



*23925 Woodward Avenue  
Pleasant Ridge, Michigan 48069*

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**Pleasant Ridge City Commission Meeting  
Tuesday, August 12, 2014**

Honorable Mayor, City Commissioners and Residents: This shall serve as your official notification of the Regular City Commission Meeting to be held Tuesday, August 12, 2014, 7:30 p.m., in the City Commission Chambers, 23925 Woodward Avenue, Pleasant Ridge, Michigan 48069. The following items are on the Agenda for your consideration:

**REGULAR CITY COMMISSION MEETING – 7:30 P.M.**

1. Meeting Called to Order.
2. Pledge of Allegiance.
3. Roll Call.
4. Consideration of the following minutes:
  - a. Regular City Commission Meeting held Tuesday, July 8, 2014.
5. Consideration of the July 2014 Disbursement Report.
6. PUBLIC DISCUSSION – items not on the agenda.
7. Consideration of the Governmental Reports.
8. Consideration of the City Commission Liaison Reports.
  - \*Historical Commission – Commissioner Scott
  - \*Recreation Commission – Commissioner Krzysiak
  - \*Committee Liaison – Commissioner Foreman
  - \*Planning Commission/DDA – Commissioner Perry
9. Consideration of the 2015-2019 Library Services Agreement Extension between the City of Pleasant Ridge and the City of Huntington Woods.

10. Consideration of the Agreement between the City of Pleasant Ridge and the Michigan Department of Transportation (MDOT) regarding maintenance of the Woodward Avenue medians.
11. Consideration of the authorization of Police Sergeant/Interim Police Chief Kevin Nowak to sign checks on behalf of the City of Pleasant Ridge.
12. Consideration of the distribution draft of the City of Pleasant Ridge Master Plan.
13. Consideration of the update regarding the citizen initiated Charter Amendment petition.
14. City Manager's Report.
15. Other Business.
16. Adjournment.

In the spirit of compliance with the Americans with Disabilities Act, individuals with a disability should feel free to contact the City at least seventy-two (72) hours in advance of the meeting, if requesting accommodations.



23925 Woodward Avenue  
Pleasant Ridge, Michigan 48069

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Pleasant Ridge City Commission Meeting  
Tuesday, July 8, 2014

Having been duly publicized, Mayor Metzger called the meeting to order at 7:31p.m.

Present: Commissioners Foreman, Krzysiak, Perry, Scott, Mayor Metzger.  
Also Present: City Manager Breuckman, City Attorney Need, City Clerk Drealan.  
Absent: None.

**Minutes**

**14-3107**

Motion by Commissioner Perry, second by Commissioner Scott, that the minutes of the Public Hearing and Regular City Commission Meeting held Tuesday, June 10, 2014, be approved, as recommended.

Adopted: Yeas: Commissioner Perry, Scott, Foreman, Krzysiak, Mayor Metzger.  
Nays: None.

**June 2014 Disbursement Report**

**14-3108**

Motion by Commissioner Scott, second by Commissioner Perry, that the June Disbursement Report be approved, as listed.

Adopted: Yeas: Commissioner Scott, Perry, Foreman, Krzysiak, Mayor Metzger.  
Nays: None.

**Public Discussion**

Mr. Keith Cunningham, 9 Cambridge, Pleasant Ridge Foundation President, announced that the Foundation will be looking a reviving the Rummage sale the day after the auction. He introduced Ms. Jodi McGuire who is helping organize the event.

Ms. Jodi McGuire, 6 Woodside Park, commented that the first drop off for the rummage sale will be July 12<sup>th</sup> 9 am – noon. They will be accepting clothing, linens, kitchen items. Drop off location will be at 92 Amherst (City of Pleasant Ridge DPW yard). Second drop off date will be August 9<sup>th</sup>.

Ms. Colleen Stone, 14 Norwich, commented she would like the Commission to consider library services the City. Feels the Huntington Woods Library does not meet the community needs. A neighbor suggested she try the Ferndale Public Library. She feels the Commission should explore the possibility of partnering with the Ferndale Public Library. Many programs at the Ferndale Public Library are not open to Pleasant Ridge residents since we are not a part of their library.

### **Governmental Reports**

Mr. Gary McGillivray, Oakland County Commissioner, gave an update regarding events related to Oakland County.

Ms. Karen Twomey, Ferndale Public School Board, commented that the Ferndale Schools appreciate grants and donations from the Pleasant Ridge Foundation, and commented there are many students in need of community service and the Foundation event may be a great volunteer opportunity for those students. Over the summer there have been performing arts workshops, sports camp and band camps. There have been some classes, seminars and fundraising opportunities. New Superintendent has been appointed. New Communications and Public Relations Director has been hired.

### **City Commission Liaison Reports**

Commissioner Scott gave an update on the Historical Commission. New member has been recommended for appointment. Museum renovation should begin shortly. Next meeting will be held September 3<sup>rd</sup>.

Commissioner Krzysiak gave an update regarding the Recreation Commission. Adult pool nights will be held July 31<sup>st</sup> and August 29<sup>th</sup> from 7:00 – 9:00 p.m. Ice Cream Social will be held July 16<sup>th</sup> beginning at 6:00 p.m. at Gainsboro Park. Last swim meet will be held July 10<sup>th</sup>. The Recreation Commission Meeting has been cancelled for July.

Commissioner Foreman gave an update on events related to the Ferndale Public Schools. He also gave an update on the recent superintendent appointment.

Commissioner Perry gave an update regarding the Planning Commission/Downtown Development Authority. The Planning Commission is continuing work on the Master Plan. The completed rough draft is being reviewed and is available for public review at [theridger.org](http://theridger.org). The next step is a comment period, which will be publically accessible. The Planning Commission could request City Commission approval of the Master Plan as early as October or November 2014. Public Hearing and Site Plan Review will be held July 15<sup>th</sup> beginning at 7:00 p.m. on the proposed outdoor dining request by Cork. The Family Night event will be held July 30<sup>th</sup> in Stevenson Park beginning at 6:00 p.m.

### **Interim Police Chief Appointment**

**14-3109**

Motion by Commissioner Perry, second by Commissioner Foreman, that the appointment of Sergeant Kevin Nowak as Interim Police Chief be approved, as recommended.

Adopted:      Yeas: Commissioner Perry, Foreman, Krzysiak, Scott, Mayor Metzger.  
                     Nays: None.



### **Pleasant Ridge Citizen Advisory Committee Report**

Ms. Jane Makulski, Chairman of the Citizens Advisory Commission (CAC) gave a brief presentation and overview of the report submitted to the City Commission by the CAC.

Ms. Sharon Barrett, Secretary of the CAC, thanked the Commission for convening the group. She also offered some observations regarding the process.

Mayor Metzger and the rest of the City Commissioners recognized the other members of the CAC in attendance and thanked all the members for their volunteer service.

### **November 2014 Ballot Language**

#### **14-3110**

Motion by Commissioner Foreman, second by Commissioner Perry, that the ballot proposal which reads specifically:

“Shall the City of Pleasant Ridge, for the purpose of funding police, fire and EMS, parks maintenance, public works, and general City operations, and to reduce water rates and solid waste charges, be authorized to levy up to an additional 2.9 mills (\$2.90 per thousand dollars of taxable value), beginning in July 2015 and thereafter. The intent of this request is to allow the partial restoration of the City Charter authorized operating millage which was reduced by Section 31 of Article IX of the State Constitution of 1963. It is estimated that 2.9 mills would provide \$383,965 if levied in full in the first year.”

be approved and forwarded to the Oakland County Clerk for placement on the Tuesday, November 4, 2014 General Election Ballot.

Adopted: Yeas: Commissioner Foreman, Perry, Krzysiak, Scott, Mayor Metzger.  
Nays: None.

#### **14-3111**

Motion by Commissioner Krzysiak, second by Commissioner Scott, that the ballot proposal which reads specifically:

“Shall the City of Pleasant Ridge, for the purpose of paying for capital improvements to the City’s parks and providing matching funds for grant applications for recreation purposes, be authorized to levy a new additional millage of up to 0.75 mills (\$0.75 per \$1,000 of taxable value) on the taxable value of all property assessed for taxes in the City for a period of 10 years with the first levy in July 2015? It is estimated that 0.75 mills would provide \$99,300 if levied in full in the first year.”

be approved and forwarded to the Oakland County Clerk for placement on the Tuesday, November 4, 2014 General Election Ballot.

Adopted: Yeas: Commissioner Krzysiak, Scott, Foreman, Perry, Mayor Metzger.  
Nays: None.

**Historical Commission Appointment – Jessica Herzig**  
**14-3112**

Motion by Commissioner Scott, second by Commissioner Foreman, that the appointment of Ms. Jessica Herzig, to the Pleasant Ridge Historical Commission, to fill an unexpired term, term to expire December 31, 2016, be approved, as recommended.

Adopted: Yeas: Commissioner Scott, Foreman, Krzysiak, Perry, Mayor Metzger.  
Nays: None.

**City Manager's Report**

City Attorney Cooper status update and welcomed Mr. Greg Need, Interim City Attorney.

New Boards and Commission applications available on the website and at City Hall.

Cork outdoor dining proposal will be considered July 15<sup>th</sup>.

MBS building has been purchased by some Pleasant Ridge residents. The building and grounds will be improved based on their preliminary plan.

Zoning Board of Appeals meeting will be held July 29<sup>th</sup> at 6:00 p.m.

Assistant City Manager Pietrzak gave an update regarding the Cambridge Road Project. Project will begin July 14<sup>th</sup>. Ridge Road and Cambridge intersection will be closed on July 15<sup>th</sup> for some repairs. He also gave a brief update on the current pool season. The Ridger should be delivered next week.

**Other Business**

Commissioner Krzysiak commented regarding the book club will meet July 28<sup>th</sup> at 7:00 p.m. in Gainsboro Park to discuss *Destiny of the Republic*.

Mayor Metzger commented the next Coffee with Commissioners will be held July 22<sup>nd</sup> at 7:00 p.m. at the Community Center. He also commented that residents should look to the website first regarding City information and any important information will be mailed to each household.

Commissioner Foreman commented that he would like to review the process for Junior Commission applicants to apply prior to any appointments.

With no further business or discussion, Mayor Metzger adjourned the meeting at 10:09 p.m.

