing from all angles, which I am happy to see the applicant took note of and included in this revised plan.

All in all, this facade change will greatly enhance the building and that section of Coolidge Hwy.

Please feel free to call or email me with any questions.
A complete application, a check payable to the 'City of Berkley', and 18 copies of a complete set of signed, sealed and folded plans must be submitted to the City of Berkley one month prior to the date of the Planning Commission meeting. If engineering review is required, an additional fee must be submitted. Should the review fees be greater than the required minimum, sufficient additional charges will be imposed to satisfy the additional review fees. All fee obligations must be satisfied prior to permit approval.

The Planning Commission meets the fourth Tuesday of every month. The meetings are held at 7:30 p.m. in the Council Chambers at the City Hall, 3338 Coolidge

Applicant:
Name: VIBE CREDIT UNION - (DERICK BARRON) Phone: 248 755 5500
Complete Address: 14816 W. 12 MILE RD, NOVI, MI 48377

Property Owner (if different than above):
Name: SAME AS ABOVE Phone: 
Complete Address:

Representative:
Name: MARK ZUMERMAN ZUMERMAN DESIGN, LLC Title: OWNER 724 358 6007

Description of Property for Review:
Lot Number 25 17 107 029 Subdivision
Street Address: 3082 COOLIDGE HWY.

Reason for Review by Planning Commission: FACADE CHANGE & LANDSCAPE UPGRADES

I understand that Planning Commissioners may need to access my property to better understand my case.

Signature of Applicant Date 09/24/20

Fees: Site Plan Review: $350.00 Facade Change: $200.00 Revision: $100.00
Engineering (Multiple Family): $1,100 Engineering (Non Residential): $800

If an application is withdrawn more than 2 weeks prior to the meeting date, 90% of the fee will be refunded. If the application is withdrawn less than 2 weeks prior to the meeting, no refund will be given. Engineering review fees are not refundable.

Office use only Account Number: 1019

Received 9-25-20 Receipt # Hearing Date Case # 4 Springer 05 20

City Planning Commission Disposition: }
Vibe Credit Union
Berkley Branch
Facade Renovations
3082 Coolidge Hwy
Berkley, MI 48072

List of Drawings

0021 Equipment/monographs survey
0022 Site and landscape plan and site details
0203 Parapet, calculation
0204 Frieze plan
0401 Exterior elevations
POLYCARBONATE SIGN FACE W/ VINYIL VIBE GRAPHIC

4" PIPE COLUMN

METAL SIGN BASE ENCLOSURE PNTD. MP 10771

FRONT & BACK VIEW

SIDE VIEW

4" PIPE COLUMN
SET IN 24"X42" CONG. FOOT LO

METAL CAPIT W/ 1/2"X 1/2" ROLLED METAL RETAINER RINGS PNTD. PRM 2992 C

TOP VIEW

DEL. SIZED PYLON SIGN - LED INTERNALLY ILLUMINATED
SIGN AREA ALLOWED: 40 SQ. FT / 10'0" H. MAX.
SIGN AREA ACTUAL: 19.63 SQ. FT / 7'1.5" SQ. FT. W/BASE

VIBE CREDIT UNION - BERKLEY, MI

W: 1' 0" H: 6' 0"
UMV-30041
Marvik 5 Surface Up/Downlight

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength, clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded “fit for purpose” long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls therma l bellow critical temperature range to ensure maximum lumen flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - US - G0

Finishing
All Ligman products go through an extensive finishing process that includes etching to improve paint adherence.

Paint
UV Stabilized 4.9mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80/B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Cylindrical, single or double-sided wall family. Compact and decorative appearance belies powerful outputs and technical optics for perfect task illumination.

A stunning new waterproof & dust proof wall cylinder range, designed with no visible fasteners, a one-piece body and integrated driver housing. This smart mechanical modern designed luminaire with cylindrical body provides a stylish solution to wall mounted cylinders.

This innovative design houses variety of COB wattages to suit designer’s specific requirements as well as section of field interchangeable reflector optics, that include narrow, medium, wide and very wide distributions. This series is available in 3 different diameters, namely 3", 4" & 6" to suit lighting design requirements.

These luminaires are suitable for various facade lighting requirements along with accent lighting, building columns and architectural highlighting etc. The Marvik 1 protrudes 4" from the wall, making this product suitable for ADA applications.

This luminaire range can be provided with a bayonet lock baffle to reduce glare, as well as a frosted lens option. The SCE surface conduit entry box option can be provided as an option for an attractive solution to surface conduit entry.

Ligman can also provide custom made boxes to fit on a round surface like a column, pillar or pole.

Additional Options (Consult Factory For Pricing)

Mounting Detail

Marvik Product Family

UMV-30031  UMV-30051
**Construction**

**Aluminum**

Less than 0.1% copper content – Marine Grade 6060 extruded & L6M Aluminium High Pressure die casting provides excellent mechanical strength, clean detailed product lines and excellent heat dissipation.

