

APPENDIX

APPLYING THE DESIGN GUIDELINES

When the design guidelines are applied to new projects, what might be the results? This appendix provides a series of case studies that illustrate potential outcomes. It includes the conceptual design of three Opportunity Sites for Downtown Berkley. These use lots similar in size to those found in Downtown today. Each site illustrates the Design Guidelines in action, showing what is possible for new development. Each concept demonstrates a design solution that can be applied to different design contexts. Density, building type, scale, use and character are examined to show a variety of projects that could occur.

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TESTING FEASIBILITY

A financial analysis accompanies each of the case studies. These reflect current construction costs, residential rental rates and commercial lease rates based on historical data. This analysis indicates that the case studies are generally within a range of financial feasibility. More ambitious projects may need public assistance or wait until market conditions reach the appropriate levels. Although some solutions may not be feasible at current market conditions, exciting changes have begun, as increases to commercial and residential rents, property sales and redevelopment continue to rise.

A brief market overview, parking discussion and a glossary of terms used in the Design Guidelines are also included. The market overview provides a description of current real estate market conditions, residential and office lease rates.

Analyzing Feasibility

As part of the design guideline process, pro forma analysis for the three Opportunity Sites were prepared. Costs were derived from RS Means Construction Data. Market information was obtained from ESRI Business Information Services for drive times from the primary sites and from recent local lease and sales examples. In addition, employment data was obtained from the Census On-the-Map website.

ANALYZING FEASIBILITY

Development costs are estimated for site work, building construction and soft costs (fees, etc.). A contingency, based on industry standards also is assumed. Construction costs are estimated, using the square footage of buildings that were assumed for the different case study sites. Leasing performance analysis uses current leasing rates and assumes typical levels of occupancy to vacancy. These are then used to compare development costs with potential revenues to determine the potential return on investment that may be achieved.

Threshold Goals for Return on Asset are:	
Office leasing:	7.5% to 8.5%
Commercial leasing:	7.5% to 8.5%
Multi-family leasing:	6.5% to 7.0%
Townhouse sales:	15% to 20%

MARKET OVERVIEW

The Berkley residential real estate market is growing and new types of housing products are appearing. Most of the older rental units in Berkley are single family detached and rent from \pm \$1.30 per square foot per month to \$1.90 per square foot per month. Older single-family units now make up most of the rental market, but there is developing pressure for new multi-family residential.

Although the current rent structure for multi-family residential is just beginning to support new construction, it appears that the city is experiencing rising residential prices. In some communities, this occurs faster than wage inflation, but in Berkley, wages rose as housing stayed the same due to a limited supply of new housing products. Now, with rising incomes and a general national economic recovery, the feasibility of rental housing is stronger because people are paying more and have the higher incomes to afford it.

The current gross density is four households per acre. Support for a walkable mixed-use main street usually requires three times that density surrounding it so that not all trips are by car alone, reducing the need for parking. Making retail attractive to tenant business owners will require residential infill to increase the nearby population to make businesses viable.

Annual office lease rates appear to be between \pm \$9.95 per square foot and \$24.00 per square foot. Recent trends in sales and rental rates in the area are encouraging. They are rising, which means new commercial and mixed-use projects may be feasible.

MARKET CONCLUSIONS

A real estate market shift is taking place nationally toward greater urbanism in contrast to a more suburban past. If Berkley's goal is to redirect development pressure to encourage Downtown walkability, then it is critical that underutilized sites be redeveloped at moderately higher densities. Transitioning the Downtown to this increased resident population will take time.

PARKING THE OPPORTUNITY SITES

An important factor in enhancing the vitality of Downtown is efficient use of parking. When it is concentrated in a structure, a more efficient and compact development is feasible.

The analysis indicates there may be a need for a City-funded parking structure. Developing a municipal parking district would help to stimulate development Downtown that makes more efficient use of land. None of the private development shown in the Opportunity Sites can afford structured parking on its own, but if it is built by the City, the adjoining sites are more feasible to develop.

Additionally, a review is recommended of the current parking ratio requirements. At present, Berkeley requires a relatively high ratio (one space per 225 square feet, on average) of parking spaces for commercial development. This results in a surplus of surface parking spaces throughout the Downtown area. The quantity and size of these parking lots directly limits density and discourages walkability. Updating the Parking Study conducted in 2009 would provide contemporary parking perspectives, ratios and opportunities for shared parking solutions. For the purposes of the case studies, a ratio of one parking space for every 400 square feet of commercial development was used and one for each residential dwelling unit was used. Shared parking spaces were not explored, which could further reduce parking numbers, but it should be noted that additional efficiencies may be available.

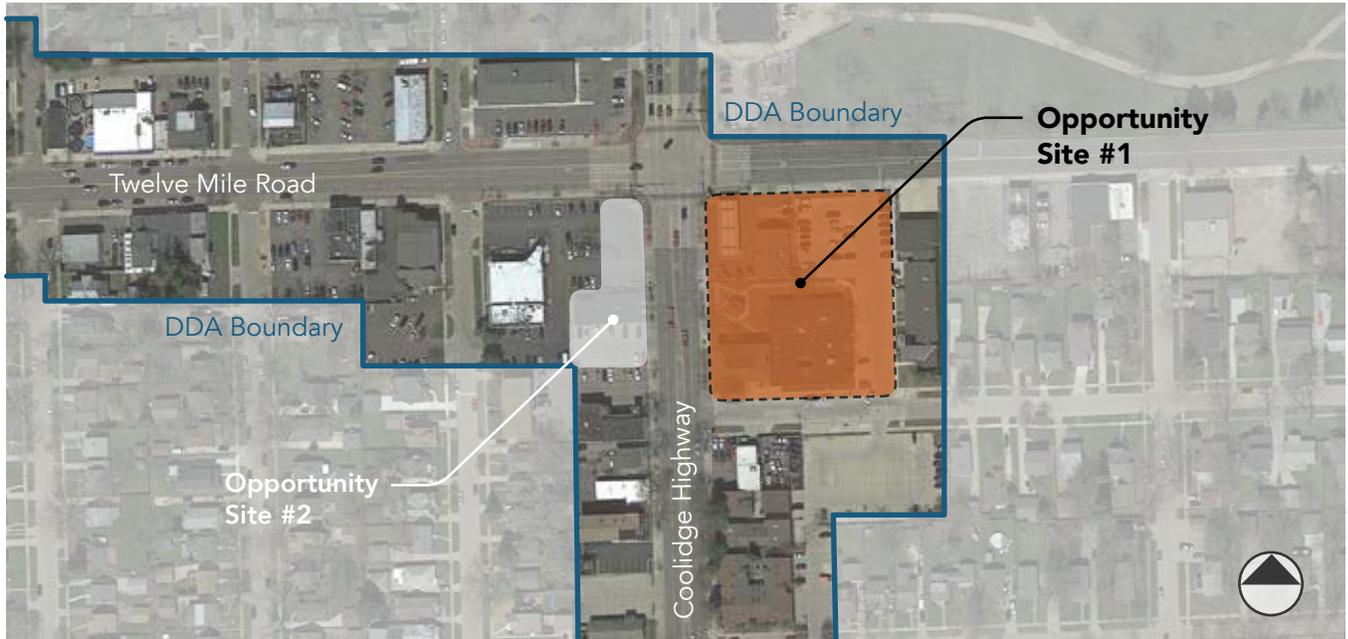
The transition from an auto-oriented district to a multi-modal district with slower “main street” speeds uses a different economic model that enables smaller shopfronts and less parking. To shift from one to the other takes time, but is rewarding; rents will be higher than auto-oriented rents because sales per square foot rise, and eventually it is a win for both the developer and the tenants.

The design guidelines in this report do not propose unusual solutions. They are all measures that have been proven successful in other places. They do not propose difficult building types, but rather promote a more productive arrangement of the pieces that make a downtown work.