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Mayor Kurt Metzger

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Amy M. Drealan, City Clerk

July 2014

ACCOUNTS PAYABLE

PAYROLL LIABILITIES	\$	35,604.96
TAX LIABILITIES	\$	2,931,194.59
ACCOUNTS PAYABLE	\$	321,003.16
<b>TOTAL</b>	<b>\$</b>	<b>3,287,802.71</b>

PAYROLL

July 9, 2014	\$	52,371.89
July 23, 2014	\$	39,064.31

<b>TOTAL</b>	<b>\$</b>	<b>91,436.20</b>
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**CHECK REGISTER FOR CITY OF PLEASANT RIDGE**  
**PAYROLL LIABILITIES**  
July 2014

PG 1

Check Number	Date	Vendor Name	Description	Amount
1238	7/9/2014	MIFOP	UNION DUES-JULY 2014	\$ 188.00
1239	7/9/2014	MISDU	FOC DEDUCTIONS	\$ 224.60
1240	7/9/2014	ROOSEN, VARCHETTI & OLIVIER	GARISHMENT FEES	\$ 246.45
1241	7/9/2014	M&T BANK - ICMA	RETIRMMENT CONTRIBUTIONS	\$ 714.11
1242	7/9/2014	ICMA RETIREMENT TRUST	DEFERRED COMP CONTRIBUTIONS	\$ 31,699.85
1243	7/9/2014	M&T BANK-ICMA	HEALTH RETIREMENT SAVINGS CONTRIBUTION	\$ 198.36
1251	7/23/2014	MISDU	FOC DEDUCTIONS	\$ 224.60
1252	7/23/2014	ROOSEN, VARCHETTI & OLIVIER	GARISHMENT FEES	\$ 236.00
1253	7/23/2014	M&T BANK - ICMA	RETIRMMENT CONTRIBUTIONS	\$ 624.11
1254	7/23/2014	ICMA RETIREMENT TRUST	DEFERRED COMP CONTRIBUTIONS	\$ 1,075.52
1255	7/23/2014	M&T BANK-ICMA	HEALTH RETIREMENT SAVINGS CONTRIBUTION	\$ 173.36

TOTAL PAYROLL LIABILITIES	\$ 35,604.96
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CHECK REGISTER FOR CITY OF PLEASANT RIDGE  
TAX LIABILITIES  
July 2014

PG 2

Check Number	Date	Vendor Name	Description	Amount
7/16/2014	12/26/1905	CITY OF PLEASANT RIDGE-DDA	2014 TAX COLLECTIONS TO 7-14-14	\$ 12,741.01
7/16/2014	12/27/1905	CITY OF PLEASANT RIDGE-GENERAL	2014 TAX COLLECTIONS TO 7-14-14	\$ 170,398.53
7/16/2014	12/28/1905	FERNDAL PUBLIC SCHOOL	2014 TAX COLLECTIONS TO 7-14-14	\$ 85,712.19
7/16/2014	12/29/1905	OAKLAND COUNTY TREASURER	2014 TX COLLECTIONS TO 7-14-14	\$ 139,978.66
7/30/2014	12/30/1905	CITY OF PLEASANT RIDGE-DDA	2014 TAX COLLECTIONS TO 7-28-2014	\$ 14,151.39
7/30/2014	12/31/1905	CITY OF PLEASANT RIDGE-GENERAL	2013 TAX COLLECTIONS TO 7-28-2014	\$ 1,109,181.41
7/30/2014	1/1/1906	CORELOGIC REFUND DEPT	OVERPAYMENT OF 2014 SUMMER TAXES	\$ 2,523.39
7/30/2014	1/2/1906	FERNDAL PUBLIC SCHOOL	2014 TAX COLLECTIONS TO 7-28-2014	\$ 510,475.89
7/30/2014	1/3/1906	MICHEAL HOLMES	OVERPAYMENT OF 2014 SUMMER TAXES	\$ 546.81
7/30/2014	1/4/1906	OAKLAND COUNTY TREASURER	2014 TAX COLLECTIONS TO 7-28-2014	\$ 885,485.31
TOTAL PAYROLL LIABILITIES				\$ 2,931,194.59

CITY OF PLEASANT RIDGE CHECK REGISTER  
ACCOUNTS PAYABLE  
JULY 3, 2014

PG 3

Check Date	Check	Vendor Name	Description	Amount
07/03/2014	18795	ADVANCED MARKETING PARTNERS	PRINTING OF TAX BILLS	595.10
07/03/2014	18796	ALBANA KOKA	HISTORICAL MUSEUM CLEANING	25.00
07/03/2014	18797	ARROW UNIFORM RENTAL	MAT RENTAL AND JANITORIAL SUPPLIES	224.69
07/03/2014	18798	AT&T MOBILITY	WIRELESS SERVICES	3,361.09
07/03/2014	18799	BECKETT & RAEDER, INC.	PROFESSIONAL MANAGEMENT SERVICES	1,063.16
07/03/2014	18800	BOSTON MUTUAL LIFE INS. CO.-G	LIFE INSURANCE BENEFITS	155.00
07/03/2014	18801	BRILAR	DPW SERVICES	270.00
07/03/2014	18802	CITY OF BERKLEY	JUNE DISPATCH SERVICES	3,349.61
07/03/2014	18803	CITY OF PLEASANT RIDGE-GENERAL	CITY WATER AND SEWER SERVICE	6,358.49
07/03/2014	18804	COMCAST	TELEPHONE SERVICES	340.14
07/03/2014	18805	CONSUMERS ENERGY	CITY UTILITY SERVICES	11.88
07/03/2014	18806	KENNETH BORYCZ	MECHANICAL SERVICES	138.75
07/03/2014	18807	KEVIN NOWAK	BALANCE OF UNIFORM ALLOWANCE	289.88
07/03/2014	18808	MUNETRIX	ANNUAL RENEWAL	1,431.58
07/03/2014	18809	OAKLAND COUNTY ROAD COMMISSION	TRAFFIC SIGNAL MAINTENANCE	869.13
07/03/2014	18810	OAKLAND COUNTY TREASURER	CLEMIS MEMBERSHIP FEES	1,995.75
07/03/2014	18811	QUILL CORPORATION	OFFICE SUPPLIES	183.40
07/03/2014	18812	RAY KEE	BUILDING INSPECTOR SERVICES, JUNE	1,200.00
07/03/2014	18813	ROBERT RIED	BLANACE OF UNIFORM ALLWANCE	266.59
07/03/2014	18814	SIR SPEEDY	BUILDING DEPARTMENT SUPPLIES	67.43
07/03/2014	18815	WEX BANK	FUEL PURCHASES FOR POLICE CARS	1,982.26
07/03/2014	18816	WOW! BUSINESS	CABLE AND WIRELESS SERVICES	133.63

\$ 24,312.56

CITY OF PLEASANT RIDGE CHECK REGISTER  
ACCOUNTS PAYABLE  
JULY 10, 2014

PG 4

Check Date	Check	Vendor Name	Description	Amount
07/10/2014	18828	21ST CENTURY MEDIA-MICHIGAN	PRINTING OF LEGAL NOTICES	1,231.22
07/10/2014	18829	ADKISON, NEED & ALLEN P.L.L.C.	CITY ATTORNEY SERVICES	326.25
07/10/2014	18830	BEIER HOWLETT PC	CITY ATTORNEY SERVICES	1,913.14
07/10/2014	18831	CITY OF BERKLEY	JUNE PRISONER BOARD	75.00
07/10/2014	18832	COLLEEN ROSE	SWIM TEAM REIMBURSEMENT	104.00
07/10/2014	18833	COMMUNITY MEDIA NETWORK	CITY COMMISSION MEETING RECORDINGS	200.00
07/10/2014	18834	FERNDAL PIZZA CO., INC.	RECREATION PROGRAM SUPPLIES	23.00
07/10/2014	18835	J & J AUTO TRUCK CENTER	POLICE CAR MAINTENANCE	17.00
07/10/2014	18836	KIRK, HUTH & LANGE PLC	CITY ATTORNEY SERVICES	187.50
07/10/2014	18837	MICHAEL KOLEZAR	BALANCE OF UNIFORM ALLOWANCE	151.62
07/10/2014	18838	PRINTING SYSTEMS, INC.	PRINTING OF UTILITY BILLS	545.53
07/10/2014	18839	SCHEER'S ACE HARDWARE	BUILDING, PARK AND STREET MAINTENANCE	44.04
07/10/2014	18840	SOCRRA	REFUSE COLLECTION CONTRACT	7,016.00
07/10/2014	18841	SOCWA	WATER PURCHASES JUNE 2014	16,353.35
07/10/2014	18842	VANTAGEPOINT TRANSFER AGENT	DEFINED CONTRIBUTION PLAN DEDUCTIONS - B	669.12
07/10/2014	18843	WALTER CURTIS COMPANY, LLC	CITY COMMISSION POCKET BADGES	126.00
07/10/2014	18817	AMY DREALAN	REIMBURSEMENT FOR SUPPLIES	155.10
07/10/2014	18818	ARROW UNIFORM RENTAL	MAT RENTAL, JANITORIAL SUPPLIES	224.69
07/10/2014	18819	ERADICO SERVICES INC	EXTERMINATOR SERVICES	96.00
07/10/2014	18820	JANI-KING OF MICHIGAN, INC	JANITORIAL SERVICES	2,161.00
07/10/2014	18821	MICH.MUNICIPAL RISK MGMT.AUTH	INSURANCE AND BONDS	29,253.00
07/10/2014	18822	OAKLAND COUNTY TREASURER	ELECTION SUPPLIES	475.45
07/10/2014	18823	TARYN L HART	REIMBURSEMENT FOR SUPPLIES	24.87
07/10/2014	18824	TECH RESOURCES, INC.	WEB HOSTING AND REMOTE BACKUPS	213.55
07/10/2014	18825	TRAFFIC IMPROVEMENT ASSOC.	2014-2015 MEMBERSHIP DUES	800.00
07/10/2014	18826	U.S. POSTMASTER - ROYAL OAK	CITY POSTAGE	1,520.00
07/10/2014	18827	WOODWARD AVENUE ACTION ASSOC.	2014-2015 MEMBERSHIP DUES	1,250.00

\$ 64,956.43

**CITY OF PLEASANT RIDGE CHECK REGISTER**  
**ACCOUNTS PAYABLE**  
**JULY 17, 2014**

Check Date	Check	Vendor Name	Description	Amount
07/17/2014	18865	AMERICAN EXPRESS	OFFICE, REC, SPECIAL PROGRAM SUPPLIES	7,849.00
07/17/2014	18866	BRILAR	DPW SERVICES	38,422.08
07/17/2014	18867	CITY OF PLEASANT RIDGE-GENERAL	JUNE 2014 MERS	17,886.19
07/17/2014	18868	CITY OF ROYAL OAK	WATER AND SEWER MAINTENANCE	2,840.44
07/17/2014	18869	DEPARTMENT OF TREASURY	FORM 720 - ENDING 6-30-14	68.00
07/17/2014	18870	MICHIGAN MUNICIPAL LEAGUE	Q-2 2014 UNEMPLOYMENT	105.48
07/17/2014	18871	PAM KAMPF	SPRING AND SUMMER CALSSES 2014	224.00
07/17/2014	18872	PLANTE & MORAN PLLC	PROFESSIONAL SERVICES	5,209.00
07/17/2014	18873	RENE KINWEN	SPRING AND SUMMER CLASSES 2014	689.00
07/17/2014	18874	RICHARD M DOYLE	CITY PHOTOGRAPHY SERVICES	400.00
07/17/2014	18875	RIVERSIDE MANUFACTURING CO	POLICE UNIFORM ALLOWANCES	83.87
07/17/2014	18844	AMY MAUGER	SWIM TEAM REIMBURSEMENT	83.96
07/17/2014	18845	ARROW UNIFORM RENTAL	MAT RENTAL AND JANITORIAL SUPPLIES	224.69
07/17/2014	18846	AT&T	WIRELESS SERVICES	111.47
07/17/2014	18847	BARBARA STOKES	FIELD TRIP REIMBURSEMENT	60.00
07/17/2014	18848	BLUE CROSS BLUE SHIELD OF MICHIGAN	HEALTH CARE BENEFITS	31,733.92
07/17/2014	18849	COMCAST	TELEPHONE SERVICES	202.17
07/17/2014	18850	CONSUMERS ENERGY	CITY UTILITY SERVICES	1,061.40
07/17/2014	18851	CRANBROOK SWIM CLUB	B FINALS AND PROGRAM ADS	631.00
07/17/2014	18852	DTE ENERGY	CITY UTILITY SERVICES	4,045.63
07/17/2014	18853	JESSICA SANDTVIET	BUILDING RENTAL DEPOSIT	100.00
07/17/2014	18854	KRISTIN SEASWORD	SWIM TEAM REIMBURSEMENT	140.00
07/17/2014	18855	LIZ BANKS	FIELD TRIP REIMBURSEMENT	20.00
07/17/2014	18856	NEW YORK BAGEL	SWIM TEAM BAGELS	363.00
07/17/2014	18857	NSSL	SWIMATHON SPECIAL OLYMPICS	1,706.00
07/17/2014	18858	NSSL	A FINALS AND PROGRAM ADS	550.00
07/17/2014	18859	O.P. AQUATICS	POOL CHEMICALS AND SUPPLIES	401.80
07/17/2014	18860	OAKLAND CO. PARKS & RECREATION	DDA EVENT FESTIVAL 2 PACKAGE	450.00
07/17/2014	18861	OAKLAND COUNTY TREASURER	CLEAN AND CCTV OXFORD BLVD	15,226.30
07/17/2014	18862	SIR SPEEDY	CITY LETTERHEAD ENVELOPES	369.53
07/17/2014	18863	TIME TO PLAY	ICE CREAM SOCIAL BOUNCERS	655.00
07/17/2014	18864	TOM PLUNKARD	DDA EVENT - MAGICIAN	250.00