**Pre paint**

8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

**Memory Retentive - Silicon Gasket**

Provided with special injection molded “fit for purpose” long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

**Thermal management**

L6M Aluminium is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

**Surge Suppression**

Standard 10KV surge suppressor provided with all fixtures.

**BUG Rating**

B0 - U3 - G1

**Finishing**

All Ligman products go through an extensive finishing process that includes setting to improve paint adherence.

**Paint**

UV Stabilized 4.9Ml thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments, rated for use in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options.

**Hardware**

Provided Hardware is Marine grade 316 Stainless steel.

**Anti Seize Screw Holes**

Tapped holes are Infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

**High Impact Acrylic Lens**

Manufactured with Ultra High Impact, Naturally UV Stabilized Extruded Acrylic.

**Optics & LED**

Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

**Lumen - Maintenance Life**

L80 / B10 at 50,000 hours (This means at least 90% of the LED still achieve 90% of their original flux)

**Wide Distribution bollard fixture.**

Clean and effortlessly simple design bollard family with perfectly controlled wide-reaching light throw.

The innovative reflector technology of the Lightwave bollard guarantees a high degree of efficiency and optimal visual comfort. Lightwave has been developed to have excellent controlled downward light providing wide spacing ratios. The Lightwave is available in a straight or tapered shape design with two different heights.

The Lightwave bollard comes standard with a unique waterproof internal driver housing compartment that is situated at the top of the pole to stop water and dust from entering the electrical components. This fixture is supplied completely wired with power cord and waterproof gland from the driver enclosure to the base of the bollard ensuring quick trouble-free installation. Custom bollard heights are available, please specify. Color temperature 2700K, 3000K, 3500K and 4000K. Custom wattage can be provided to suit customer and Title 24 requirements. (Specify total watts per fixture)

All Ligman fixtures can be manufactured using a special pre-treatment and coating process that ensures the fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options.

**Security Bollard: (Lightwave 2)**

The Lightwave Bollard is available as a traffic rated security bollard. This optional design includes a 1/4" wall thickness galvanized steel security pole with qty. 2 solid 1" galvanized steel cross support rods that are embedded into concrete. This security bollard provides restraint of vehicular traffic in unauthorized areas. Impact calculations show this bollard will stop a 5,500lb vehicle, travelling at 30mph. For additional strength, the galvanized pole can be filled with concrete up to the waterproof driver housing to provide a solid concrete barrier.

**Additional Options (Consult Factory For Pricings)**
**Construction**

**Frame Options**
- Extended Frame: Slightly raised & protruding over the edge of the recessing box, used to cover irregular finish around the recessing box e.g. cut tiles.
- Flush Frame: Installed flush with the floor surface, typically used with poured concrete or precision cut tiles.

**Aluminum**
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength, clean detailed product lines and excellent heat dissipation.

**Pre paint**
8 step degrease and phosphate process that includes degreasing and etching as well as a zinc and nickel phosphate process before product painting.

**Memory Retentive - Silicon Gasket**
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

**Thermal management**
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

**Surge Suppression**
Standard 10kV surge suppressor provided with all fixtures.

**BUO Rating**
B4 - U4 - G5

**Finishing**
All Ligman products go through an extensive finishing process that includes funding to improve paint adherence.

**Paint**
UV Stabilized 4.9Ml thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in nautatoriums.

**Hardware**
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

**Optics & LED**
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI = 80

Lumen - Maintenance Life
L80 /80% at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

**Professional technical inground lighting solutions.**
Sophisticated and expansive; single, twin-lamp, white and RGBW DMX, with 7 beam types.

A top range of small shallow inground uplights with a round or square profile available with an extended or flush mounted frame. The fixture is manufactured with a marine grade 316 stainless steel front ring and is designed for use in shopping and pedestrian areas for illuminating building facades, columns, squares, parks, gardens, sculptures, flag poles and trees.

The adjustable high powered LED's in conjunction with high efficiency optics provides focused beam distributions to suit most design applications.

The tapered high density polyethylene inground recessing box is provided with securing lugs on each side to allow the Installer to properly secure the box in place thereby stopping it from moving during the concrete pour procedure.

These securing lugs can also be used to secure the base to wood support beams and working in conjunction with the tapered recessing box will prevent the fixture from lifting when installed in dirt. The housing also has two shoulders to prevent fixture rotation when used in drive over applications.

The Kios is available with a non-slip ADA glass. This glass is infused with a specialized non-slip finish across the entire surface of the lens making this non-slip option the best in the industry.

To ensure efficient drainage, gravel must be used to a depth of 17" and a width of 12" beneath the housing, and should also be placed around the luminaire.

An animated video can be viewed on the Ligman website to show proper Kios installation procedure to assist contractors and ensure a problem-free installation.