A NOTE ON PARKING STRUCTURES

According to RS Means Construction Data, structured parking in Berkley has a base cost over \$60 per square foot. With soft costs but without land cost, this brings the cost per space to \$30,175. In comparison, surface parking cost per space is \$2,160, and can be achieved for even less depending upon the depth of base and pavement. The problem with surface parking is that it takes three to four times the amount of land as does structured parking. But, with structured parking land will become the most valuable resource if downtown is to revitalize. Structured parking is a large one-time expense that pays back in increased intensity of land use, and parking can thus become a catalyst if designed according to the guidelines in this report. Making best use of existing surface parking also is important. Coordinating parking, both public and private, to promote sharing and ease of access will help.

Opportunity Sites



SITE #1 - ENHANCING THE CIVIC CORE

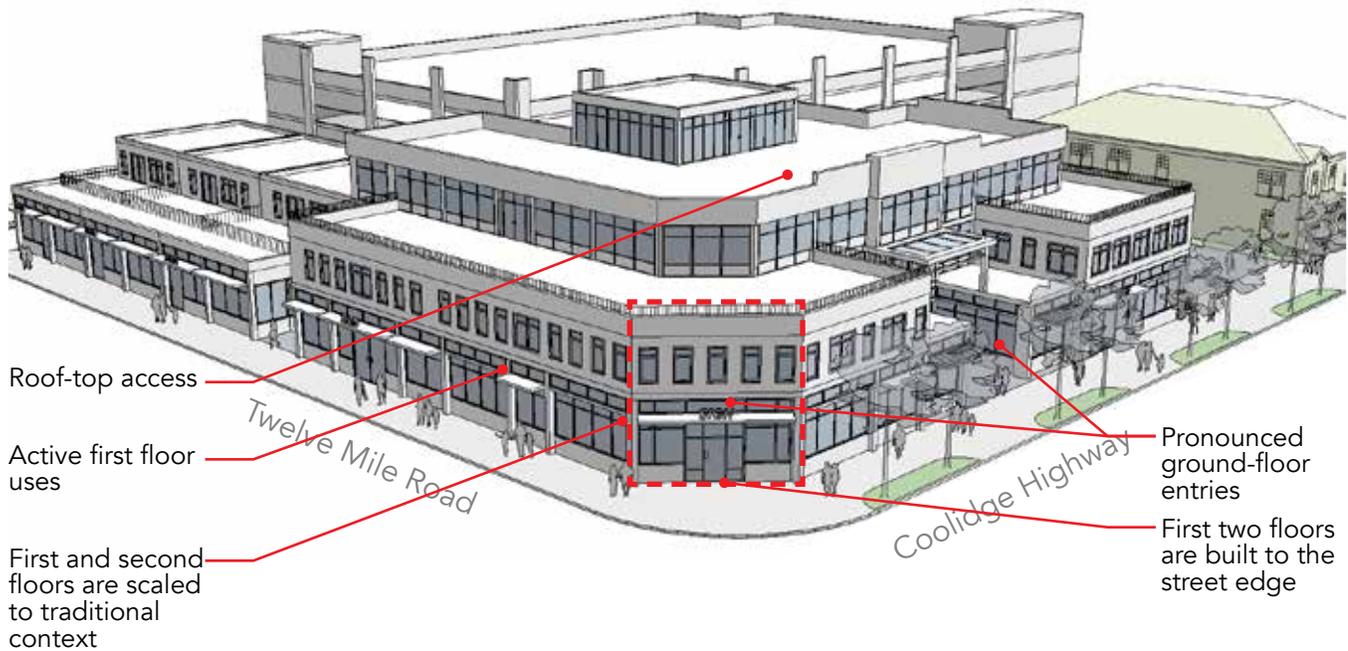
Opportunity Site #1 (OS-1) examines a combination of mixed-use development at the southeast corner of the intersection at Twelve Mile Road and Coolidge Highway. This case study illustrates a Civic Core concept with a relatively high intensity of development. The site program combines municipal offices with commercial and residential space. Increased density with a mix of new uses, civic features and parking are included. It assumes that any current on-site businesses would occupy a portion of the new development.

OS-1 activates the most prominent intersection of Berkley. New buildings with varied massing are built to the street edge. Upper floors are stepped back to reduce overall building mass and establish a sense of human scale along the sidewalk. Space for outdoor dining is provided as part of a civic plaza. Prominent entries are provided at multiple points around the buildings. A pedestrian pass-through provides a connection between storefronts along Twelve Mile Road, an interior courtyard and a new parking structure.

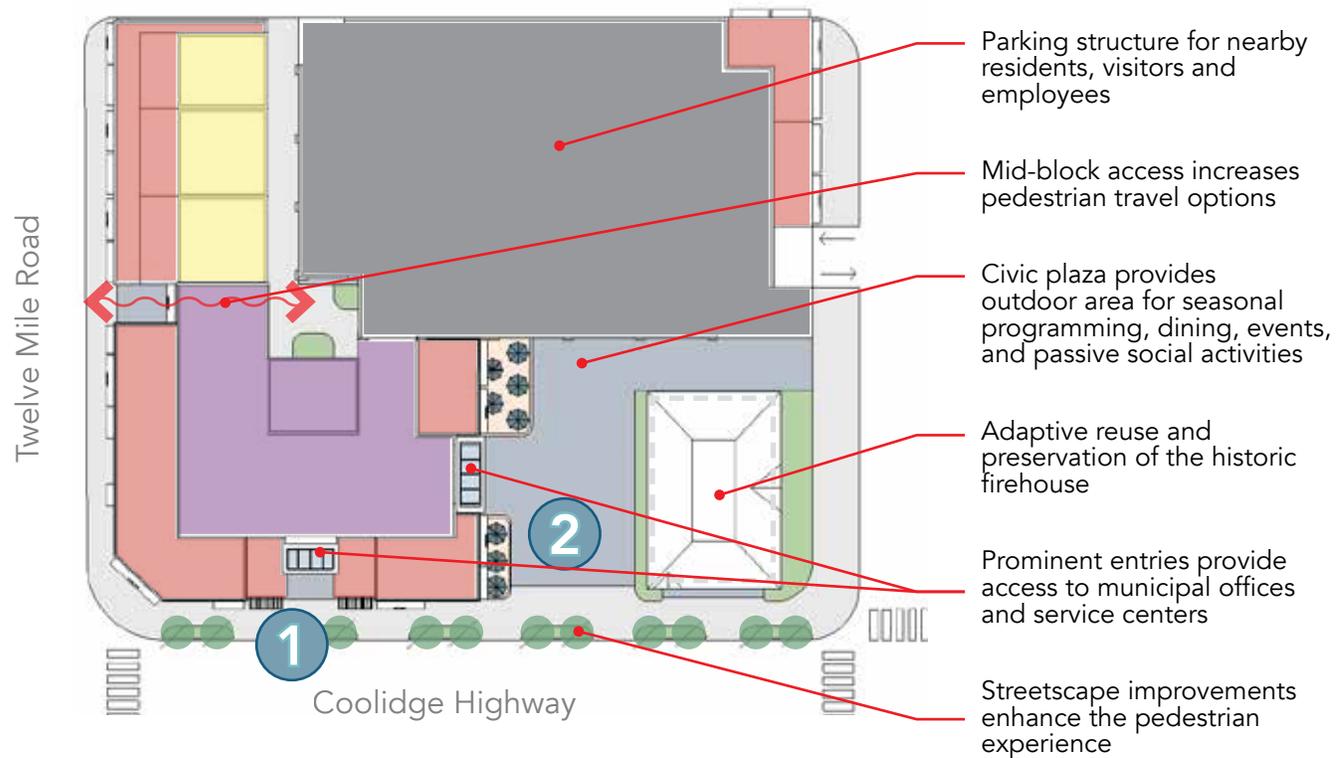
Downtown Core Overarching Goals

- Retain civic uses as a central focus of the Downtown Core.
- Promote an active and pedestrian-friendly street level.
- Reinforce the established urban character of the area.
- Explore alternative parking solutions for new development.