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\$ 132,162.93



**CITY OF PLEASANT RIDGE CHECK REGISTER**  
**ACCOUNTS PAYABLE**  
**JULY 24, 2014**

Check Date	Check	Vendor Name	Description	Amount
07/24/2014	18876	AMERA PLAN	HEALTH CARE BENEFITS	259.35
07/24/2014	18877	ANDERSON, ECKSTEIN & WESTRICK	CAMBRIDGE RECONSTRUCTION PROJECT	809.00
07/24/2014	18878	ARROW UNIFORM RENTAL	MAT RENTAL AND JANITORIAL SUPPLIES	230.10
07/24/2014	18879	AT&T	TELEPHONE SERVICES	1,345.23
07/24/2014	18880	BOARD OF WATER COMMISSIONERS	IWC CHARGES FOR JUNE 2014	672.68
07/24/2014	18881	COLLEEN ROSE	SWIM TEAM REIMBURSEMENT	134.00
07/24/2014	18882	CONOR FAUGHNAN	SUMMER 2014 RIDGER DELIVERY	300.00
07/24/2014	18883	FERNDAL PIZZA CO., INC.	RECREATION SUPPLIES/PROGRAMS	149.64
07/24/2014	18884	HOLIDAY FOOD CENTER	HOME AND GARDEN TOUR SUPPLIES	385.41
07/24/2014	18885	J & J AUTO TRUCK CENTER	MAINTENANCE AND REPAIR TO POLICE CARS	1,017.46
07/24/2014	18886	KEVIN LAUDERDALE	2014 SUMMER CLASSES	336.00
07/24/2014	18887	LEGAL SHIELD	PRE PAID LEGAL SERVICES	25.90
07/24/2014	18888	LIGHTING SUPPLY COMPANY	BUILDING MAINTENANCE SUPPLIES	165.00
07/24/2014	18889	OAKLAND CO. PARKS & RECREATION	SUMMER PROGRAM FIELD TRIP	510.00
07/24/2014	18890	OAKLAND COUNTY TREASURER	SEWAGE TREATMENT FOR JUNE 2014	45,698.54
07/24/2014	18891	QUILL CORPORATION	OFFICE SUPPLIES	165.51
07/24/2014	18892	SOCRRA	REFUSE COLLECTION CONTRACT	7,478.36
07/24/2014	18893	THE VARSITY SHOP	SWIM TEAM A FINALS T-SHIRTS	1,086.98
07/24/2014	18894	VERIZON	WIRELESS SERVICES	50.08

\$ 60,819.24

**CITY OF PLEASANT RIDGE CHECK REGISTER**  
**ACCOUNTS PAYABLE**  
**JULY 29, 2014**

Check Date	Check	Vendor Name	Description	Amount
07/29/2014	18895	ARROW UNIFORM RENTAL	MAT RENTALS AND JANITORIAL SUPPLIES	224.69
07/29/2014	18896	BECKETT & RAEDER, INC.	COMMUNITY MASTER PLAN 2013	1,755.00
07/29/2014	18897	CITY OF FERNDALE	FIRE CONTRACT PAYMENT - AUGUST 2014	21,166.67
07/29/2014	18898	DES MOINES STAMP MANUFACTURING	CITY HALL BANKING STAMP	34.70
07/29/2014	18899	DETROIT EDISON COMPANY	COMMUNITY STREET LIGHTING	4,040.80
07/29/2014	18900	HOLIDAY FOOD CENTER	HOME AND GARDEN TOUR	357.87
07/29/2014	18901	HOME DEPOT CREDIT SERVICES	BUILDING MAINTENANCE AND SUPPLIES	50.80
07/29/2014	18902	J & J AUTO TRUCK CENTER	POLICE CAR MAINTENANCE AND REPAIR	1,003.28
07/29/2014	18903	MIDWEST FENCE	DPW FENCING	5,580.00
07/29/2014	18904	NATIONAL CONEY ISLAND CATERING	DDA FAMILY CONCERT IN THE PARK	1,500.00
07/29/2014	18905	O.P. AQUATICS	POOL CHEMICALS AND SUPPLIES	764.86
07/29/2014	18906	TECH RESOURCES, INC.	COMPUTER UPDATES AND MAINTENANCE	590.00
07/29/2014	18907	TOSHIBA FINANCIAL SERVICES	CITY HAL& RECREATION COPIER LEASE	893.45
07/29/2014	18908	VINCE RIZZO	CHIEFS RETIREMENT PARTY	656.25
07/29/2014	18909	WOW! BUSINESS	TELEPHONE SERVICES	133.63

\$ 38,752.00



# City of Pleasant Ridge

James Breuckman, City Manager

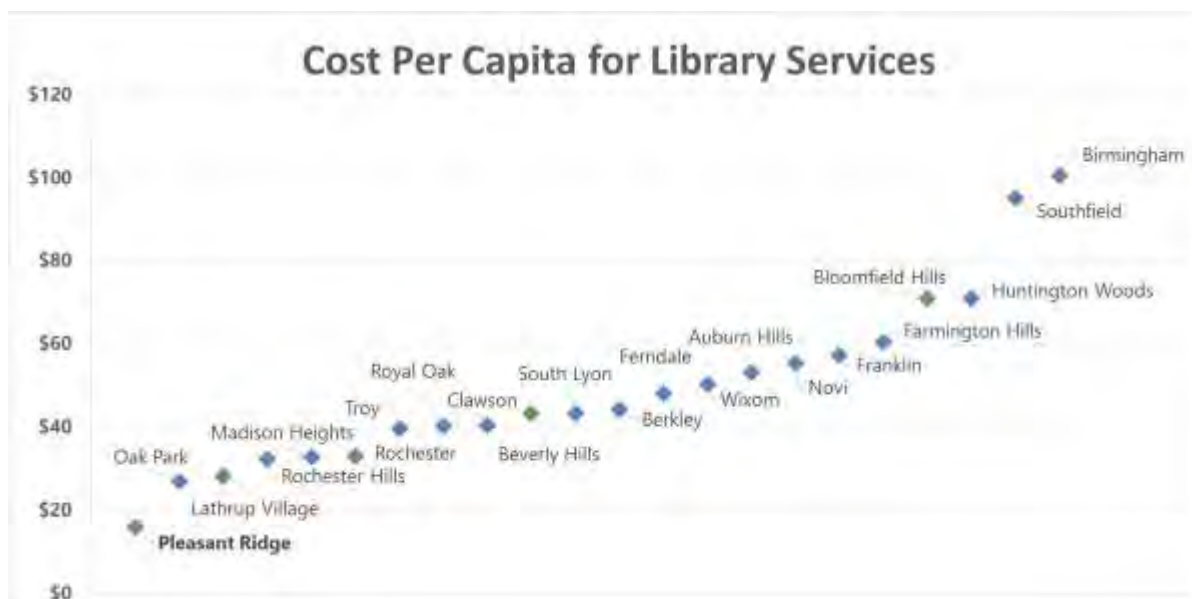
*From: Jim Breuckman, City Manager*  
*To: City Commission*  
*Date: August 7, 2014*  
*Re: Library Contract Extension with Huntington Woods*

## Overview

Please find attached to this memo a contract to extend our relationship with the Huntington Woods library for a further five years. We have partnered with Huntington Woods for the past 10 years for library services and based on our experience with Huntington Woods, staff is comfortable recommending this extension for the following reasons:

1. **Price.** In any contractual relationship, there is a value for money consideration. Currently, Pleasant Ridge pays the lowest annual per-capita price surveyed communities in Oakland County.<sup>1</sup> We pay \$16 per capita, while the next lowest community, Oak Park, pays \$26.90 per capita. The average surveyed Oakland County community pays a little bit less than \$50 per capita.

The following chart shows how Pleasant Ridge compares to other Oakland County communities on a per-capita basis for library services. Note that the green diamonds represent communities that contract with another community for library services, while the blue diamonds represent communities that operate a library.



<sup>1</sup> The survey of library costs was completed for communities that have readily identifiable library costs in their budgets. Not every community's budget clearly identifies library expenditures, and communities with unclear budgets were excluded from this analysis.

The proposed contract renewal would hold rates steady for the upcoming year, and after that annual cost increases are limited to the rate of inflation or 3%, whichever is lower.

2. **Quality of Service.** Based on feedback we have received, we are not aware of any resident concerns about the quality of service at the Huntington Woods library. Further, Huntington Woods library is a member of the Library Network, giving our residents reciprocal use privileges at all of the nearby libraries, including Ferndale, Royal Oak, Southfield, Oak Park, etc. This means that our residents can choose which library they use, even though Huntington Woods is our home library.
3. **Established Relationship.** As noted above, we have been with Huntington Woods for 10 years in what has been a stable partnership. Huntington Woods reserves 2 spaces on their library board for Pleasant Ridge residents, and their library also now has Sunday hours.

### Summary

Given the above considerations, Staff is recommending that the City Commission approve the renewal of the Huntington Woods library contract. Bidding the contract out is always an option, but given that our per-capita cost is 40% lower than the next lowest per-capita cost, that our per-capita cost is one-third of the average per-capita cost that Oakland County communities pay for library services, and further that Huntington Woods relies on this contract to provide 10% of their library funding, Staff does not believe that bidding this contract out is in the best interest of the City.

Following is a sample resolution to approve the extension of the Huntington Woods library contract. Please note that this extension is contingent on voter approval of the library services millage in November. If that millage renewal fails, then this contract will not be renewed and Pleasant Ridge will not have library services.

*Motion by \_\_\_\_\_, second by \_\_\_\_\_, that the revised and restated contract for Library Services between the City of Pleasant Ridge and the City of Huntington Woods be approved for a period of five years from January 1, 2015 through December 31, 2019, contingent upon voter approval of the proposed library services millage request on the November ballot.*

## **LIBRARY SERVICES AGREEMENT**

**Between  
The City of Huntington Woods  
And  
The City of Pleasant Ridge**

**THIS AGREEMENT**, made and entered into as of this 1st day January 2015, by and between the **CITY OF HUNTINGTON WOODS**, Oakland County, Michigan a Michigan home rule city, whose address is 26815 Scotia Road, Huntington Woods, Michigan 48070 and the **CITY OF PLEASANT RIDGE**, Oakland County, Michigan, a Michigan home rule city, whose address is 23925 Woodward Avenue, Pleasant Ridge, Michigan 48069.

### **WITNESSETH:**

**WHEREAS,** the City of Huntington Woods operates a public library and provides full services to its residents; and

**WHEREAS,** the City of Pleasant Ridge does not operate a library, but wishes to have library services made available to its residents by the City of Huntington Woods, and is willing to pay a fee therefore; and

**WHEREAS,** the parties are authorized to enter into a contract for such purpose pursuant to MCL 124.1, et seq. and Act 92 of the Public Acts of 1952, MCL 397.471, et seq.

**NOW THEREFORE**, it is agreed as follows:

1. The City of Huntington Woods hereby agrees to provide library services to residents of the City of Pleasant Ridge. Library Services provided pursuant to this Agreement shall be provided at the City of Huntington Woods, 26815 Scotia Road, Huntington Woods, Michigan 48070, and shall be in accordance with the City of Huntington Woods Library Response to Pleasant Ridge Request for Proposal dated December 11, 2003, incorporated herein by reference (the "Library Services").
2. In consideration for the provision of Library Services, the City of Pleasant Ridge agrees to assign to the City of Huntington Woods Library, state aid and penal fines allocated to the City of Pleasant Ridge pursuant to the provision of Act 59 of the Public Acts of Michigan 1964, MCL 397.31, et seq. In further consideration of the Library Services to be provided the City of Pleasant Ridge hereby agrees to pay to the City of Huntington Woods a base service fee of \$40,597.00 in 2015. The base fee for 2016-19 shall be the fee for the immediately preceding year multiplied by the lesser of 1.03 or the inflation rate used for property tax purposes under P.A. 415 of 1994.
3. The parties agree to cooperate with each other in the drafting, execution and filing of such documents or supplemental agreements as may be necessary to accomplish the assignment of state aid and penal fines as contemplated by Agreement.