Power is provided to the integral control gear through a specially developed anti-wicking PG13.5 watertight cable gland and 2ft of outdoor submersible #18/3 SWOW 600V power cable. Clear or frosted tempered 0.6" thick glass. 2.5" maximum load is transferred by the housing to the foundation. Vehicles with pneumatic tires can drive over the luminaire but the speed must not exceed 30mph. The distance between the floodlight and the illuminated surface should be at least 1.5m.

The Kios inground is available in 2700, 3000, 3500 and 4000 Kelvin, and is also available with colored dichroic filters, concentric ring louver and honeycomb louver. This luminaire range is also available with specialized optics that provide Type III, III and IV distributions for floodlighting walls and monuments, see Kios 9, 10, 11 & 12.

The high power LED option is available in RGBW for the Kios 5, 6, 7 & 8.

**Adjustable LED Module**
- LED Module TILT 10 Deg
- ROTATE 360 Deg

**Additional Options (Consult Factory For Pricing)**
- A6122 Anti Slip Lens
- CRL Concentric Ring Louvre
- ACL Anti Glare Louvre
- A68921 Honeycomb Louvre
- L35 Linear Spread Lens
The Galleon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and UL/cUL Listed for wet locations.

**SPECIFICATION FEATURES**

**Construction**
Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested and rated. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

**Optics**
Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (±200K) CCT 70 CRI. Optional 3000K, 5000K and 6000K CCT.

**Electrical**
LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with Eaton proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 50,000 hours. Available in standard 1A drive current and optional 800mA, 1200mA drive currents (nominal).

**Mounting**
STANDARD ARM MOUNT:
Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during mounting. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table. Round pole adapter included. For wall mounting, specify wall mount bracket option. QUICK MOUNT ARM: Adapter is bolted directly to the pole. Quick mount arm slide into place on the adapter and is secured via two screws, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without having to access the driver compartment. A knock-out enables round pole mounting.

**Finish**
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

**Warranty**
Five-year warranty.

**DIMENSIONS**

**DIMENSION DATA**

<table>
<thead>
<tr>
<th>Number of Light Squares</th>
<th>&quot;A&quot; Width</th>
<th>&quot;B&quot; Standard Arm Length</th>
<th>'B&quot; Optional Arm Length 1</th>
<th>Weight with Arm 2</th>
<th>EPA with Arm 3 (Sq. Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-4</td>
<td>15-1/2&quot;</td>
<td>7&quot; (117mm)</td>
<td>10&quot; (254mm)</td>
<td>33</td>
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<td>5-6</td>
<td>21-5/8&quot;</td>
<td>7&quot; (178mm)</td>
<td>10&quot; (254mm)</td>
<td>44</td>
<td>1.00</td>
</tr>
<tr>
<td>7-8</td>
<td>27-5/8&quot;</td>
<td>7&quot; (178mm)</td>
<td>13&quot; (330mm)</td>
<td>54</td>
<td>1.07</td>
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<tr>
<td>9-10</td>
<td>33-3/4&quot;</td>
<td>7&quot; (178mm)</td>
<td>16&quot; (406mm)</td>
<td>63</td>
<td>1.12</td>
</tr>
</tbody>
</table>

**NOTES:**
1. Optional arm length to be used. 2. EPA calculated with optional arm length.

**CERTIFICATION DATA**
3G Vibration Rated
DesignLights Consortium® Qualified*
Dark Sky Approved (3000K CCT and warmer only)
IP66 Rated
ISO 9001
LM79 / LM80 Compliant
UL/cUL Wet Location Listed

**ENERGY DATA**
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V, 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

*www.designlights.org

**Wavellinx**

**McGraw-Edison**
DESCRIPTION

The Lumark Axcent LED wall mount luminaire provides a flush-mounted, architectural design with high performing, energy-efficient illumination resulting in up to 95% energy and maintenance savings over traditional sources. The die-cast aluminum construction along with stainless steel hardware, gasketed housing, and sealed optical compartment make the Axcent impervious to contaminants. The Axcent replaces 70W to 450W metal halide equivalents making it ideal for pathway illumination, building entrances, vehicle ramps, schools, tunnels, stairways, loading docks and floodlighting applications.

SPECIFICATION FEATURES

Construction
Low-profile LED design with rugged die-cast aluminum housing. Matching housing styles incorporate both a full cutoff and refractive lens design. External fin design on the back of the fixture extracts heat from the surface resulting in a thermally optimize design for longer luminaire life. One-piece silicone gasket seals the fixture, keeping out moisture and dust in up to 95% energy and maintenance savings over traditional sources.