OS-1 Aerial Concept - Southeast Perspective

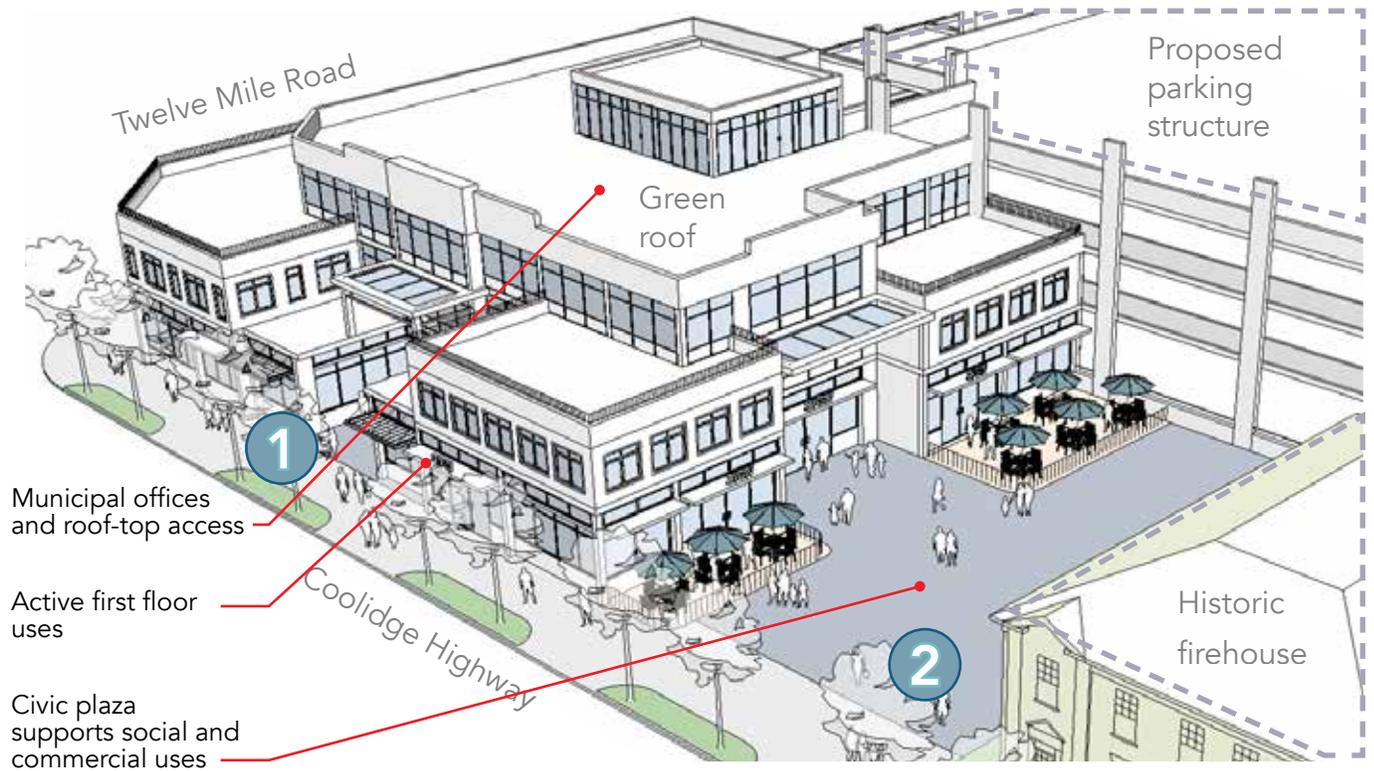


OS-1 Concept Plan



- Civic (building)
- Residential
- Civic (plaza)
- Parking
- Commercial
- Historic

OS-1 Aerial Concept - Northeast Perspective



1 Coolidge Highway Concept Perspective



2 Civic Plaza Concept Perspective

Applying the Design Guidelines to OS-1

- Use an iconic design feature to foster a unique sense of community.
- Orient building entrances to the public realm.
- Anchor the area with a higher percentage of government offices and civic functions.
- Encourage a variety in street front building character to reflect the civic and mixed-use functions.
- Establish a sense of human scale in the design of a new building.
- Locate a parking structure to minimize the impacts on the traditional street character.

OS-1 Pro-forma Analysis

OS-1 illustrates municipal office, speculative office, commercial use and residential apartments. It also includes structured parking that is shared with OS-2. OS-1 includes a green roof, civic plaza, streetscape and planting site elements. The pro forma analysis findings are as follows:

- A project with structured parking cost allocated to the uses on-site failed to meet a reasonable level of return on investment. Removing the parking structure cost through municipal funding improved feasibility.
- Site purchase and cleanup costs were not included for the southeast corner of Twelve Mile Road and Coolidge Highway, currently occupied by the Sunoco gas station. This purchase would be carried by the City to encourage new development.
- Parking ratios are updated to reflect trends from cities with similar demographics. One parking space is provided for every 400 square feet of commercial use and one space for each dwelling.
- With affordable lease rates for parking, this private development component is feasible.

OS-1 Concept Development Costs			
Site Work			\$465,000
Total Building Construction			\$8,210,900
Soft Costs (indirect costs)		20%	\$1,642,200
Contingency		5%	\$82,100
Project Cost Sub-total (before parking structure)			\$10,400,200

Allocation of Project Costs			
	Project Area (square feet)	Percentage of Total Area	Base Project Cost
Office	17,000	37%	\$3,798,140
Commercial	9,350	20%	\$2,088,977
Multi-family	3,400	7%	\$759,628
Townhome	N/A	N/A	N/A
Private Development Project Sub-total		64%	\$6,646,744
Municipal Building Project Sub-total		36%	\$3,753,456
Project Cost Sub-total (before parking structure)			\$10,400,200
Municipal Parking Structure			\$2,806,275
Total Project Cost			\$13,206,475

OS-1 Private Development Leasing Pro Forma

	Project Area (square feet)	Rate per square foot	Cost/Return	
			(City funded parking)	

Office Leasing Pro Forma

Gross Revenue	13,600	\$24.00	\$326,400
Less Vacancy/ Credit Loss		5%	\$(16,320)
Effective Gross Revenue			\$310,080
Less Expenses			\$0
	Net Operating Income		\$310,080
	Cost for Office		\$3,798,140
	Return on Asset		8.2%

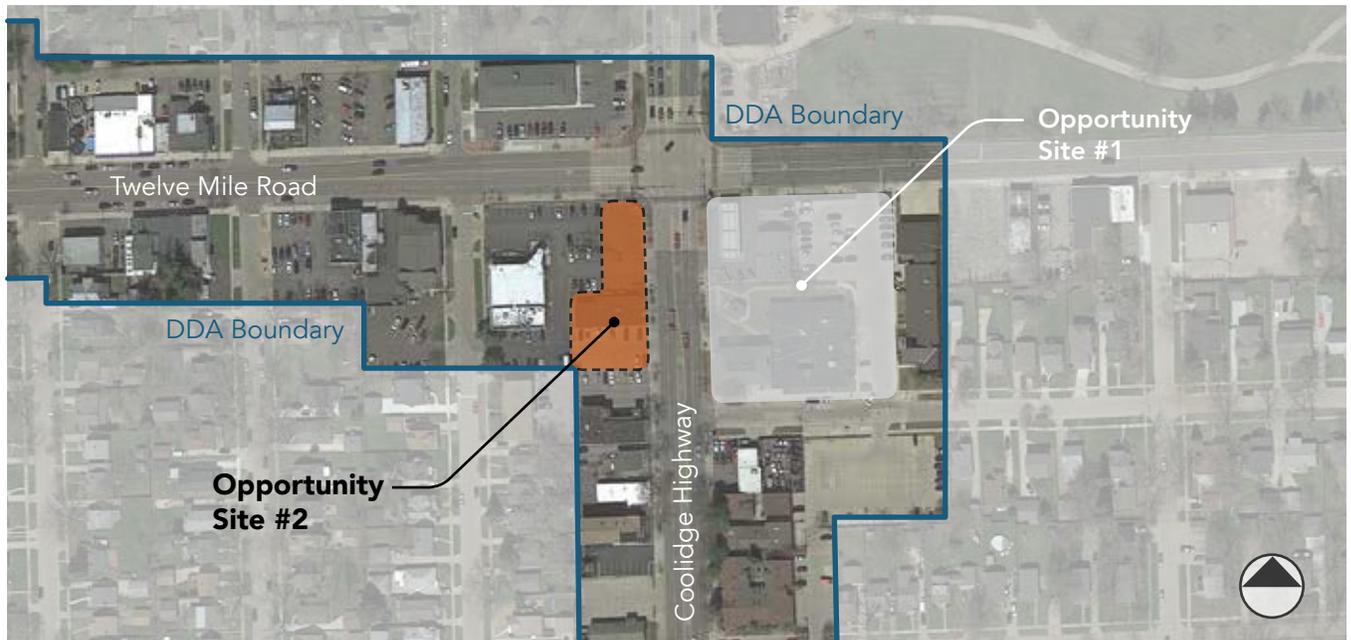
Commercial Leasing Pro Forma

Gross Revenue	7,480	\$24.00	\$179,520
Less Vacancy/ Credit Loss		5%	\$(8,976)
Effective Gross Revenue			\$170,544
Less Expenses			\$0
	Net Operating Income		\$170,544
	Cost for Commercial		\$2,088,977
	Return on Asset		8.2%