4. This Agreement shall be effective as of January 1, 2015 and shall remain in effect for five (5) years thereafter, through December 31, 2019. The Agreement may be extended thereafter upon such terms as the parties may mutually agree.
5. The advisory Library Board of the City of Huntington Woods shall be maintained at seven (7) members, the two new members to be residents of the City of Pleasant Ridge and appointed as may be determined appropriate by the Mayor and City Commission of the City of Pleasant Ridge. The terms of such members of the advisory Library Board from the City of Pleasant Ridge shall not extend beyond the effective date of this Agreement.
6. The City of Huntington Woods reserves the right to expand or contract the scope of Library Services offered to its residents and to the residents of the City of Pleasant Ridge, and to vary or alter, temporarily or permanently, days and hours of operation of the Library. The fundamental measure of services to be provided to residents of the City of Pleasant Ridge is that they be the same as the Library Services offered to the residents of the City of Huntington Woods. In the event, however, that library hours or services are significantly reduced below current levels, the City of Pleasant Ridge shall have the right to terminate the Agreement in accordance with procedures set forth in paragraph 9. The City of Pleasant Ridge shall be entitled to an equitable adjustment of fees as of the date of such reduction of hours or services, and a pro rata refund of amounts previously paid to the City of Huntington Woods as of the date the provision of services ends.
7. Except as otherwise provided, this Agreement may be terminated during the initial five (5) year term thereof only for breach. Any claim of breach by the City of Huntington Woods shall be submitted to the advisory Library Board and to the City Commission for the City of Huntington Woods in writing. At least forty five (45) days shall be provided to the City of Huntington Woods to cure such alleged breach. If such breach is not so cured, the City of Pleasant Ridge shall be entitled to an equitable adjustment of fees as of the date of such reduction of hours or services, and a pro rata refund of amounts previously paid to the City of Huntington Woods as of the date the provision of services ends.
8. Neither the City of Huntington Woods nor the City of Pleasant Ridge shall assign, subcontract or transfer its interest in this Agreement without the written consent of the other.
9. If any provision of this Agreement shall be held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provision shall not in any way be affected or impaired thereby.
10. This Agreement may only be amended by a written agreement approved by the City Commissions of the respective parties and signed by representatives of the parties.

11. This Agreement is intended to be a complete statement of the obligations of the parties, and supersedes all previous understandings, negotiations, and proposals. No waiver, alteration, or modification of any provision hereof shall be binding, unless in writing and signed by a duly authorized representative of each party.
12. This Agreement shall be governed by and constructed in accordance with the laws of the State of Michigan.

**THIS AGREEMENT** was authorized by the City of Pleasant Ridge City Commission by adoption of Resolution # \_\_\_\_\_ on \_\_\_\_\_, 2014.

**THIS AGREEMENT** was authorized by the City of Huntington Woods City Commission by adoption of Resolution # \_\_\_\_\_ on \_\_\_\_\_, 2014.

**IN WITNESS WHEREOF**, this Library Services Agreement has been executed by the parties as of the day and year written above.

**CITY OF HUNTINGTON WOODS**

By: \_\_\_\_\_  
Ronald F. Gillham  
Mayor

By: \_\_\_\_\_  
Joy Solanskey  
City Clerk

Approved as to Form:

By: \_\_\_\_\_  
Carol Rosati  
City Attorney

**CITY OF PLEASANT RIDGE**

By: \_\_\_\_\_  
Kurt Metzger  
Mayor

By: \_\_\_\_\_  
Amy Drealan  
City Clerk

Approved as to Substance:

By: \_\_\_\_\_  
James Breuckman  
City Manager

Approved as to Form:

By: \_\_\_\_\_  
Gregory K. Need  
Interim City Attorney



LAW OFFICES

# ADKISON, NEED & ALLEN

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July 22, 2014

SENT VIA ELECTRONIC MAIL

Mr. James Breuckman, City Manager  
City of Pleasant Ridge  
23925 Woodward Avenue  
Pleasant Ridge, Michigan 48069

**Re: Library Services Agreement – Huntington Woods/Pleasant Ridge**

Dear Mr. Breuckman:

As requested, I have reviewed the latest proposed draft for the renewal of the Library Services Agreement between Huntington Woods and Pleasant Ridge. All of my concerns have been addressed and I approve the form of the agreement.

The draft agreement is very similar in form and content to the 2005 agreement, with the exceptions noted below. My comments follow:

1. Paragraph 1 of both documents makes reference to a request for proposal dated December 11, 2003. I have not been provided a copy nor reviewed that document, and assume the City believes the description of services is acceptable. Please advise if I need to do anything else with that matter.

2. The payment terms found in Paragraph 2 of the draft agreement have been revised from the 2005 agreement and paragraphs 3 and 4 of the 2005 agreement deleted. In both agreements, Pleasant Ridge assigned its allocated state aid and penal fines to the City of Huntington Woods Library. Additionally, in the 2005 agreement, the payments were made in a stipulated amount over the 5 year contact term, and further provided in Paragraph 4 that, if Pleasant Ridge should receive an amount of penal fines/state aid in excess of an amount stated in the contract, then Pleasant Ridge would be entitled to a refund. In the draft agreement, a base fee is set for the 2015 year, increasing annually thereafter, but not to exceed the CPI for property tax purposes or three percent, whichever is less. The provisions allowing for a refund of excess penal fines/state aid have been deleted.



3. Paragraph 5 was slightly modified to reflect the fact that the Library Board was expanded from five members to seven in 2005, and provides that the expanded Library Board, with two Pleasant Ridge members, will continue during the term of this agreement as well.

Please advise if you need anything further.

Very truly yours,

**ADKISON, NEED & ALLEN, P.L.L.C.**



Gregory K. Need  
Interim City Attorney

/mms



## City of Pleasant Ridge

Amy M., Drealan, City Clerk

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From: Amy M. Drealan, City Clerk  
To: Jim Breuckman, City Manager  
Date: August 7, 2014  
Re: Woodward Median Maintenance Agreement – MDOT

In past years, the City of Pleasant Ridge has been reimbursed by MDOT, for the maintenance of the Woodward Avenue medians. Again this year, MDOT is requesting the City enter into an agreement for the maintenance of the Woodward Avenue medians. I recommend the City Commission approve the agreement between the City of Pleasant Ridge and MDOT regarding the median maintenance along Woodward Avenue.

Please contact me should you require any additional information.



## City of Pleasant Ridge

Amy M., Drealan, City Clerk

---

From: Amy M. Drealan, City Clerk  
To: Jim Breuckman, City Manager  
Date: August 7, 2014  
Re: Account Signers for the City Banking Accounts

With the retirement of the Chief of Police, the City Administration is in need of an additional signer for the City's banking accounts. The City of Pleasant Ridge requires one member of the City Commission and one member of the City Administration sign accounts checks on behalf of the City. Currently, Mayor Metzger, Commissioner Perry or Commission Krzysiak may sign on behalf of the City Commission. Upon approval, Sergeant Nowak will be the authorized to sign on behalf of the City Administration. The City Clerk is currently authorized to sign on behalf of the City Administration.

Please contact me should you require any additional information.



## City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager  
 To: City Commission  
 Date: August 6, 2014  
 Re: Approval to Distribute Draft Master Plan for Comment

### Overview

The Planning Commission has recommended to the City Commission the distribution draft of the Master Plan. The next step in the process is for the City Commission to approve the draft for distribution, beginning the 63 day review process for adjacent communities and other regional governmental bodies. Please refer to the process overview on the following page for a summary of the Master Plan process from this point.

*MOTION by \_\_\_\_\_, supported by \_\_\_\_\_ that the Pleasant Ridge City Commission approve for distribution the draft of the Master Plan as presented at the Planning Commission meeting on July 15, 2014.*

Approval of the foregoing motion would only authorize distribution of the current draft for comment, beginning the 63-day comment period. We can continue to work on the plan and can make revisions or adjustments during the comment period should they be necessary.

### Eventual City Commission Approval of the Master Plan

A further consideration for the City Commission is whether you would like to ultimately approve the Master Plan. Under State Law, the Planning Commission approves the Master Plan once it is satisfied with the document, and following a public hearing. The City Commission may also approve the plan if you pass a motion asserting your right to approve. If you do not pass such a motion prior to the Planning Commission adopting the plan, then Planning Commission approval is the final step.

Should you wish to assert your right to approve the plan, you may use the following motion:

*MOTION by \_\_\_\_\_, supported by \_\_\_\_\_ that the Pleasant Ridge City Commission assert its right to approve the Master Plan following Planning Commission approval of the document.*

## Completion Schedule

Following is a tentative schedule for completion of the Master Plan. The following schedule may be extended if additional meetings or revisions to the proposed plan are necessary.

<b>Month</b>	<b>Action</b>
<b>July</b>	Planning Commission review of complete first draft Recommendation to City Commission to review for comment
<b>August</b>	City Commission approves first draft for distribution for comment City Commission decides to assert/not assert right to approve plan Draft sent to neighboring communities, Oakland County, SEMCOG for review
<b>August-October</b>	Comment period (63 days)
<b>November</b>	Planning Commission review of comments, public hearing, adoption
<b>December</b>	City Commission review and adoption of plan

Note that an alternative to the Planning Commission approving the plan in November and the City Commission subsequently approving it in December would be to hold a joint PC/CC meeting where both entities could approve the plan the same night. This process would provide a venue for the public to interact with both the Planning Commission and the City Commission in the same room, would ensure that both bodies hear any comments jointly, and can discuss any issues or comments with the plan face-to-face.

Should the plan be ready for adoption, both bodies could also adopt the plan on the same evening.



# CITY OF PLEASANT RIDGE



## COMMUNITY MASTER PLAN 2014



# Acknowledgements



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# Contents

# *Introduction*

# History

Pleasant Ridge's roots date back to the early 1800s. It was originally part of three land grants made by the federal government shortly after the first U.S. land survey of Oakland County conducted by John Wampler in 1816 and filed with the land Surveyor General in Washington in 1818.

The government began selling land shortly after this time in the land office in Detroit. To facilitate the orderly and precise identification of land boundaries, the government surveyors divided the land into square measuring one square mile called "sections." These "sections" were then further subdivided into quarter sections. Government surveyors made Base Line Road (currently known as Eight Mile Road) the reference point or "base-line" for all measurements north and south. Some of the lines marking off these sections and quarter sections on the surveyors' maps form the present day boundaries of Pleasant Ridge. The eastern boundary follows the quarter section line slightly east of Barber Avenue, and the northern boundary is formed by Ten Mile Road.

Originally the southern boundary between Woodward Heights Boulevard and Oakridge Avenue was the quarter section line. This created a problem in that part of the backyards of the Oakridge Road residents were in Pleasant Ridge. Several Ferndale residents tried to vote in Pleasant Ridge given their backyards were part of the community.