Optical
Silicone-sealed optical LED chamber incorporates a custom engineered reflector providing high-efficiency illumination. Refractive lens models incorporate an integrated lens assembly designed for maximum forward throw. Optional glare free lens is available for visual comfort at reduced lumen values. Available in Type IV distribution with lumen packages ranging from 1,800 to 17,300 nominal lumens. Light engine configurations consist of high-efficiency, discrete LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life. Offered in standard 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 5000K CCT / 70CRI min and 3000K / 80CRI min are available.

Electrical
LED driver is mounted to the die-cast aluminum housing for optimal heat sinking. Integral LED electronic driver incorporates 8V surge protection. Class I electronic drivers have a power factor >90% and THD<20%. 120-277V 50/60Hz standard operation with optional 347V 60Hz or 480V 60Hz options available. 480V is compatible for use with 480V Wye systems only. 0-10V dimming driver is standard with leads external to the fixture to accommodate controls capability such as a dimming and occupancy, 10V/10K surge protection option is available.

Mounting
Steel wedge mounting plate fits directly to 4” standard J-box or directly to wall with the “Hook-N-Lock” mechanism for quick installation. Secure with two captive, corrosion resistant, stainless steel set screws, which are concealed but accessible from bottom of fixture. Optional floodlight kits available in slipfitter, knuckle and trunnion mount configurations. Optional pole mount configuration provides a quick-mount solution to round and square poles. The easy installation arm accommodates multiple drill patterns ranging from 1-1/2” to 4-7/8”.

Emergency Egress
Optional integral cold weather battery emergency egress includes emergency operation test switch, an AC-ON indicator light and a premium, maintenance-free battery pack. The separate emergency lighting LEDs are wired to provide redundant emergency lighting. Listed to UL Standard 924, Emergency Lighting.

Finish
The Axcent is protected with five state super TGIC polyester powder coat in carbon bronze and five other color finishes. Super TGIC power coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty
Five-year warranty.

DIMENSIONS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>AXCS Small</th>
<th>AXCL Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>8” (202mm)</td>
<td>11-1/2” (292mm)</td>
</tr>
<tr>
<td>B</td>
<td>7-1/2” (191mm)</td>
<td>10-3/4” (273mm)</td>
</tr>
<tr>
<td>C</td>
<td>3-5/8” (94mm)</td>
<td>4-7/8” (124mm)</td>
</tr>
<tr>
<td>D</td>
<td>0-1/8” (15mm)</td>
<td>7-1/8” (181mm)</td>
</tr>
</tbody>
</table>

CERTIFICATION DATA

3G Vibration Rated
Dark Sky Approved (Fixed mount, Full cutoff, and 3000K CCT only)
DesignLights Consortium® Qualified®
FCC Class A
IP66 Rated
ISO9001, UL/cUL Wet Location Listed
ROHS Compliant
Title 24 Compliant
UL2094 Listed [CSP Models]

TECHNICAL DATA

-40°C Minimum Ambient Temperature
+40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

SHIPPING DATA:
Approximate Net Weight:
Small fixture-5 lbs. [2.36 kgs.]
Small with sensor or CSP-10 lbs. [4.54 kgs.]
Large fixture-12 lbs. [5.45 kgs.]
Large with sensor or CSP-17 lbs. [7.73 kgs.]
Large with sensor & CSP-21 lbs. [9.54 kgs.]

*www.designlights.org

March 30, 2020 8:34 AM
The Lumark Axcen LED wall mount luminaire provides a flush-mounted, architectural design with high performance, energy-efficient illumination resulting in up to 95% energy and maintenance savings over traditional sources. The die-cast aluminum construction along with stainless steel hardware, gasketed housing, and sealed optical compartment make the Axcen impervious to contaminants. The Axcen replaces 70W to 480W metal halide equivalents making it ideal for pathway illumination, building entrances, vehicle ramps, schools, tunnels, stairways, loading docks and floodlighting applications.

**SPECIFICATION FEATURES**

**Construction**
Low-profile LED design with rugged die-cast aluminum housing. Matching housing styles incorporate both a full cut-off and refractive lens design. External fin design on the back of the fixture extracts heat from the surface resulting in a thermally optimize design for longer luminaire life. One-piece silicone gasket seals the fixture, keeping out moisture and dusts in compliance with IP66 rating. The fixture is 3G vibration rated (ANSI C136.31) and UL/cUL listed ensuring reliability and durability in wall mount applications.

**Optical**
Silicone-sealed optical LED chamber incorporates a custom engineered reflector providing high-efficiency illumination. Refractive lens models incorporate a molded lens assembly designed for maximum forward throw. Optional glare free lens is available for visual comfort at reduced lumen values. Available in Type IV distribution with lumen packages ranging from 1,800 to 17,300 nominal lumens. Light engine configurations consist of high-efficiency, discrete LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life. Offered in standard 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 5000K CCT / 70CRI min and 3000K / 80CRI min are available.