Multi-family Leasing Pro Forma

Gross Revenue	2,890	1.88	\$65,198
Less Vacancy/ Credit Loss		5%	\$(3,260)
Effective Gross Revenue			\$61,938
Less Expenses		\$3,400	\$(13,600)
	Net Operating Income		\$48,338
	Cost for Multi-family		\$759,628
	Return on Asset		6.4%

The proforma does not include the cost of parking structure development. If this is city-funded, the parking lease rates could be negotiated that would fit within a range needed to maintain private development feasibility.



SITE #2 - ANCHORING THE DOWNTOWN CORE

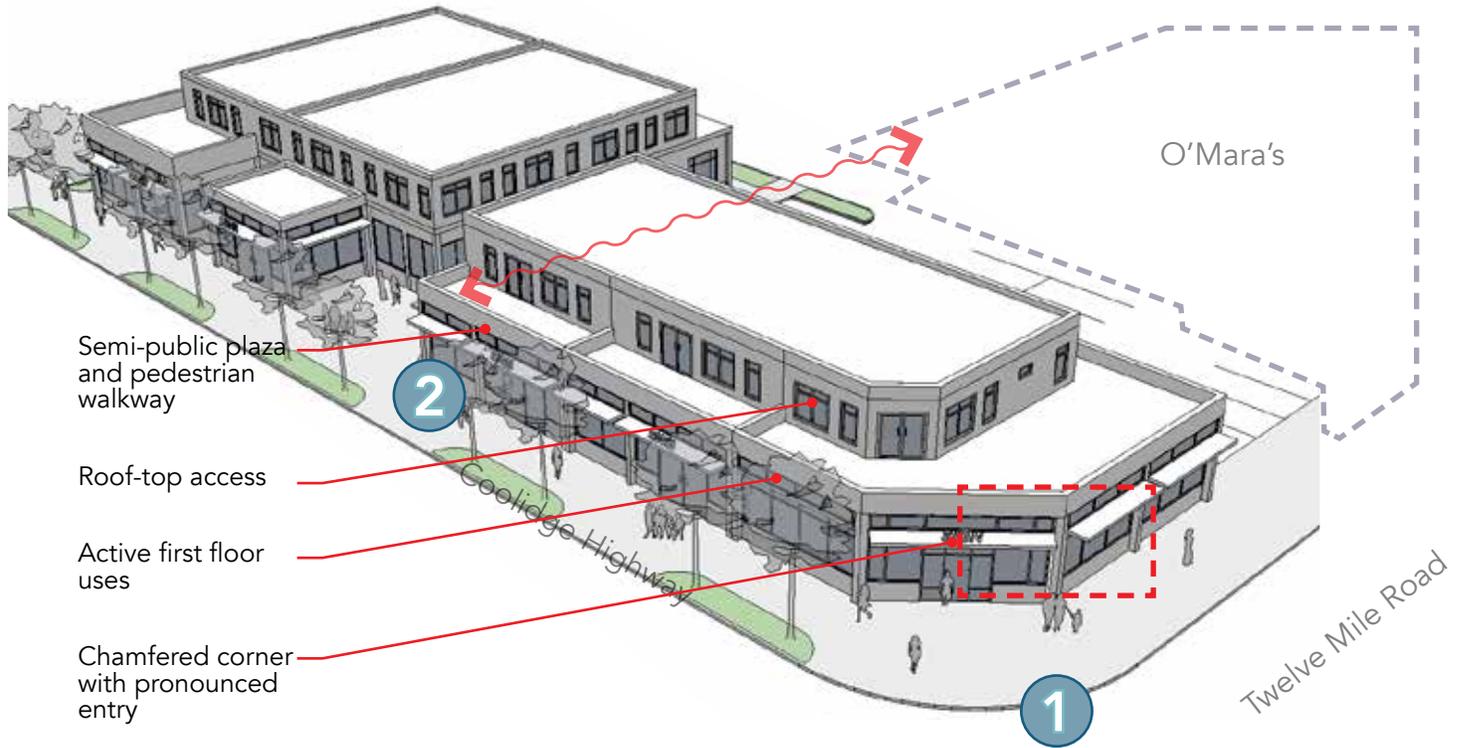
Opportunity Site #2 (OS-2) is designed to work in conjunction with OS-1 to anchor Berkley's Downtown Core. OS-2 examines a combination of mixed-use development at the northeast corner of the intersection at Twelve Mile Road and Coolidge Highway. The site program combines commercial and residential space. New two-story infill buildings replace a portion of the O'Mara's surface parking lot (13 spaces) and the existing Berkley Medical Center building. It assumes that the Medical Center would occupy a portion of the new development. Parking for all occupants is provided by the parking structure on the OS-1 site.

OS-2 reinforces the significance of the Twelve Mile Road-Coolidge Highway intersection. New buildings with varied massing are built to the street edge and a pedestrian walkway provides site permeability. Upper floors are stepped back to reduce overall building mass, establish a sense of human scale along the sidewalk and provide balcony space for second floor apartments. Prominent entries are provided at multiple points.

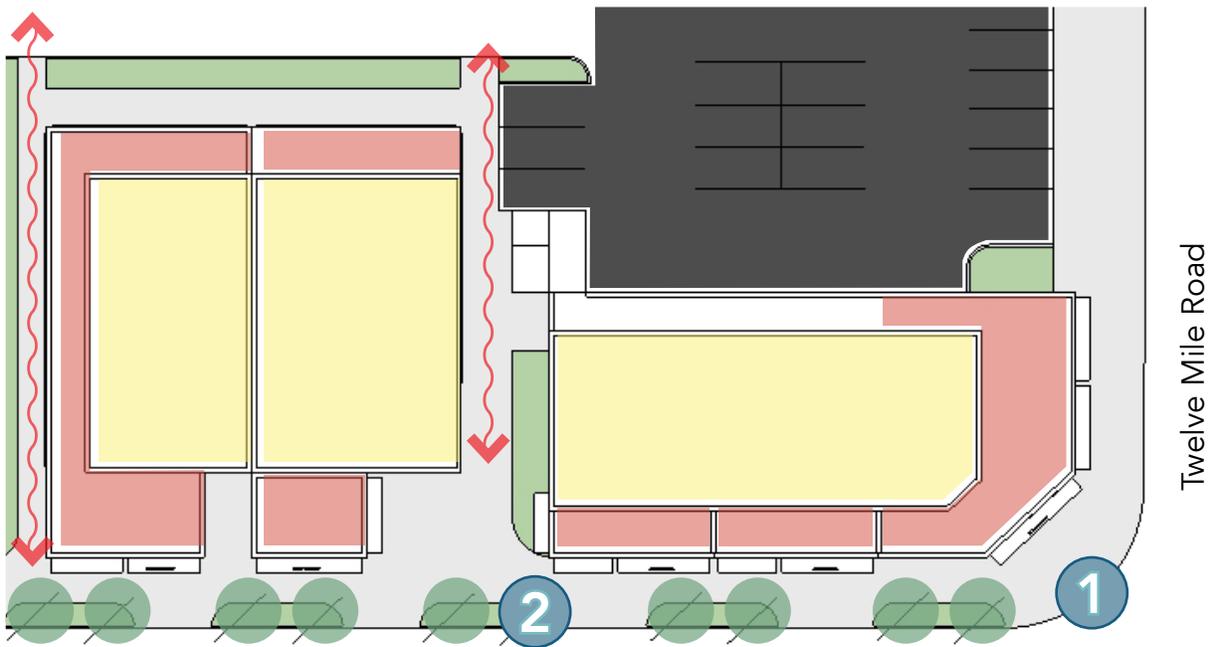
Downtown Core Overarching Goals

- Develop a consistent streetwall along Twelve Mile and Coolidge Highway.
- Promote an active and pedestrian-friendly street level.
- Reinforce the established urban character of the area.
- Explore alternative parking solutions for new development.
- Maintain visual continuity with traditional building materials.