## *Pleasant Ridge Timeline*

- 1816-17 Royal Oak Township surveyed
- 1820 Michigan's first inland settlement, Pontiac, becomes a village
- 1824 Governor Cass orders Woodward Avenue extended to Pontiac
- 1825 Erie Canal opens
- 1827 Royal Oak Township, which had been part of Bloomfield Township, joined Troy Township
- 1832 Royal Oak Township detached from Troy Township
- 1836 Royal Oak village laid out
- 1837 Michigan statehood
- 1843 Detroit to Pontiac rail opens
- 1883 Detroit Zoological Gardens opens on Belle Isle
- 1891 Royal Oak Village incorporated
- 1900 Detroit has more interurban trolley mileage than any other city in the nation
- 1906 Pleasant Ridge platted
- 1909 First mile of Woodward paved, between Six and Seven Mile
- 1910 Ferndale platted at Woodward and 9 Mile
- 1912 Woodward paved through Ferndale
- ~1914 Land purchased for Detroit Zoo
- 1914 Oak Park, which had been privately held, sold to Majestic Land Company to become a subdivision
- 1916 Huntington Woods platted
- 1916 Entire length of Woodward paved
- 1918 Ferndale incorporated as a village
- 1919 Pleasant Ridge incorporated as a village
- 1919 Woodward gets traffic lights
- 1921 Royal Oak incorporated as a city
- 1926 Huntington Woods incorporated as a village
- 1926 Woodward transformed into 8-lane boulevard from Six Mile to Pontiac
- 1927 Oak Park incorporated as a village
- 1927 Ferndale incorporated as a city
- 1928 Pleasant Ridge incorporated as a city
- 1928 Detroit Zoo opens at its current location
- 1931 Commuter rail service begins between Detroit and Pontiac on Grand Trunk Western Railroad
- 1932 Huntington Woods incorporated as a city
- 1945 Oak Park incorporated as a city
- 1945 Transit ridership peaks in metro Detroit with busses, streetcars, and commuter rails
- 1963 First segment of 696 opens west of Telegraph
- 1983 All commuter train service ends
- 1989 Last segment of 696 opens through Pleasant Ridge

Finally, Pleasant Ridge and Ferndale signed an agreement that the boundary would be distinguished with a line that separated the backyards of the property on Woodward Heights and Oakridge Road. West of Ridge Road, the rear property line of the homes on Cambridge and Oakridge Roads would delineate the southern boundary.

A similar problem developed regarding the western boundary of Pleasant Ridge, which took in part of the backyards of the residents living on Sherman Road in Oak Park. The County required Pleasant Ridge to include this property on its tax rolls, but Oak Park was also assessing the property. As a result, residents of Sherman Road were being taxed twice. It took a joint action between the two cities, Pleasant Ridge and Oak Park, to come to an amicable solution. Pleasant Ridge would set its western city limits at the back property line between the residences on Maplefield and Sherman Roads.

The three original land grants from which Pleasant Ridge was created were:

- John Voorheis obtained the area from Ridge to Barber Road between Ten Mile Road and the southern boundary, from the government on February 10, 1824, as part of a larger tract of land.
- David Standard obtained the area from Ridge Road west to approximately the eastern edge of Oakdale Road from the government on July 9, 1823.
- Douglas Houghton, Henry G. and Thomas H. Hubbard, obtained the area west Oakdale Road to approximately the western city limits from the government on August 12, 1837.

Within fifty years of the signing of the Constitution in 1787, all of the land within Pleasant Ridge's boundaries was in private hands. In 1837, the

Northwest Ordinance governing Michigan was passed as law.

In 1910, a residential core began to take form. These families met in various homes to discuss the problems of the community. In 1912, the group began discussing what to name this area. A resident, Mrs. Leila Kennedy, had fond memories of her childhood in Kentucky where she had lived in Pleasant Valley. From Mrs. Kennedy the first word "Pleasant" came, and given the fact that the so many of the residents lived on Ridge Road, which followed the top of the sandy ridge of land that had been used to traverse the otherwise semi-swampy area, it was decided to combine the names and hence "Pleasant Ridge" was born.

In the spring of 1919, the residents voted to incorporate and became the village of Pleasant Ridge. By making itself a village, the community established itself as a separate governmental unit, capable of indefinitely perpetuating its separate identity and no longer subject to uninvited annexation by an adjoining municipality. Through its village charter, Pleasant Ridge gained powers to establish, control, and enforce local policies, to maintain the type of local government it preferred and to initiate and finance various types of public improvements its property owners desired and needed.

Incorporation as a village brought with it these advantages, but it could not sever certain political ties to Royal Oak Township. Only incorporation as a city would accomplish that. It would take ten years for Pleasant Ridge to press forward to the next step and incorporate as a city. In 1927, with the threat of annexation into either Ferndale or Royal Oak pending, Pleasant Ridge voted to incorporate as a city.



This sketch of Clark Rose  
Oakland County.





# Regional Context

Today, Pleasant Ridge occupies a portion of southeast Michigan that is heavily defined by its proximity to the City of Detroit.

It is bisected by the Woodward Corridor, bounded to the north by Interstate 696 and to the east by a Canadian National rail line, and adjacent to the Detroit Zoo. Its neighboring communities are Ferndale to the south and east, Royal Oak to the north, Oak Park to the west, and a northwest corner shared with Huntington Woods.

## Woodward Corridor

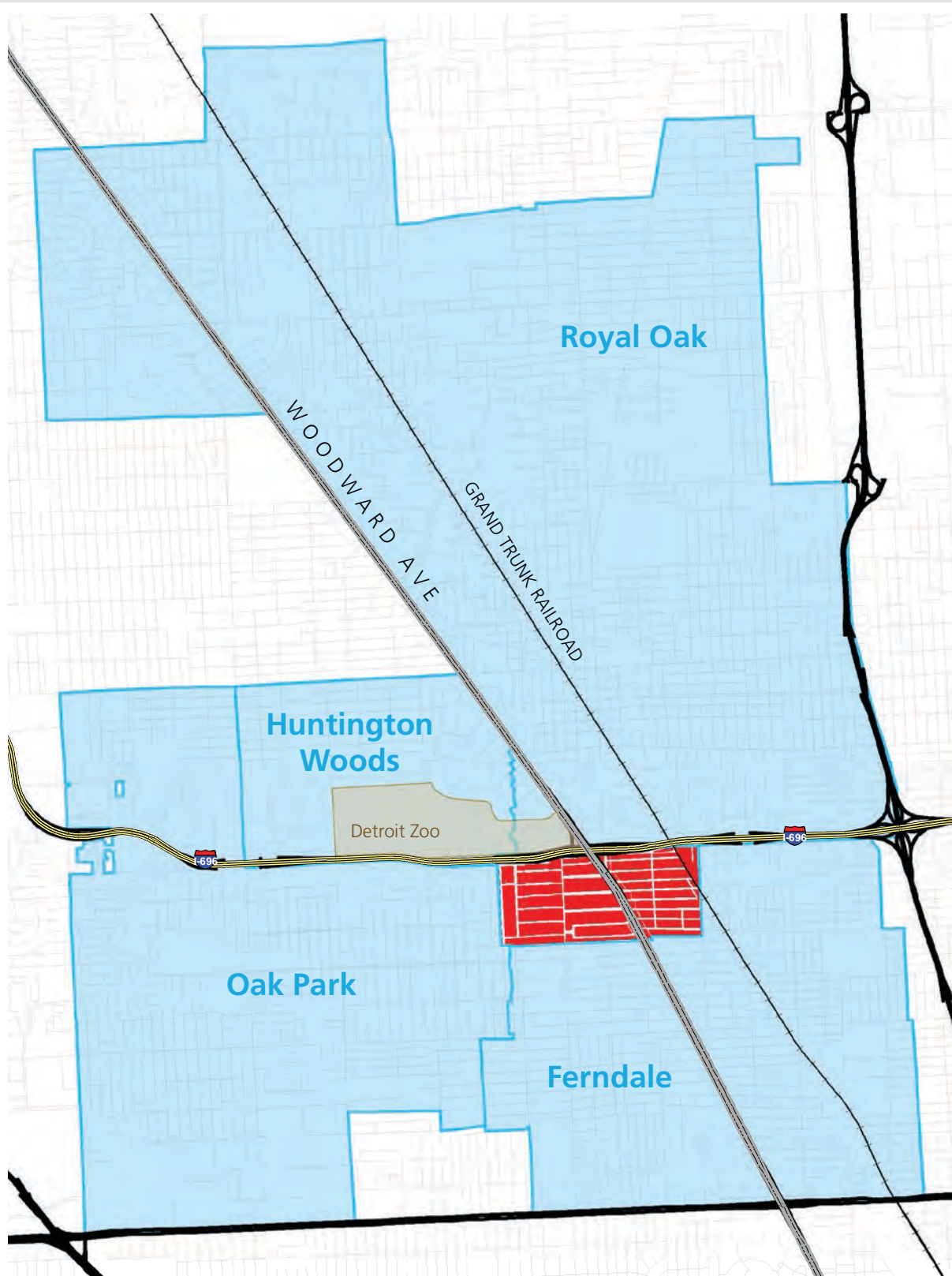
When the French trader Antoine de la Mothe Cadillac landed on the banks of the Detroit River in 1701, he arrived at an already bustling gathering and trading place for Native communities across the state. The French settlement yielded to British governance in 1760, under which Detroit remained until 1796 despite having been ceded to brand-new America in 1783. After the little town burned to the ground in 1805, President Jefferson's Chief Justice appointee, Judge Augustus Brevoort Woodward, drew up a bold city plan using the latest techniques patterned after Pierre L'Enfant's plan for Washington, DC. Much of its elaborate hexagonal pattern never materialized, but the beginnings of the principal artery planned for 40 miles northward along the Natives' Saginaw Trail had carved out its place and taken the judge's name by 1807.



's house and farm, said to be located near Woodward and Millington, appeared in a 19th Century history of



This traffic jam occurred on Woodward about 1925 or 1926.



## CITY OF PLEASANT RIDGE

# Context

Data Sources: City of Pleasant Ridge, GIS 2003; Michigan Geodatabase Library

- Pleasant Ridge
- Neighboring communities
- Detroit Zoo

- I-696
- Woodward Avenue
- State roads
- Roads



Governor Cass extended Woodward Avenue to the four-year-old Village of Pontiac, Michigan's first inland settlement, in 1824 "as part of his plan to aid the disbursement of settlers arriving in Detroit by steamship to take advantage of public land sales." It worked: as development built up to a frantic pace with the opening of the Erie Canal in 1825 and Michigan's statehood in 1837, the byway became so fully lined with communities that only 0.7 discontinuous square miles of Royal Oak Township are un-annexed today. The Village of Royal Oak was laid out in 1836 and incorporated in 1891 ; Pleasant Ridge was platted in 1906; Ferndale was platted in 1910 ; the land under Oak Park was sold to the Majestic Land Company for subdivision development in 1914 ; and Huntington Woods was platted in 1916. All were incorporated as villages by 1927 (Pleasant Ridge: 1919) and as cities by 1945 (Pleasant Ridge: 1928).

The same year that Pleasant Ridge got its last neighbor, the entire 27-mile length of Woodward Avenue was paved. Traffic lights arrived in 1919, and by 1926, construction was underway to transform the entire length from Six Mile Road to Pontiac into an eight-lane boulevard. It received the state highway designation M-1 in 1970 (part of it had been designated M-10 before that). In 1999, Michigan awarded "Recreational Heritage Route" status to the entire length of Woodward, calling it "rich in 200 years of urban history, bright with city lights and shaded in suburban green," and the America's Byways program named it an "All-American Road" in 2009.

In its introduction, the America's Byways website says, "If Broadway = Theater and Rodeo Drive = High Fashion, then Woodward = the Automobile." But this was not always the case. In the beginning of its life, "Woodward was known as one of the busiest streets in the nation. Along with cars, transportation modes included interurban lines, railroads and streetcars." The Detroit City Railway had begun horse-drawn rail service on Woodward from Jefferson to Adams in 1863, and the area had more interurban trolley mileage than any other city in the nation by 1900. Metro Detroit's first regional transportation plan, published in 1919-1920, reflected existing conditions when it recommended a multi-modal system: "In 1920, Woodward and Michigan was touted as the nation's busiest intersection with 18,000 cars passing through it within a 10-hour period. In 1925, Woodward and State beat New York's Broadway in Time Square as the busiest pedestrian crossing with 1,233,025 in an 18-hour period."