**Electrical**
LED driver is mounted to the die-cast aluminum housing for optimal heat sinking. Integral LED electronic driver incorporates 6KV surge protection. Class I electronic drivers have a power factor >90% and THD<20%. 120-277V 50/60Hz standard operation with optional 347V 60Hz or 480V 60Hz options available. 480V is compatible for use with 480V Wye systems only. 0-10V dimming driver is standard with leads external to the fixture to accommodate controls capability such a dimming and occupancy. 10V/10KA surge protection option is available.

**Mounting**
Steel wedge mounting plate fits directly to 4" standard j-box or directly to wall with the "Hook-N-Lock" mechanism for quick installation. Secure with two captive, corrosion resistant, stainless steel set screws, which are concealed but accessible from bottom of fixture. Optional floodlight kits available in slipfitter, knuckle and trunnion mount configurations. Optional pole mount configuration provides a quick-mount solution to round and square poles. The easy installation arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8".

**Emergency Egress**
Optional integral cold weather battery emergency access includes emergency operation test switch, an AC-ON indicator light and a premium maintenance-free battery pack. The separate emergency lighting LEDs are wired to provide redundant emergency lighting. Listed to UL Standard 924, Emergency Lighting.

**Finish**
The Axcen is protected with five state super TGIC polyester powder coat paint in carbon bronze and five other color finishes. Super TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

**Warranty**
Five-year warranty.

**DIMENSIONS**

![Diagram](https://via.placeholder.com/150)

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**CERTIFICATION DATA**
3G Vibration Rated
Dark Sky Approved (Fixed mount, Full cutoff, and 3000K CCT only)
DesignLights Consortium® Qualified®
FCC Class A
IP66 Rated
ISO9001, UL/cUL Wet Location Listed
ROHS Compliant
Title 24 Compliant
UL924 Listed (CSP Models)

**TECHNICAL DATA**
-40°C Minimum Ambient Temperature
+40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

**SHIPPING DATA:**
Approximate Net Weight:
- Small fixture=5 lbs. [2.26 kgs.]
- Small fixture=10 lbs. [4.54 kgs.]
- Large fixture=12 lbs. [5.45 kgs.]
- Large fixture=17 lbs. [7.73 kgs.]
- Large fixture=21 lbs. [9.54 kgs.]

TDS14005EN
*www.designlights.org*

March 30, 2020 8:34 AM
MEMORANDUM

To: Berkley Planning Commission
From: Erin Schlutow, Community Development Director
Subject: SP-05-20; 3082 Coolidge Hwy. – Parking and Landscaping Site Improvements
Date: November 16, 2020

Dear Planning Commissioners:

The applicant, Zimmerman Design, LLC on behalf of Vibe Credit Union, is proposing site improvements at 3082 Coolidge Hwy., located in the Coolidge District. Parcel ID #25-17-107-029. Site improvements include reconfiguration of the maneuvering lanes, parking spaces and incorporation of landscaping and parking islands.

The existing site includes the main building with a drive through canopy located to the east of the building, as well as parking areas along the south and east of the building. There is a two-way ingress/egress from Coolidge Hwy and a separate egress onto Earlmont Rd for motorists utilizing the drive-thru amenities.

BACKGROUND

The applicant submitted an application for a façade change and received site plan approval with conditions from the Planning Commission at the May 26, 2020 meeting. The façade change, proposed by the applicant, included an increase in height and a change of façade materials. The proposed façade change was reviewed by the Fire Marshal, DPW Director and DDA prior to the May Planning Commission meeting and there were no immediate concerns. Minor site items needed to be addressed and approved prior to building permits being issued by the Building Department.

After receiving site plan approval, the applicant contacted the Community Development Department to discuss site improvements and modifications that would include changes to the maneuvering lanes, parking spaces and adding landscaping islands to the property. The revised configuration of the parking area required a reduction in required parking spaces on the property.

The applicant and city staff had several conversations related to the proposed site improvements and course for site plan approval. The Ordinance amendment for parking requirement modifications was still in draft form and the applicant pursued a parking variance on the property in order to incorporate the landscaping and greenspace in lieu of parking spaces.

The applicant requested a parking variance and submitted a request from the Zoning Board of Appeals. The ZBA held the public hearing at the August 11, 2020 meeting and discussed the request but
discussed the merits of a practical difficulty of the property. The ZBA determined to postpone the request in order for the applicant to review the site improvements and determine if there were other options to incorporate the landscaping without sacrificing the required parking.

The applicant determined to withdraw the variance request and wait until the parking modification ordinance was adopted by City Council. At the November 16, 2020 meeting, the City Council adopted the parking modification ordinance.

**ZONING/LAND USE**

The surrounding properties include residential, commercial, and office.