OS-2 Aerial Concept Perspective



OS-2 Concept Plan



- Commercial
- Residential
- Surface Parking

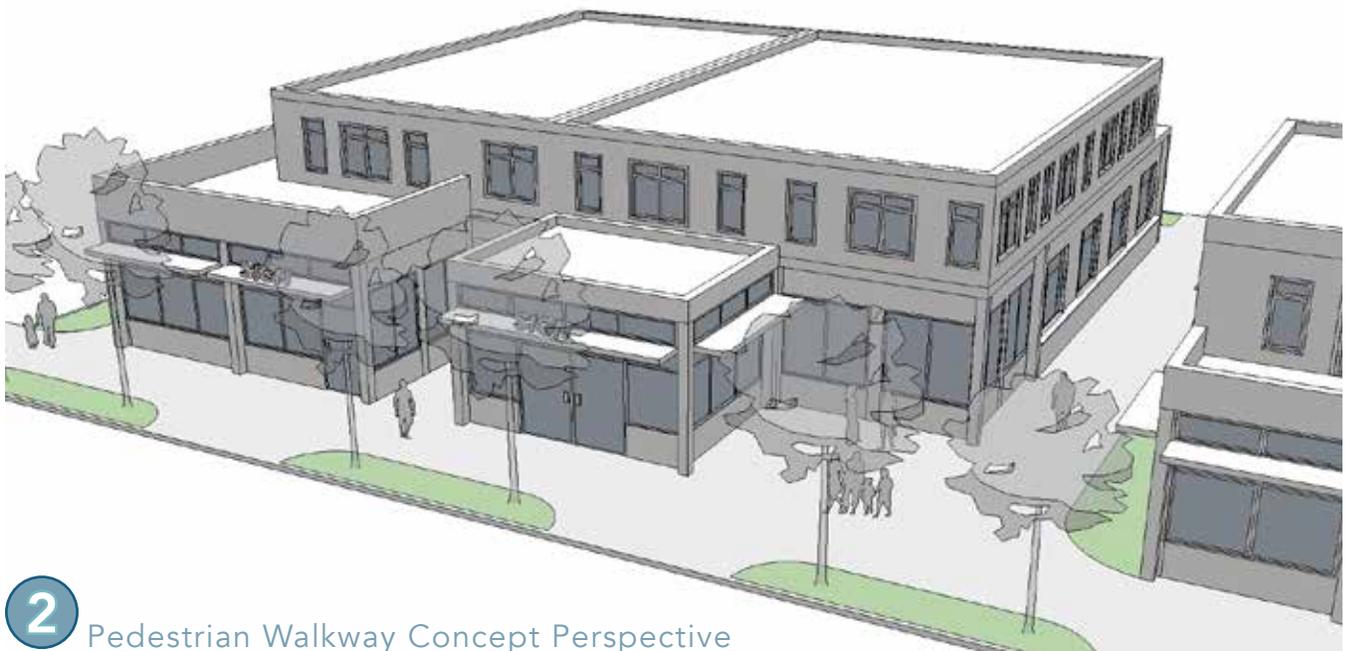
Coolidge Highway

Applying the Design Guidelines to OS-1

- Place a building to promote a safe, interesting and comfortable pedestrian environment along the street.
- Provide pedestrian access through a block.
- Design a new mixed-use or commercial building to fit in with the traditional context.
- Incorporate balconies to create depth and interest on a building facade.
- Locate an outdoor dining area to accommodate pedestrian traffic along the sidewalk.
- Use a coordinated landscape palette to establish a sense of visual continuity.



1 Coolidge Highway Concept Perspective



2 Pedestrian Walkway Concept Perspective

OS-2 Pro-forma Analysis

OS-2 proposes speculative office, commercial use and residential apartments. Its parking requirements are met in structured parking that is shared with OS-1. OS-2 includes rooftop access, special paving, streetscape and planting site elements. Pro forma analysis findings are as follows:

- The program cannot afford the structured parking if privately funded.
- With affordable lease rates for parking, this private development component is feasible.

OS-2 Concept Development Costs			
Site Work			\$443,500
Total Building Construction			\$3,047,600
Soft Costs (indirect costs)		20%	\$609,500
Contingency		5%	\$30,500
Project Cost Sub-total (before parking structure)			\$4,131,100

Allocation of Project Costs			
	Project Area (square feet)	Percentage of Total Area	Base Project Cost
Office	8,000	41%	1,707,948
Commercial	6,150	32%	1,312,985
Multi-family	5,200	27%	1,110,166
Townhome	N/A	N/A	N/A
Project Cost Sub-total (before parking structure)			\$4,131,000
Municipal Parking Structure			\$1,056,125
Total Project Cost			\$5,187,225

OS-2 Private Development Leasing Pro Forma

	Project Area (square feet)	Rate per square foot	Cost/Return	
			(City funded parking)	

Office Leasing Pro Forma

Gross Revenue	6400	\$24.00	\$153,600
Less Vacancy/ Credit Loss		5%	\$(7,680)
Effective Gross Revenue			\$145,920
Less Expenses			\$0
	Net Operating Income		\$145,920
	Cost for Office		\$1,707,948
	Return on Asset		8.5%