Overall, however, the route to a fully multi-modal Woodward Avenue has historically proved all but impassable. Long-running populist sentiment against the railway companies (and perhaps a hint of professional bias) led Detroit mayor and Ford Motor Company general manager James Couzens to veto a bond to construct a subway system in 1919, instead orchestrating a municipal takeover of the streetcar operations to create the largest city-owned transit system in the country. Plans for 25 Grand Trunk Western Railroad trains per day between Detroit and Pontiac



were scrapped in 1929 with the market crash (conventional commuter rail service began in 1931), and a subway plan was turned down by state government in 1933. Transit peaked in 1945 with the availability of buses, streetcars, and commuter rails.

And then car culture arrived. “The auto industry literally grew up in the Woodward Corridor. The area and its resources encouraged the initiation of many automobile companies, as well as scores of businesses that supplied auto parts and accessories. ... Woodward Avenue became a beneficiary of this expansion of wealth.” So even though a 1953 metropolitan transit study called for a “balanced system of highways and mass transit,” the last streetcars disappeared in 1956 and were replaced by buses. A regional monorail system was advocated in 1958 plan, rapid rail transit was recommended in 1969, and President Ford offered \$600M for rail in 1976, but none were ever built. Even standard commuter train service throughout metro Detroit ended in 1983.

Woodward Avenue is again in transition as the 21st century waxes. Rail and bus options are being given serious consideration (with bus winning out – some things change VERY slowly) to offer commuter options besides driving alone. The vast corridor is undergoing a “Complete Streets” study concurrently with the writing of this report to determine improvements which will “enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.”

## Rail

The charter for the Detroit & Pontiac Railroad was one of the earliest in the entire Northwest Territory when it was issued in 1830 as part of the plan “to connect Detroit with the rich agricultural region of Oakland County, and the flouring mills, which were already operating in that section.” When no rails materialized, a subsequent charter was issued to another company in 1834; horse-drawn loads could get as far as Royal Oak in 1838 and Birmingham in 1839. By the time the railroad reached Pontiac in 1843, a locomotive had been purchased.

In the famously frequent reorganizations that characterized the rail boom, the line had undergone two name changes and landed under Canadian financial control by 1860. It has remained there through several more name changes, settling on the Grand Trunk Western as the US subsidiary of Canadian National railway. It is a Class 1 railroad, the highest class of operating revenue, with a maximum gross weight of 286,000 pounds and accommodating cars of 47’ or longer.

## Detroit Zoo

The Detroit Zoo is Pleasant Ridge’s largest neighbor, running along the western half of the city’s northern border on the opposite side of I-696. The two arrived on the scene together: At about the time that Royal Oak Township was being platted for a village every couple of years, the Detroit Zoological Society was looking to purchase land on which to build a

fabulous showcase for the animals that Detroit residents had rescued from a bankrupt traveling circus back in the 1880s and housed since then on Belle Isle. One hundred acres of farmland along Woodward Ave. 10 miles north of the Detroit River fit the bill. By the time the Detroit Zoological Park opened in 1928 to 150,000 guests (considered particularly impressive as the new Fox Theatre was showing its first all-talking movie that day), Pleasant Ridge had already achieved “city” status.

Today, the Detroit Zoo is the largest paid family attraction in Michigan. Over a million visitors have come to see its 3,300 animals in each of eight consecutive years, with a modern single-day attendance record of 20,113 visitors set on August 3, 2013. Its 51,000 member households and 1,100 volunteers attest to the community’s continued support.

## I-696

As a freeway system was developed throughout the Detroit region, an east-west route across the northern portion of the metropolitan area had been planned as early as the 1950s. The route would bypass Detroit’s heavy congestion as it connected Michigan’s Lansing-Grand Rapids-Muskegon corridor (now I-96) with its cross-state St. Joseph-Port Huron course (I-94). The first 8.9 mile segment, stretching from I-96 to Telegraph Road (M-24), opened in 1963 and stopped about 7 miles shy of Pleasant Ridge, its signage instead following Telegraph into Detroit. The second segment to open was the eastern approach, 10.62 miles between

I-75 and I-94 that were added to the state trunkline system in 1968 and opened to traffic in 1979.

The middle section of the freeway, however, met with such strong opposition that construction was delayed for another decade. Detroit Zoo officials worried about the effects of noise and air pollution on the animals, requiring a new entrance and parking structure. The Orthodox Jewish community on Oak Park required pedestrian access across the route in order to reach its synagogues on the Sabbath, during which driving is forbidden; the three landscaped plazas over the depressed freeway have been touted by the Michigan Department of Transportation as an example of “context-sensitive design” as recently as 2006.

The City of Detroit put up a fight before eventually redesigning its largest public golf course. About 40% of the homeowners whose property was acquired for the right-of-way went to court over the state-offered settlements. Pleasant Ridge, with 10% of its tax base on the land in question, persisted with lawsuits and eventually won a jury verdict of \$3.5M in the early 1990s that was negotiated into a \$4.25M settlement including fees and costs.

The final segment of the Walter P. Reuther Freeway, named for a prominent auto industry union head and frequently referred to as simply “The Reuther,” opened to traffic at 5 pm on December 14, 1989 (it may surprise no one that its first accident was reported at 6:21 pm). On average, 176,200 cars per day make use of this “northern bypass.”



# Demographics

## People

As of the 2010 Census, Pleasant Ridge had 2,526 citizens in 1,115 households. By a slight majority (52%), most of the households are comprised of husband-and-wife couples; six in ten of those households have children. Twenty-three percent of households are female-headed, including 72 female householders over the age of 65 who are living alone (7% of all households) and 33 households with her own children present (3% of all households). Males head 14% of Pleasant Ridge households, including 33 male householders over the age of 65 who are living alone (3% of all households) and 13 households with his own children present (1% of all households). Overall, 26% of households have one or more minors, while 23% have at least one senior citizen. Nonfamily cohabitants ("householder shares the home exclusively with people to whom s/he is not related," US Census) make up 11% of households. The median age in Pleasant Ridge is 43.4. The largest cohort of residents is the baby boomers, who are between the ages of 49 and 68 in 2013 and make up about 30% of the population. The second largest cohort is children, representing 21.5% of the population.

A noticeable dearth of young adults aged 20-24 (2.3% of population) may be related to the community's high educational

achievement, as many of those in that age bracket may have relocated for college. Ridgers are impressively well-educated. Nearly every resident (98.7%) has a high school diploma, which is a full ten percentage points above the state rate. Almost two-thirds (64.2%) of the population aged 25 and older has a bachelor's degree, much higher than in Michigan (25.3%) or Ferndale (35.9%) and significantly higher than in Royal Oak (49.4%) or Oakland County (42.4%). The percentage of Pleasant Ridge's population which has a graduate or professional degree is a remarkable 33.2%, as compared with 17.8% in Oakland County and a mere 9.7% in the state of Michigan.

## Housing

A greater percentage of homes in Pleasant Ridge are owner-occupied (94%) as compared with Ferndale (68%), Royal Oak (70%), or the state of Michigan as a whole (74%). Both the median home value (\$254,000) and the median gross rent (\$1,639) are also higher in Pleasant Ridge than in the comparison communities (ranges: \$115,900-\$167,000 home value and \$742-\$835 gross rent). The largest number of homes, about 30% of the total housing stock, is valued between \$200,000-\$299,999; no homes are valued below \$50,000 or over \$1M. The vacancy rate of 2.1% is well below that of the state of Michigan (15.6%),

Oakland County (8.7%), Royal Oak (6.8%), or Ferndale (10.7%). About half the homes (49%) have three bedrooms, while another 29% have four bedrooms and 17% have two bedrooms. More people lived in the same house at this time last year in Pleasant Ridge (92%) than in any of the comparison communities (range: 83%-86%).

## Income

The median household income in Pleasant Ridge is \$107,750, which is 1.6 times the median income in Oakland County and 2.2 times the median income in Michigan. Two thirds of households are "high income" or above using the state median as a calibration point; there are 3.57 households earning \$150,000 or above for every one household earning \$25,000 or below. In each of the comparison communities, this ratio is less than 1. Poverty is correspondingly low: at 3.5%, the rate is below all comparison communities (range: 6.9%-15.9%). The poverty rate for those under 18 is even lower at 2%, an impressive circumstance given that the child poverty rate is frequently higher than the rate for all persons due to the same economic circumstances affecting more than one child in a household (in Michigan, the child poverty rate is 1.4 times the total poverty rate). Median earnings for full-time, year-round female workers are 77% of the earnings for full-time, year-round male workers (\$69,250 vs. \$89,414), a ratio that is identical



to Royal Oak's, higher than that in Michigan and Oakland County (73% and 69%), and lower than Ferndale's (88%).

## Work

About three quarters of Pleasant Ridge residents aged 16 and up are in the workforce. The unemployment rate is 6.2%, lower than in any of the comparison communities (range: 7%-12.3%). Thirty percent of workers are employed in the fields of education, health care, and social assistance, while another 19% work in professional, scientific, administration, or management fields. This concentration of workers in the growth-oriented "ed and med" fields is higher in Pleasant Ridge than in any of the comparison communities, which all hover around 23%. Overall, Pleasant Ridge's workers are in well-paid fields. There are 2.45 manufacturing workers for every retail worker, and those manufacturing workers' median earnings are about 6.5 times the earnings of the retail workers. More broadly, median earnings in the fields of retail, art, entertainment, recreation, accommodation, and food service combined are only about 20% of the median earnings of all other fields combined; in Pleasant Ridge, there are about 8.5 workers in "other fields" for every worker in retail, art, entertainment, recreation, accommodation, or food service.

Ninety-seven percent of Pleasant Ridge's workforce has some sort

of commute. By a vast margin (95%), that commute is made by driving alone; 55 workers (3.8%) report carpooling and another 18 (1.3%) either walk or use public transportation. The average commute is 21.6 minutes. This "workshed," or the geographic area accessible within that commute, stretches from M-59 in the north to the Detroit River in the south, and from the I-275/I-696 interchange in the west to St. Clair Shores in the east.

## Businesses

Note: This section refers to businesses located within the City of Pleasant Ridge and the persons who work at those businesses ("employees" or "jobs"), in contrast to the previous section which referred to the industries and occupations held by persons who are Pleasant Ridge residents ("workers").

The proprietary software company Esri lists 193 businesses with a total of 483 employees within the city limits. As there are 1,487 Pleasant Ridge residents in the labor force, this means that the jobs-to-workers ratio is 0.32—about a third of a job per worker. Although this number of businesses and employees appears to be high for such a geographically small community, a search on USDirectory.com quickly identified 67 businesses within the City Limits and many within the neighborhoods. So

while most residents leave the city for work, there are a number of home occupations.

Just under one third of the Pleasant Ridge business community is concentrated in fields with the North American Industrial Classification System (NAICS) code of "Professional, Scientific, and Technical Services." This classification makes up 32.1% of businesses (62 businesses) and 34.2% of jobs (165 employees). The next largest sector is "Administrative, Support, Waste Management, and Remediation Services," with 34 businesses (17.6%) and 83 jobs (17.2%). "Retail Trade" rounds out the top three with 16 businesses (8.3%) and 34 workers (7.0%).