<table>
<thead>
<tr>
<th>Property</th>
<th>Occupant</th>
<th>Land Use</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject site</td>
<td>Vibe Credit Union</td>
<td>Bank/Financial</td>
<td>Coolidge District</td>
</tr>
<tr>
<td>North</td>
<td>Unoccupied</td>
<td>Unoccupied</td>
<td>Coolidge District</td>
</tr>
<tr>
<td>East</td>
<td>Parking</td>
<td>Parking</td>
<td>Parking District</td>
</tr>
<tr>
<td>South</td>
<td>Spike Lawrence, Inc.</td>
<td>Commercial</td>
<td>Coolidge District</td>
</tr>
<tr>
<td>West</td>
<td>Office</td>
<td>Office</td>
<td>Coolidge District</td>
</tr>
</tbody>
</table>

**STANDARD FOR REVIEW**

The proposed site improvements for the parking area at 3082 Coolidge Hwy requires review and approval of the site plan by the Planning Commission. The applicant is also requesting a parking modification of three (3) spaces to incorporate those improvements.

The six (6) standards for granting site plan approval are set forth in Section 138-679 of the Zoning Ordinance. We have reviewed the proposal for the façade change with respect to these standards and offer the following findings:

1. **The site meets the requirements of this Code.**
   The maneuvering lanes, parking spaces are in compliance with the Ordinance.

2. **The proposed development does not create adverse effects on public utilities, roads, or sidewalks.**
   The proposed site improvements to the parking area will not have an impact on public utilities, roads or sidewalks. The sidewalk along Coolidge Hwy will be maintained with an added row of shrubs to screen the parking area.

3. **Pedestrian and vehicular areas are designed for safety, convenience, and compliment adjacent site design.**
The pedestrian and vehicular areas are proposed to be designed with added landscaping and a reconfiguration of the maneuvering aisles.

The new configuration of the parking area changes the flow of maneuvering around the site from two-way traffic to one-way traffic. This will provide a flow to the site and make access to the building safer for pedestrians.

4. **Site design, architecture, signs, orientation, and materials are consistent with the city’s master plan objectives and the design of the neighboring sites and buildings.**
   The proposed landscaping and site design will enhance the aesthetic appeal of the property.

   The DDA Design Committee has reviewed the site plan for the proposed parking area changes. The DDA Executive Director has provided a separate review letter reporting the Committee’s findings. It is attached for your consideration.

5. **Landscaping, lighting, dumpster enclosures, and other site amenities are provided where appropriate and in a complementary fashion.**
   The landscaping plan includes increasing the landscaping area along the southwest corner of the building, a parking area island separating marking areas, a landscaped bed, and a planter bed with shrubs along the Coolidge Hwy sidewalk. The proposed increase in landscaping will be a welcome addition to the Coolidge Hwy corridor and will provide screening of the parking area from the roadway.

   The Bradford Pear is a noted invasive tree and should be removed from the proposed landscaping plan.

   A photometric plan was included in the submitted packages. The applicant has provided examples of building mounted lighting, as well as pole lighting and bollards that are proposed to be installed on the site. The ordinance requires all lighting to be shielded and prohibits light fixtures from extending to the sky.

   The wall mounted lights are cylindrical and allow for light to be directed up and down. The illumination projecting up will not impede the night sky and would not project higher than the roofline of the building. The lighting bollards do not project any light up, but extend outward from the top of the structure.

   Per Section 138-144, the Planning Commission has the authority to modify lighting requirements, as noted above. We ask the Planning Commission to determine if the proposed lighting is appropriate and meets the intent of the Ordinance.

6. **Site engineering has been provided to ensure that existing utilities will not be adversely affected.**
   DPW has submitted a review letter under separate cover. It is attached for your reference. Any outstanding issues as noted by DPW shall be addressed prior to building permits being issued.
SUMMARY

The applicant has proposed site improvements at 3082 Coolidge Hwy, with landscaping and parking area changes.

Based on the submitted plans, we recommend approval of the site plan with the following conditions:

1. The Planning Commission shall determine if a parking modification request is to be granted to the applicant based on the submitted plans.
2. Removal of Bradford Pears as a proposed tree on the site due to it being an invasive species.
3. The Planning Commission shall determine if the proposed lighting meets the intent of the Ordinance.
4. Final site plan approval from DPW, Fire Marshal, and Community Development Departments.

If you have any questions, please do not hesitate to contact me.

c: Matthew Baumgarten, City Manager
Victoria Mitchell, City Clerk
John Staran, City Attorney
Derrick Schueller, DPW Director
Jennifer Finney, DDA Executive Director
Matt Koehn, DPS Director
Pete Kelly, Fire Marshal
Mark Zimmerman, mzimmerman19@gmail.com
To: Erin Schlutow, Community Development Director (via email)

Cc: Kim Anderson, Community Development (via email)
    Shawn Young, DPW Foreman (via email)

From: Derrick Schueller, DPW Director

Date: October 9, 2020

Subject: Vibe Credit Union
        Façade Change, Landscaping & Parking Lot Improvements-Review #3
        3082 Coolidge

We have reviewed the drawings provided by the Community Development Department and prepared by Zimmerman Design LLC dated September 24, 2020.