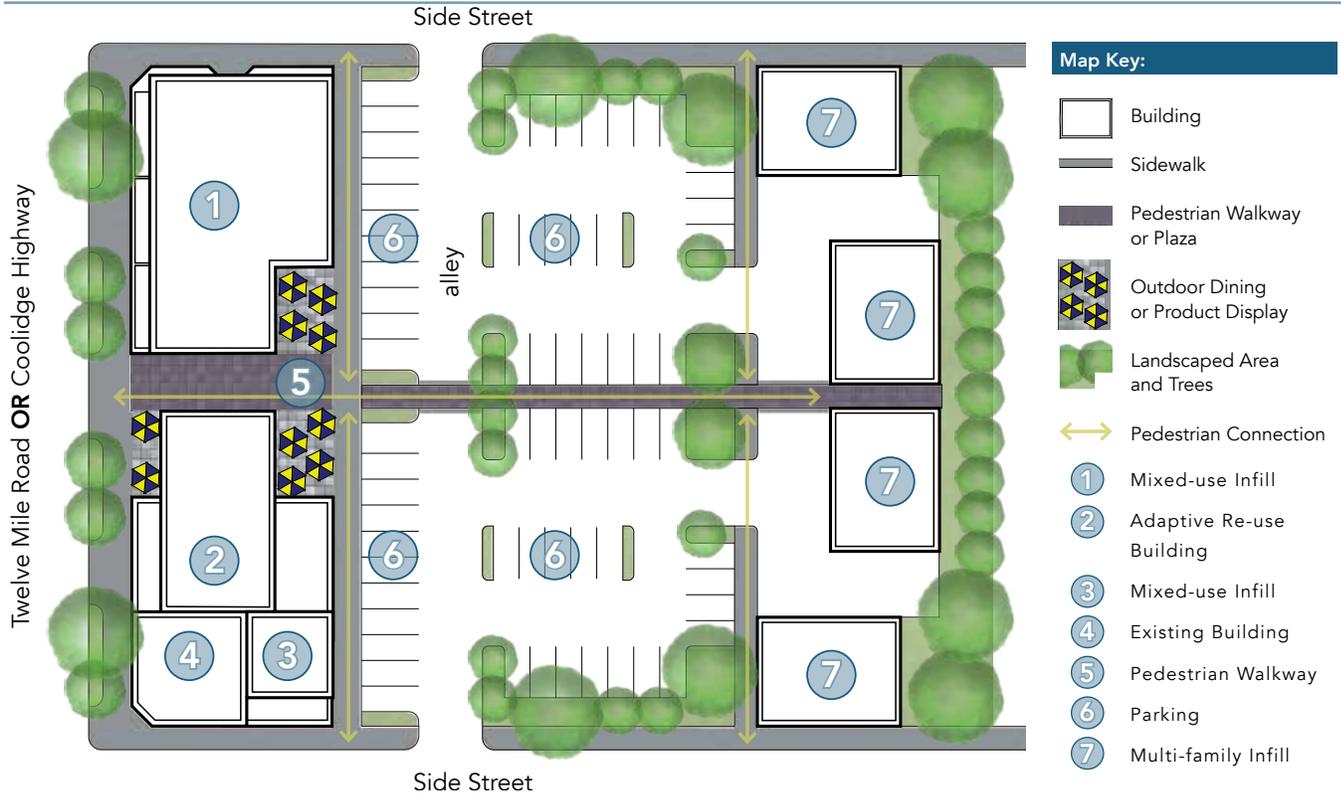
Commercial Leasing Pro Forma

Gross Revenue	4920	\$24.00	\$118,080
Less Vacancy/ Credit Loss		5%	\$(5,904)
Effective Gross Revenue			\$112,176
Less Expenses			\$0
	Net Operating Income		\$112,176
	Cost for Commercial		\$1,312,985
	Return on Asset		8.5%

Multi-family Leasing Pro Forma

Gross Revenue	4,420	1.88	\$99,715
Less Vacancy/ Credit Loss		5%	\$(4,986)
Effective Gross Revenue			\$94,729
Less Expenses		\$3,400	\$(17,000)
	Net Operating Income		\$77,729
	Cost for Multi-family		\$1,110,166
	Return on Asset		7.0%

OS-3 Concept Plan



SITE #3 - ENHANCING BERKLEY'S CORRIDORS

Opportunity Site #3 (OS-3) is a hypothetical site based on common block widths and site depths found along Berkley's commercial corridors. For OS-3, an average block width of 230 feet is used and an overall site depth of 300 feet is used (with a 22 foot wide alley placed at 100 feet from the street edge of development). This design provides a series of phased mixed-use alternatives.

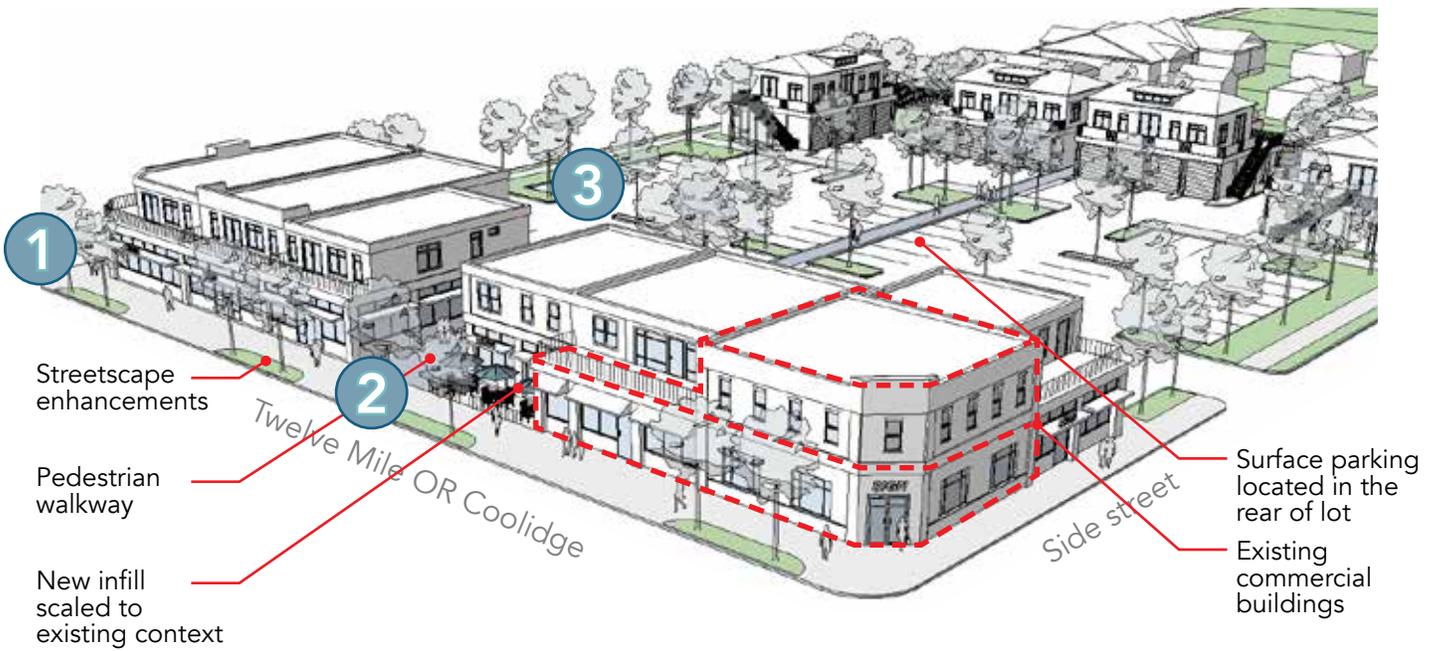
Phase one establishes an active street edge. An existing two-story building remains, a single-story building is adaptively reused to support additional floors of development and a new three-story, multi-use infill building is built. Parking is provided in the interior of the site expanding incrementally, as development occurs.

Phase two includes multi-family row-houses at the rear of the site. These provide a new housing option and a transition to the adjacent single-family neighborhood.

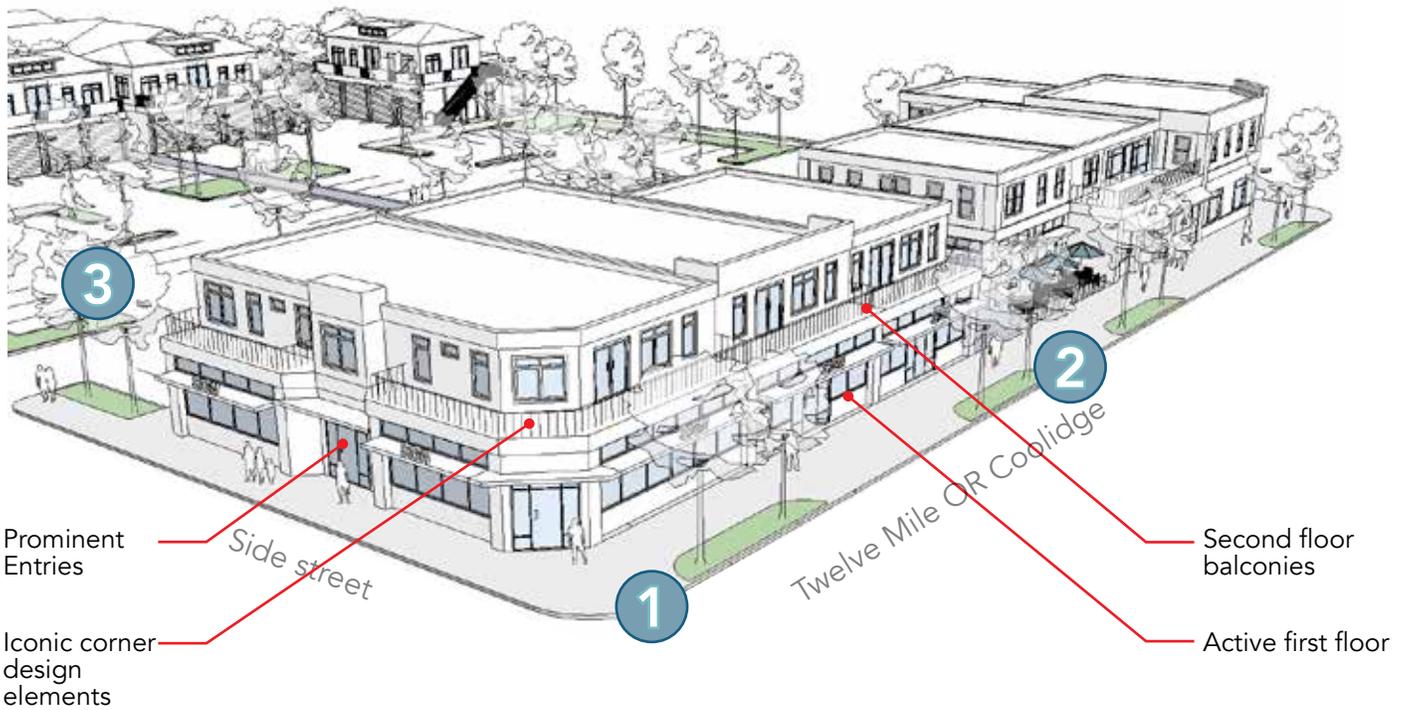
Overarching Goals for Berkley's Corridors

- Include a mix of commercial and residential uses.
- Align the majority of new buildings along the street edge.
- Promote pedestrian scaled, multi-story new development.
- Transition new development to existing neighborhoods.
- Use traditional building materials to maintain visual continuity.