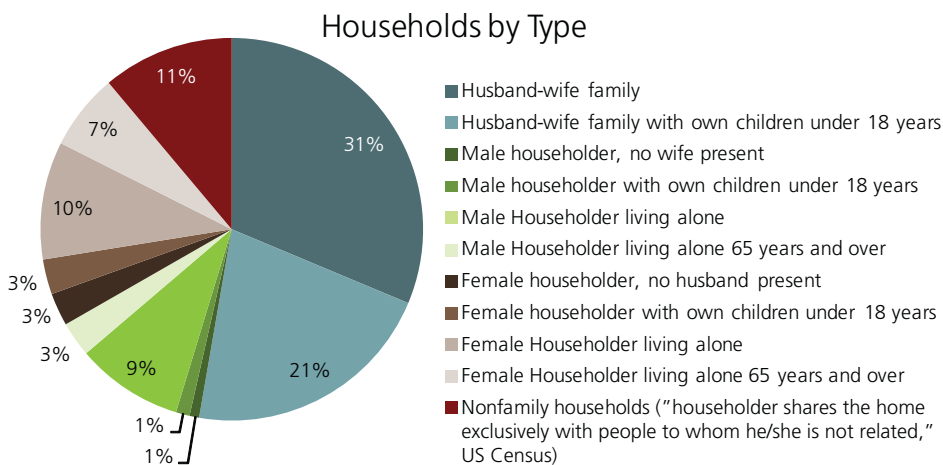
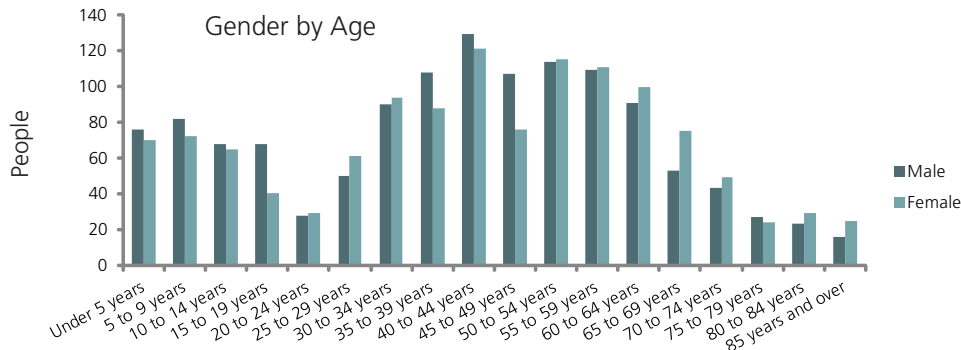
An unusual feature of the Pleasant Ridge business landscape is the dominance of small businesses. In each category, the share of businesses is about proportional to the share of employees, and the largest ratio of employees to businesses (which can be thought of as the average number of employees per business in each category) is just 4.5 in the "Food and Beverage Stores" category. Overall, Pleasant Ridge businesses average about 2.5 employees.

The "demographic dashboard" on the foldout presents a visual representation of these conditions.



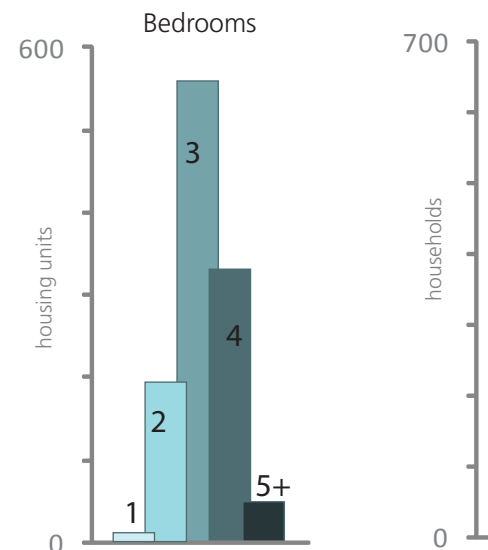
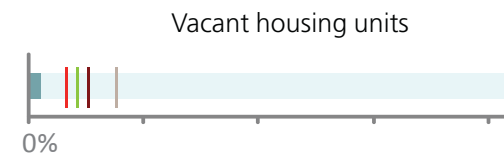
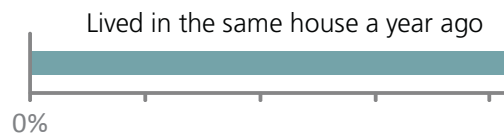
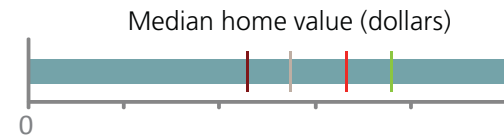
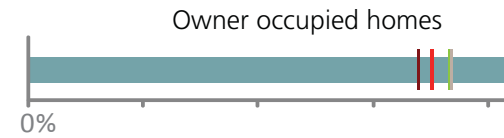
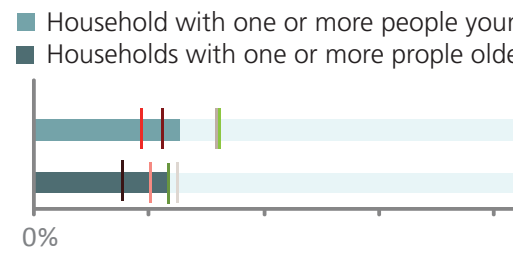
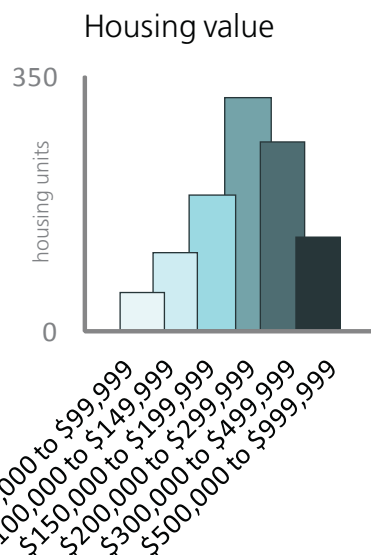
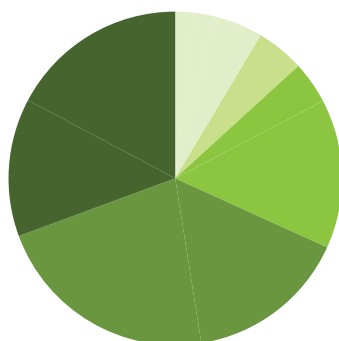
# Pleasant Ridge

Ferndale Royal Oak Oakland County Michigan

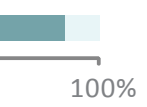
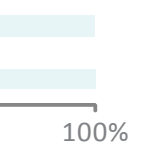


- Income**
- Very low income (less than \$25,000)
  - Low income (\$25,000-\$34,999)
  - Moderate income (\$35,000-\$74,999)
  - High income (\$75,000-\$149,999)
  - Very high income (\$150,000 and up)

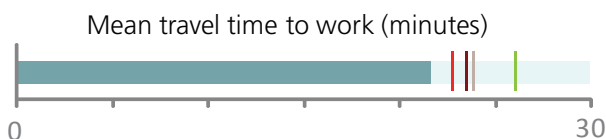
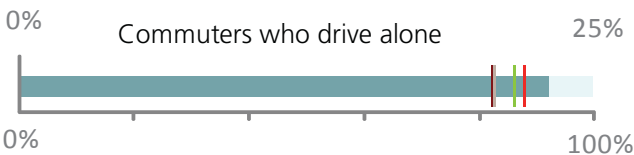
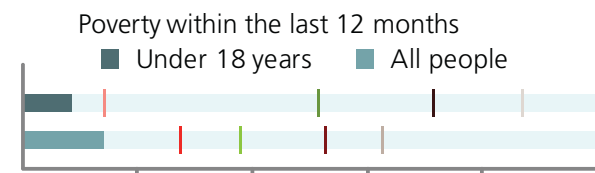
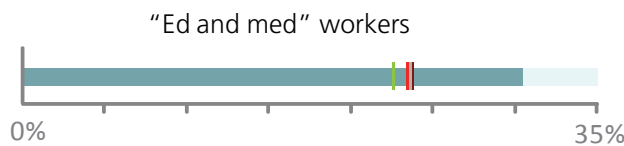
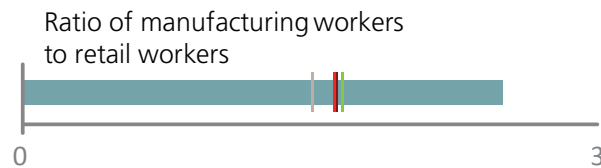
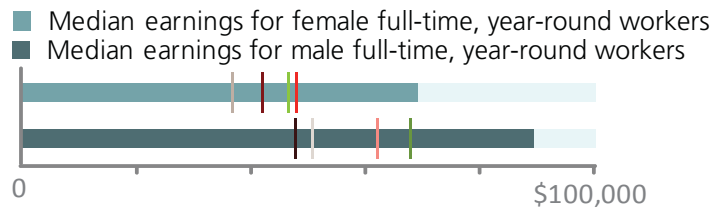
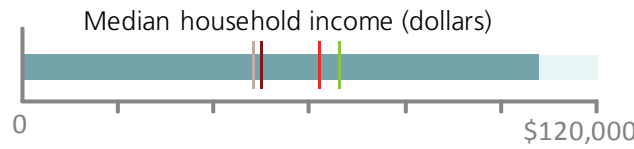
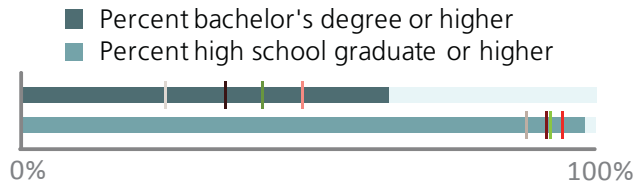
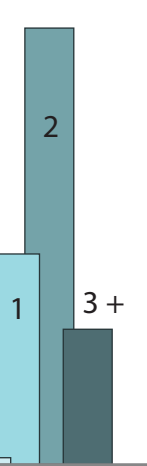
Classifications modified from HUD guidelines using the state median income of \$48,432



nger than 18  
er than 65



Vehicles



## Households

2.26  
person average household size

\$254,000  
owner-occupied median home value

\$1,639  
median gross rent

## Education

98.7%  
high school graduate or higher

64%  
bachelor's degree or higher

## Commuting

97%  
workers who commute

95%  
commuters who drive alone

21.6  
minute average commute

## Employment

6.2%  
unemployment rate

8.5  
ratio of nonretail workers to those in art, retail, accommodation, food service

30%  
workers in "ed and med" fields

## Income

\$107,750  
median household income

\$60,122  
median earnings for workers

\$89,414  
male full-time, year-round earnings

\$69,250  
female full-time, year-round earnings

3.5%  
population in poverty

2.2%  
children in poverty

## Top Industrial Sectors

30%  
education, health care, social assistance

19%  
professional, scientific, administration, management

17%  
manufacturing

# Cultural Resources

The Pleasant Ridge Historical Museum is housed in the city's original 1929 Police Booth, which was removed from harm's way during the I-696 construction and placed behind the City Hall building on Woodward Ave.

The structure was eventually restored by the Pleasant Ridge Historical Commission (established in the 1960s) and filled with Pleasant Ridge relics and information for public display. The Commission hosts an annual home and garden tour in early summer.

In 1991, the City of Pleasant Ridge obtained a grant from the State of Michigan Bureau of History to perform a historical survey and inventory of all structures in the municipality. The city retained the professional services of an historic preservation consultant to perform the inventory and photographic documentation. As a result of the findings of this inventory, properties west of Woodward Avenue and east of Ridge Road were nominated and listed in the National Register of Historical Places on August 11, 1992 as The Pleasant Ridge Historic District (NRIS No. 10001024). The east side of Woodward Avenue was added to the National Register of Historic Places on February, 1, 2007 and referred to as the

Pleasant Ridge East Historic District (NRIS No. 06001329).

On December 13, 2012 the west portion of the community between Ridge Road and Maplefield was added to the 1992 Pleasant Ridge Historic District (NRIS No. 92000165), thus incorporating the entire City.

"The Pleasant Ridge Historic District is an early twentieth-century neighborhood containing a concentration of notable examples of Colonial and period revival, Prairie School and arts-and-crafts-inspired single-family houses set on a series of boulevard streets. The well preserved neighborhood contains Pleasant Ridge's most architecturally distinguished historic homes. The earliest developed part of what is now Pleasant Ridge, the district contains homes and one early civic building, the former police station; that possess direct associations with Pleasant Ridge's founding years as an independent community."