Our previous comments have been substantially addressed and we recommend plan approval at this time.

Feel free to call with any questions or concerns.

Thank you.
MEMORANDUM

To: Planning Commission, City of Berkley  
From: Jennifer Finney, Executive Director  
Subject: Revision to Vibe Credit Union  
Date: October 14, 2020

On behalf of the DDA Board, the DDA Design Committee reviewed the revision to Vibe Credit Union facade plan including the remodeling of the parking area and additional landscaping.

While Vibe Credit Union isn't seeking any DDA funds for their proposed updated facade, the DDA Design Committee did review the revised change since this building is located within the DDA district.

Upon review, the DDA Design Committee did not find any issue or violation with it in relation to the Design Guidelines, a written document the DDA Design Committee and DDA Board use when reviewing/approving facade changes in the DDA district.

In fact, one item the DDA encourages building and property owners to incorporate in parking lot enhancements is using a planted buffer of trees, shrubs and/or ground cover to help minimize the visual impact of surface parking. The Design Committee feels that this proposed plan helps to accomplish that.

Please feel free to call or email me with any questions.
MEMORANDUM

To: Berkley Planning Commission

From: Erin Schlutow, Community Development Director

Subject: Discussion on Projections into Side Yard Setbacks on Residential Dwellings #3

Date: November 15, 2020

The Zoning Ordinance permits projections into rear and side yard setbacks, as stated below:

Section 138-192. – Projections

Projections may extend into a required side yard setback not more than two inches for each one foot of width of such setback; and may extend or project into a required front or rear yard setback not more than three feet. Such projections shall not have a foundation and shall be above grate at least 12 inches. The total of all projections into a given yard shall not exceed 30 percent of that wall’s surface area.

In nonresidential districts, where no front yard setback is required, a projection may extend into the right of way three feet provided that it is at least 11 feet above the sidewalk. The total of all projections into a given right of way shall not exceed 30 percent of that wall’s surface.

The Ordinance does not distinguish between different kinds of projections, such as cantilevers, awnings, chimneys, etc. Some communities give different projection allowance for cantilevers and chimneys.

Current Practice for Chimney Projections into Side Yards

As noted in our previous discussions, a former Building Official interpreted and determined projections only apply to extensions of the livable space within a dwelling. It was determined that chimneys are not considered extensions of the livable space and are therefore exempt from building envelope calculations.

This standard was reviewed in 2017, after there was concern from local residents that new construction was violating the standard for projections. After investigating the issue at length, the following information was provided to local residents detailing the City’s practice and explanation of projection calculations.

“This has been the practice for the building department since 1950 to consider a chimney ancillary to any home featuring a fireplace. Those fireplaces that utilize natural gas still require the same such spacing as a traditional, log burning fireplace. As such they are measured based on a requirement of the amount of capacity needed to function properly and separate from that of a projection intended to expand upon the
"floor space of the interior of the home. Since this is a past practice it ought to be re-examined from time-to-time to ensure it still serves the community well."

Discussion for Projections on Residential Dwellings

Based on conversations from the past Planning Commission meetings, it is determined that projections including chimneys, bay windows, or other types of cantilevers should be regulated in the same manner. The attached ordinance language was prepared for continued discussion.

Allowable Projection Percentage Per Wall

As there is a difference in area occupied by a masonry chimney that extends from grade to the roof versus a box chimney, it would be beneficial to discuss if there would be a different area percentage allowed for masonry fireplaces with foundations versus all other cantilevers.

This may not be an issue for new builds, but would certainly cause concern for properties with an existing masonry fireplace who wanted to install a bay window or other similar type of cantilever.

If you have any questions, please feel free to contact me.

Erin Schlutow  
Community Development Director
Sec. 138-192. - Projections.

Projections may extend into a required side yard setback not more than two inches for each one foot of width of such setback; and may extend or project into a required front or rear yard setback not more than three feet. Such projections shall not have a foundation and shall be above grade at least 12 inches. The total of all projections into a given yard shall not exceed 30 percent of that wall's surface area.

Projections without foundations may include box fireplaces, bay windows, and other types of cantilevers, including second story cantilevers.

Projections with foundations, such as brick or masonry fireplaces, shall be permitted to extend not more than two inches for each one foot of width of setback, and not more than three feet into the required front or rear yard setback.

In nonresidential districts, where no front yard setback is required, a projection may extend into the right of way three feet provided that it is at least 11 feet above the sidewalk. The total of all projections into a given right of way shall not exceed 30 percent of that wall's surface area.
MEMORANDUM

To: Berkley Planning Commission
From: Erin Schlutow, Community Development Director
Subject: Discussion of Exterior Mechanical Equipment on Residential and Commercial Properties #3
Date: November 19, 2020

Over the past several years, the Berkley Planning Commission and Zoning Board of Appeals have discussed the standards and appropriate locations for exterior mechanical equipment on residential properties in the community; specifically, generators and air conditioning units.