OS-3 Aerial Concept Perspective - View A



OS-3 Aerial Concept Perspective - View B



OS-3 Aerial Concept Perspective - View C



1 Twelve Mile/Coolidge Concept Perspective



2 Walkway Concept Perspective



3 Parking Lot Concept Perspective

Applying the Design Guidelines to OS-1

- Use an iconic design feature to foster a unique sense of community.
- Orient building entrances to the public realm.
- Establish a sense of human scale in the design of a new building.
- Locate parking to minimize the impacts on the traditional street character.

OS-3 Pro-forma Analysis

Site 3 proposes a mix of office, commercial, multi-family and townhomes.

- The pro forma analysis indicates that the market for office and commercial is feasible. Leased multi-family also is feasible.
- OS-3 offers an infill strategy that can be used adjacent to existing neighborhoods, increasing density with minimal impact.
- This is a viable method for incremental change for neighborhood and edge conditions.
- The separation of uses on the site with surface parking meets current need, but parking can be developed if warranted in the future, providing flexibility to property owners to respond to markets.
- OS-3 offers a useful, small scale development solution, where an incremental approach is necessary. The pieces can exist independently, with the most feasible element developed sooner, and the more challenging later as downtown matures.

OS-3 Concept Development Costs			
Site Work			\$1,207,400
Total Building Construction			\$6,573,100
Soft Costs (indirect costs)		20%	\$1,314,600
Contingency		5%	\$65,700

Total Project Cost	\$9,160,800
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Allocation of Project Costs			
	Project Area (square feet)	Percentage of Total Area	Base Project Cost
Office	8,700	25%	\$1,953,048
Commercial	6,150	18%	\$1,380,603
Multi-family	11,100	32%	\$2,491,820
Townhome	10,400	25%	\$3,335,328

Total Project Cost	\$9,160,800
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OS-3 Private Development Pro Forma

	Project Area (square feet)	Rate per square foot	Total Cost
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Office Leasing Pro Forma

Gross Revenue	6,960	\$24.00	\$167,040
Less Vacancy/Credit Loss		5%	\$(8,352)
Effective Gross Revenue			\$158,688
Less Expenses			\$0
Net Operating Income			\$158,688
Cost for Office			\$1,953,048
Return on Asset			8.1%

Commercial Leasing Pro Forma

Gross Revenue	4920	\$24.00	\$118,080
Less Vacancy/Credit Loss		5%	\$(5,904)
Effective Gross Revenue			\$112,176
Less Expenses			\$0
Net Operating Income			\$112,176
Cost for Commercial			\$1,380,603
Return on Asset			8.1%

Multi-family Leasing Pro Forma

Gross Revenue	9,435	1.88	\$212,854
Less Vacancy/Credit Loss		5%	\$(10,643)
Effective Gross Revenue			\$202,211
Less Expenses		\$3,400	\$(37,400)
Net Operating Income			\$164,811
Cost for Multi-family			\$2,491,825
Return on Asset			6.6%

Townhome Sale Pro Forma

	Price	Total Sale Price
Townhome with 8 Units	\$500,000/ea	\$4,000,000
Cost for Townhome	\$416,916	\$(3,335,328)
Closing	2%	\$(80,000)
Less Brokerage	5%	\$(200,000)
Total Costs		\$3,615,328
Gain on Sale		\$384,672
Developer Total Return on Cost		11%

Glossary

Adaptive Reuse. The process of reusing an old site or building for a purpose other than which it was built or designed for, such as a residence converted into an office.

Addition. Construction that expands the square footage of an existing building.

Alignment. The linear relationship of structures or parts of structures to each other.

Appropriate. Suitable or compatible.

Arcade. A covered passageway with arches along one or both sides.

Arch. A curved construction that spans an opening and supports the weight above it.

Architectural Screen. A fabricated metal component that is fastened to a building wall, or over an opening to provide an ornamental or mesh screen that adds visual interest or limits the visibility of parked cars, utility areas or other visual intrusions.

Articulation. Design elements, including both horizontal and vertical changes in materials, texture or wall plane that add interest to the face of a building. Massing articulation is the way in which a building is broken down into modules, sub-parts, or major elements, that provide a sense of human scale.

Attic. The upper level of a building, usually not of full ceiling height, directly beneath the roof.

Awning. A roof-like cover that is temporary or portable in nature that projects from the wall of a building and is supported primarily from the exterior wall of a building.

Base, Middle, Cap Design. A traditional building facade composition with well-defined ground or lower floors and a distinctive “cap” element framing middle building floors.

Batten. A board attached to the back or front of two other parallel boards, usually to hold them together.

Bay. The horizontal divisions of a building, defined by windows, columns, pilasters, etc.

Block Face. See “Street Face.”

Board & Batten. Siding fashioned of boards set vertically and covered where their edges join by narrow strips called battens.

Bond. A term used to describe the various patterns in which brick (or stone) is laid, such as 'common bond' or 'Flemish bond.'

Bracket. A supporting member of wood, stone, or metal often used for both decorative and structural purposes and generally found under projecting features such as eaves or cornices. Also, brackets are used as supports for a balcony.

Building. Anything attached to the ground having a roof supported by columns or by walls and intended for shelter, housing or enclosure of persons, animals or personal property. See the City of Berkley Zoning Ordinance.

Building Module. A sub-part of a larger building that appears as a single facade plane. One large building can incorporate several modules.

Bulkhead. The structural panels just below display windows on storefronts. Bulkheads can be both supportive and decorative in design.

Buttress. A pier of masonry placed against a wall for additional support.

Canopy. A roofed structure placed so as to extend outward from a building, to provide a protective shield for doors, windows, and other openings. Canopies are usually supported by the building with additional support extending to the ground directly under the canopy edge.

Cantilevered. A projecting element, anchored in the body of the building, as in the case of a cantilevered balcony.

Casement Window. A window with one or two sashes which are hinged at the sides and usually open outward.

Character. The qualities and attributes of any structure, site, street or district.

Cinder Block. A concrete masonry unit block made from cinders (fly ash or bottom ash).

Clapboards. Horizontal wooden boards, thinner at the top edge, which are overlapped to provide a weatherproof exterior wall surface.

Colonnade. A range of columns.

Column. A circular or square vertical structural member.

Compatible. Existing or performing in harmonious, agreeable combination with its surroundings.

Concrete Masonry Unit (CMU). A large rectangular brick made from cast concrete. A cinder block is a type of CMU.

Configuration. The arrangement of elements and details on a building or structure that help to define the character.

Construction. The act of adding an addition to an existing building or structure, or the erection of a new principle or accessory building or structure on a lot or property.

Context. The setting in which a site, structure, street or district exists.

Cornice. A projecting element that tops a wall.

Course. A horizontal layer or row of stones or bricks in a wall.

Cresting. A decorated ornamental finish along the top of a wall or roof — often made of ornamental metal.

Cupola. A dome placed on a circular or polygonal base crowning a roof or turret.

Design Guideline. A statement describing an intent or desired outcome to help guide development toward a desired level of quality through the design of the physical environment. Guidelines are applied on a discretionary basis relative to the context of development.

Design Review. A system for evaluating development to ensure that it is consistent with community objectives.

Dormer. A roofed structure that contains one or more windows and projects from a sloped roof.

Double-Hung Window. A window with two sashes, one sliding vertically over the other.

Eave. The edge of a roof that projects beyond the face of a wall.

Exterior Insulation and Finish System (EIFS). “See Synthetic Stucco.”

Element. A material part or detail of a site, structure, street, or district.

Elevation. Any one of the external face or facades of a building; the straight-on view of a building wall.

Fabric. The physical material of a building, structure, or community; an interweaving of component parts.

Façade. The exterior walls of a building.

Face block. A series of structures placed parallel to a street along one side of a city block.

Fascia. A flat horizontal member of molding; forms the trim of a flat roof or pitched roof.

Fenestration. The arrangement of windows on a building.

Fiber Cement Siding. A composite material made of sand, cement and cellulose fibers that is used as an exterior building material. Hardie-board is a type of fiber cement siding.

Flashing. Thin metal sheets used to prevent moisture infiltration at joints of roof planes and between the roof and vertical surfaces.

Form. The shape and structure of a building.

Foundation. The lowest exposed portion of the building wall, which supports the structure above.

Frame. The exposed trim around a window or door opening; also called a casing.

Gable. A triangular shape roof formed by two intersecting roof planes; also the triangular shape wall at the end of the roof.

Glazing. Window glass.

Hardie-board. See "Fiber Cement Siding."

Harmony. Pleasing or congruent arrangement.

Head. Upper horizontal framing member of a window or door.

Hip. A roof with four planes all sloping toward the center of the structure.

Horizontal Alignment: Design elements such as moldings, belt courses, parapets and cornices or changes in material and color that produce horizontal lines along a building facade. A block face may have buildings with coordinated elements of horizontal alignment.

Infill. New construction where there had been vacant land before, such as a new building between two older structures.

Landscape. The totality of the built or human influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings or other structures and their patterns.

Lattice. An openwork grill of interlacing wood strips used as screening.

Low-Impact Development (LID). A stormwater management approach to manage rainfall in a way which more closely mimics the natural hydrologic system at the site prior to any development. Techniques include those which infiltrate, store, filter, evaporate and detain stormwater close to the location where the rain fell.

Masonry. Construction of brick, stone, or other material requiring mortar, as well as concrete that has been detailed to resemble traditional masonry panels. Masonry does not include synthetic stucco (EIFS), concrete masonry units (CMU), fiber cement siding (hardie-board) or panelized brick.

Massing. The overall composition of the exterior of the major volumes of a building, especially when the structure has major and minor elements.

Materials. The physical elements that were combined or deposited in a particular pattern or configuration to form a property.

Metal Standing Seam Roof. A roof composed of overlapping sections of metal such as copper-bearing steel or iron coated with terne alloy of lead and tin. These roofs were attached or crimped together in various raised seams for which the roof is named.

Minor Project. Limited improvements to an existing site without new construction (except accessory buildings). Minor projects include replacement of existing landscaping, modification of existing parking lots, changes to utilities, mechanical equipment or service areas, renovation or improvements to an existing facade or new/modified accessory buildings.

Molding or Moulding. A construction or decorative element that has a variety of contours or outlines.

Mortar. A mixture of sand, lime, cement and water, used as a binding agent in masonry construction.

Net Façade Area. The surface area of a building facade without including the surface area occupied by windows and doors.

Offset. See "Wall Offset."

Orientation. The relationship of a structure to the compass points or a site feature; may refer to the direction a facade faces, such as the south elevation, or the direction of a main axis, as in an east-west orientation.

Parapet. A low wall at the edge of a roof, balcony, or deck.

Parapet Block. A block of buildings with a roof profile that results from being built directly against each other such as along a traditional main street.

Pediment. A triangular crowning element forming the gable of a roof; any similar triangular element used over windows, doors, etc.

Pergola. A functional or ornamental shade structure of vertical posts or pillars that usually support cross-beams and a sturdy open lattice.

Perpendicular Wall Sign. A sign that projects in a perpendicular direction from a building wall or hangs from a bracket that projects from a building wall above pedestrian height.

Pilaster. A square pillar attached, but projecting from a wall, resembling a classical column.

Pitch. The degree of the slope of a roof.

Pole Sign. A sign that is mounted on a freestanding pole.

Porch. A structure attached to a building to shelter an entrance.

Primary Facade. The main building face; the side of a building that faces the street.

Primary Structure. The main structure on a property.

Proportion. The relationship of the size, shape, and location of one building element to all the other elements; each architectural style typically has its own rules of proportion.

Redevelopment. Any repair, reconstruction, or improvement, excluding additions as defined herein, to an existing structure where the costs of which is less than fifty (50) percent of the total replacement cost of the structure either (1) before the improvement or repair is started, or (2) if the structure has been damaged and is being restored. The term does not, however, include either (1) any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions, or (2) any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

Rhythm. Regular occurrence of elements or features, such as spacing between buildings.

Ridge. The top horizontal member of a roof where the sloping surfaces meet; the peak of the roof.

Rusticated. Roughening of stonework or concrete blocks to give greater articulation to each block.

Scale. Proportional elements that demonstrate the size, materials and style of buildings. The proportions of the elements of a building to one another and the whole, and to adjacent buildings.

Secondary Structure. A smaller or lesser structure associated with a primary structure on a property.

Setback. A line demarcating that portion of the lot specified must remain devoted to a yard, and the buildable portion of the lot. Building setbacks and “yard” are considered one and the same. See the Berkley Zoning Ordinance for more information.

Setting. The sum of attributes of a locality, neighborhood or property that defines its character.

Shed roof. A pitched roof with a single plane.

Siding. The exterior wall covering or sheathing of a structure.

Site feature. A component of the property surrounding the structure, such as a fence, walkway, or landscaping.

Site wall. A low wall along the edge of a property; may also serve as a retaining wall.

Siting. The placement of a building, structure, or object on a site in relation to natural features, boundaries, and other parts of the built environment.

Small Project. A project with limited floor area that is generally less than 1,500 square feet.

Stormwater Management. The collection, conveyance, storage, treatment and disposal of stormwater runoff in a manner intended to prevent increased flood damage, stream bank channel erosion, habitat degradation and water quality degradation, and to enhance and promote the public health, safety and general welfare. See the Berkley Stormwater Ordinance.

Street Face. That portion of a block with frontage on a street; there are generally two block faces with frontage on either side of a street.

Streetscape. The relationship of the street, landscaping, and buildings as seen by the eye in one view.

Structure. Anything built, constructed or erected, or established or composed of parts joined together in some definite manner, the use of which requires location on the ground or which is attached to something having permanent location on the ground. Swimming pools, tennis courts, dog houses, and outdoor fenced animal runs are considered structures. Tents, vehicles, trailers and play equipment attached to the ground in some permanent or temporary way are considered structures. A structure may or may not be easily moved from a given location on the ground. See the Berkley Zoning Ordinance.

Style. A type of architecture distinguished by special characteristics of structure and ornament and often related in time; also a general quality of a distinctive manner.

Synthetic Stucco (EIFS). A non load bearing exterior wall cladding system that consists of an insulation board attached adhesively or mechanically to a building facade. Note that synthetic stucco is also frequently referred to as EIFS (Exterior Insulation and Finish System).

Transom. A horizontal window opening over a door or window, often with a hinged window.

Transparency. The relationship of solid building wall to open or glass areas.

Tree-lawn. The landscaped area between the street and sidewalk.

Trellis. A framework of light wooden or metal bars used as a support for trees or climbing plants.

Trim. The decorative framing of openings and other features on a facade.

Turret. A small slender tower.

Under Canopy Sign. A sign that is hung perpendicular to a building under a canopy which projects over the public entrances into a building.

Veranda. A covered porch or balcony on a building's exterior.

Vernacular. A regional form or adaptation of an architectural style.

Wall Offset. A notch or break in the facade of a building.

Wall Sign. A sign attached parallel to, and not projecting significantly from, the wall of a building.