The Planning Commission discussed the exterior a/c units and generators at the October 27, 2020 meeting. While the discussion was helpful, the commissioners did not come to a consensus on how to regulate the units. Some commissioners were in favor of allowing units to be installed in the side yard, while others felt they should remain only in the rear yard. Commissioners also discussed setbacks, screening requirements, manufacturers specifications, and noise levels.

The attached draft ordinance is provided to facilitate the discussion on a/c units and generators on residential and commercial properties.
Exterior Appliances

Sec. 138-XXX. - Definitions

Air Conditioning Condenser Unit

Power Generator

Sec. 138-XXX. - Location

Exterior appliances are prohibited from being located in the front yard or within a dedicated easement or right-of-way.

(a) Residential.
   I. Generators shall be located in the rear yard at least six (6) feet from side property line.
   II. A/C Units may be permitted in the side yard under the following conditions:
      i. The unit must be at least 18 inches from side property line;
      ii. The unit must be at least 12 feet from adjacent dwelling;
      iii. The unit must be screened on at least three sides by opaque fencing or landscaping, measured at least four (4) feet in height from grade. Chain link fencing is not permissible as a screening material for exterior appliances.

(b) Nonresidential.
   I. At Grade.
      i. Exterior appliances at grade shall be located within at least 10 feet of the principal building.
      ii. Exterior appliances shall be at least ten (10) feet from a property line.
      iii. Exterior appliances shall be screened on at least three sides with opaque fencing or landscaping, measured at least four (4) feet in height from grade. Chain link fencing is not permissible as a screening material for exterior appliances.
   II. Rooftop.
      i. Exterior appliances located on the rooftop of commercial buildings shall be screened so as to not be visible from street level. Screening materials shall be consistent with the color, materials, design and aesthetic of the building.

Sec. 138-XXX. - Restrictions

Generator testing shall be permitted Monday – Friday, 9:00am – 6:00pm.

Sec. 138-XXX. - Permits required.

Permits are required for the installation of exterior appliances.
DRAWING CREATED FROM PRO/ENGINEER 3D FILE. ECO MODIFICATION TO BE APPLIED TO SOLID MODEL ONLY.

COMPACTED SOIL GRAVEL PAD/GRASS

MINIMUM OPEN AREA

AIR OUTLET

AIR INTAKE

TOP VIEW

RIGHT VIEW

INTAKE PANEL REMOVED

FUEL INLET: 1/2" NPT (9-11kW)

3/4" NPT (16-22kW)

REQUIRED FUEL PRESSURE:

NATURAL GAS: 3.5-7" WATER COLUMN

LIQUID PROPANE (VAPOR): 10-12" WATER COLUMN

MAIN AC/CONTROL WIRING HOLES FOR 1 1/4" CONDUIT

MAIN AC/CONTROL WIRING HOLES FOR 3/4" CONDUIT

WIRELESS MODULE

AUXILIARY SHUTDOWN SWITCH

TRANSFER SWITCH (IF SUPPLIED)

"DO NOT LIFT BY ROOF"

LIFTING HOLES 4 CORNERS: IF OFFSET 3" - MUST BE LIFTED WITH STEEL RODS - RECOMMENDED 6 X 3/8 INCHhält 2" (19.05 cm)

LIFTING HOLES 4 CORNERS: IF SCANTY, MUST BE LIFTED WITH STEEL RODS - RECOMMENDED 6 X 3/8 INCHhält 2" (19.05 cm)

FRONT VIEW

LEFT SIDE VIEW

REAR VIEW

AIR INLET: 1 1/2" NPT (30-40kW)

1 1/4" NPT (60-80kW)

REQUIRED FUEL PRESSURE: 1 1/2" WATER COLUMN

LIQUID PROPANE (VAPOR): 10-12" WATER COLUMN

MAIN AC/CONTROL WIRING HOLE FOR 3/4" CONDUIT

MAIN AC/CONTROL WIRING HOLE FOR 1 1/4" CONDUIT

SHEET 1 of 1

INSTALL HSB GENERATOR 60HZ

INSTALLATION DRAWING

TRANSFER SWITCH

BOLTS RECOMMENDED

10 [3/8] DIA. MASONRY ANCHOR HOLE (3) PLACES,

16 [5/8] DIA. CLEARANCE HOLE LOCATIONS FOR FRONT OF UNIT

MOUNTING TO CONCRETE PAD

HOLE LOCATIONS FOR OPTIONAL MOUNTING TO A CONCRETE PAD

10 [1 1/4] DIA. CLEARANCE HOLE (2 PLACES)

10 [3/8] DIA. MASONRY ANCHOR BOLTS RECOMMENDED