PLEASANT RIDGE MASTER PLAN

## Pleasant Ridge Historic Districts

- Pleasant Ridge Historic District - 1992
- Pleasant Ridge East Historic District - 2006
- Pleasant Ridge West Historic District Addition - 2010





# Open Space and Recreation

Pleasant Ridge has two major recreational areas: the Community Center and Pool at 4 Ridge Road and Gainsboro Park lining the eastern edge of the community.

Pleasant Ridge lost approximately 2.38 acres of its 4 Ridge Road recreational complex when property was taken by the State of Michigan Department of Transportation for construction of I-696. The site's total acreage was reduced to approximately 1.25 acres, and the facilities lost included a playground, two tennis courts, a ball field, a soccer field, an ice-skating rink, and approximately 10 paved parking spaces. Since the loss of those facilities, the city has improved the facilities at Gainsboro Park to include two tennis courts, a basketball court, a small shelter, and community gardens.

Two passive parks flank City Hall. The Memorial Park greenway honors veterans with gardens, sitting areas, and a flag display; a 2005 reconstruction added new lights,

sidewalks, and landscaping improvements. Stevenson Park provides a green buffer between Woodward and the surrounding neighborhoods that can be used for picnicking. A third passive mini-park to the south, dedicated to William "Mr. Bill" Hessel, offers seating and picnicking facilities. Together, these form the Woodward Avenue greenbelt lining the west side of the corridor. Victory Park/Flynn Field, located on Fairwood Boulevard in an established neighborhood, hosts the largest baseball field in the city, picnic tables, play equipment, picnic tables, and green space. Finally, the popular Pleasant Ridge Dog Run off of Indiana St. along the I-696 service drive provides exercise and recreation for the community's canine population within a confined, safe setting.









# Community Facilities

The City of Pleasant Ridge maintains a City Hall at 23925 Woodward Ave., with administrative offices and Council chambers. The City also has a seven-member police force. In addition to standard police duties, the department offers a “vacation house watch” service to residents. Dispatch services are contracted with the City of Berkley on evenings, weekends, and holidays. Along with the Recreation Department and facilities described above, these constitute the scope of community facilities fully or mostly maintained by Pleasant Ridge.

The City also offers a wide array of other amenities and services to its residents through contracted or collaborative agreements with private companies, neighboring communities, and higher levels of government. These agreements have been formed over the years to reduce redundancy, create a more seamless service delivery, and save costs. The table below presents a comprehensive list of these agreements.



DEPARTMENT / Service	Type	Name
<b>ADMINISTRATION</b>		
Assessing	Contracted	Oakland County
Audit Services	Contracted	Abraham & Gaffney
Building Department	Contracted	Gary Bowers
City Attorney	Contracted	Charles Cooper
Election Support	Collaboration	Oakland County
Engineering	Contracted	Anderson, Eckstein & Westrick
ICCA (cable television)	Collaboration	Various Cities
Information Technology	Contracted	Tech Resources
Liability Insurance	Contracted	MMRMA
Library Services	Collaboration	City of Huntington Woods
Payroll	Contracted	Paychex, Inc.
Pension Administration	Contracted	MERS
Planning Consulting	Contracted	Beckett & Raeder, Inc.
Tax Bills	Collaboration	Oakland County
Treasurer/Accounting	Contracted	Plante & Moran
<b>PUBLIC SAFETY</b>		
Auction Services	Collaboration	State of Michigan
Fire Protection/EMS	Collaboration	City of Ferndale
Lien Service	Collaboration	Oakland County
Police Car Purchasing	Collaboration	State of Michigan
Police/Fire Dispatch	Collaboration	City of Berkley
<b>WATER &amp; SEWER</b>		
Sewer Televising	Collaboration	Oakland County Road Commission
Water and Sewer Maintenance	Collaboration	City of Royal Oak
Water Lab Testing	Collaboration	SOCWA
Water Purchases	Collaboration	SOCWA
<b>PUBLIC WORKS</b>		
Bulk Salt Purchase	Collaboration	State of Michigan
Garbage Collection/Recycling	Collaboration	SOCRRA
General Service	Contracted	Brilar
Leaf Collection	Contracted	Brilar
Leaf Disposal	Collaboration	City of Ferndale
Sign Fabricating	Collaboration	City of Royal Oak
Street Sweeping	Contracted	Brilar
Traffic Signal Maintenance	Contracted	Oakland County Road Commission
Tree Service	Contracted	JH Hart / Brilar
<b>RECREATION SERVICES</b>		
Building Use	Collaboration	Ferndale Schools
Mobile Recreation	Collaboration	Oakland County
Pool Reciprocal Agreement	Collaboration	City of Huntington Woods
Youth Sports	Collaboration	City of Ferndale/Hazel Park/Oak Park

# *Preferred Future*

# Community Expectations

A community survey was conducted among residents of Pleasant Ridge between October 7 and October 22, 2013. Questions were developed by the master plan steering committee, then presented to the full Planning Commission for refinement and public comment. Primary administration was through SurveyMonkey.com, and paper copies were available through the City.

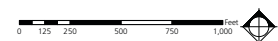
Of the 216 households which completed the Community Survey, 201 did so online and 15 returned hard copies to the City. A plurality (41%) of respondents has lived in the city for 15 years or more, while more than a quarter (28%) arrived

within the last five years. Respondents were well-represented geographically, with a slightly higher share of responses coming from the northeast quadrant of the city (31%, bounded by I-696, Amherst, Grand Trunk Railroad, and Woodward Ave.) and the westernmost quarter (29%, bounded by I-696, Ferndale city limits, Ridge Road, and Oak Park city limits) than the area immediately west of Woodward Ave. (21%, bounded by I-696, Ferndale city limits, Woodward Ave., and Ridge Road) or the southeast quadrant (20%, bounded by Amherst, Ferndale city limits, Grand Trunk Railroad, and Woodward Ave.).



CITY OF PLEASANT RIDGE

**Master Plan Survey Areas**



When asked about the number and ages of household members, the 216 survey respondents indicated that they represented a total of 463 Pleasant Ridge residents, including 147 children and teenagers. The average household size among respondents, 2.14 persons, is slightly smaller than Pleasant Ridge's average household size of 2.26 persons. The greatest share of respondents (31%), and of represented citizens overall (27%), were between the ages of 40 and 49. Just over one quarter of respondents (27%) had children in school at the K-12 level. The largest share (37%) attended private school, followed by public schools other than Ferndale (29%), and Ferndale Public Schools (25%).

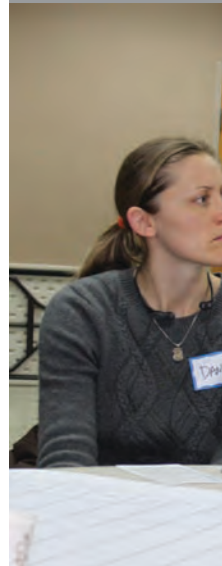
Seventy-three percent of respondents listed a ZIP code for their place of employment, presenting a geographical range that stretched out over 58 ZIP codes. The largest concentration, in Pleasant Ridge's 48069 ZIP code, only comprised 19% of employed respondents; no more than 5% of employed respondents worked in any other single ZIP code. The largest share (29%) reported careers in the professional, scientific, and management fields. The second largest group of respondents (17%) indicated that they were retirees.

In addition to the standard analysis, survey results were also cross-tabulated in two ways: by geographic location of the respondent and by tenure in the City of Pleasant Ridge. Where applicable, these

results are referenced below.

A Community Visioning Session was held on Wednesday, January 22, 2014 at the Pleasant Ridge Community Center to provide citizens with an opportunity to offer more open-ended, face-to-face input to the master plan. Thirty-one people attended the session that was facilitated by Beckett & Raeder, Inc., Pleasant Ridge's planning consultants. Attendees arrived to find tables set with exercise sheets and other materials. The facilitator asked a series of 6 questions, giving the groups approximately 5 minutes to develop as many answers as possible to them. Each individual then used dot stickers to indicate his or her preferred answers. When each table had generated and voted on its top three visions for the future, participants were asked to offer three strategies for achieving each vision. A representative from each group then presented these visions and strategies to the audience as a whole while a facilitator wrote the visions on poster-sized sheets. These "Collective Priority" sheets were hung near the exit, and attendees were asked to use their remaining three voting stickers to indicate their top priorities among all of the suggested visions.

Residents were notified of both the survey and the vision session through the community newsletter, *The Ridger*, as well as through the City's website and the website dedicated to the Pleasant Ridge Master Plan, [www.theridger.org](http://www.theridger.org).



### *Community Expectation 1: Walkable, bikeable Woodward*

Woodward Avenue is rightly nationally celebrated as the road that "put the world on wheels," and its contribution to the global car culture is difficult to overstate. That culture is fully evidenced in Pleasant Ridge, where over 90% of survey respondents indicated that personal vehicles are their primary mode of transportation to

work, shopping, entertainment, and dining out. None said they took buses or taxis, and just one motorcycle rider used that form of transportation for entertainment. However, when asked about the primary mode of transportation used for leisure, fully one-third of respondents said they preferred nonmotorized choices: 14%



000: Pleasant Ridge visioning session images



by bicycle and 21% on foot. Ninety-five percent of respondents said they walked, biked, or both within the City of Pleasant Ridge. Three quarters of residents had used nonmotorized transportation to get to Ferndale, and approximately 60% had arrived in Royal Oak or at the Detroit Zoo via bike or foot. When asked during the visioning session what Pleasant Ridge should look like ten years in the future, participants gave “a walkable and bikeable Woodward” the highest number of votes at any table and made it the second most-voted-for collective priority. All four participating tables mentioned that sidewalk maintenance and repair could be done better within the City, and two tables added that snow removal could also use improvement.

According to the survey, those on the east side of Woodward Ave. were more likely to walk or bike to their dining and entertainment than those on the west side (ranges: 2.6%-10.3% and 0%-1.7%), but those between Ridge Road and Maplefield were the most likely overall to walk or bike for leisure (42% vs. 24%-39%). The most pronounced differences, however, were associated with tenure, with newer residents considerably less car-dependent than those who have been in Pleasant Ridge longer than five years. For both entertainment and dining out, the rate of those in this

### *Community strategies: Walkable / bikeable Woodward*

- Develop the vision through a dedicated planning process
- Stakeholder approval: MDOT, residents, business owners, DDA
- Secure financing
- Traffic solution; reduce speed and lanes
- Safer / more crosswalks
- Snow and ice removal in public right-of-way
- 696 - pedestrian crosswalk



group using a car or truck as their primary mode of transportation dipped below 90% (88% and 83% respectively), and the percentage of those using a car or truck for leisure was a startlingly low 48% (range for other groups: 69%-71%). They are the most likely to use a bicycle as transportation for all purposes, sometimes representing the only bicyclists among all respondents.

This reflects a national trend of increased biking and walking, with a 50% increase in trips taken via those modes since 1990. In response to this trend, several regional agencies have been evaluating the I-696 / 10 Mile / Main Street / Woodward Avenue area for ways to make it friendlier to multiple modes of transportation. When asked to rank a series of potential strategies, the highest overall weighted ranking went to, "Rework all of the intersections to make them safer for pedestrians," with 74% of citizens placing it in the top two slots and none at all relegating it to the bottom of the list. "Make pedestrian crossings more pronounced" also enjoyed wide overall support, with half of respondents naming it among their top two preferences. The most frequent first-place response was "Cap I-696 and connect Pleasant Ridge and Royal Oak with a park" (41%), but another 22% of participants put it last, indicating a potential for division within the community over the issue. Interestingly, this option received the strongest support from the one study area which is not adjacent to I-696 (the southeast quadrant). Neither

a reduction in traffic speed nor in the number of travel lanes was popular; over a third of residents marked each strategy as the least preferred of them all.

Vision session attendees reinforced the need for specific focus on this area. "An attractive and functional I-696 / M-1 interchange" received the second highest number of votes at any table, and participants cited the busy, confusing intersection as the fourth greatest barrier to success in the community. Suggested strategies included a planning and visioning session dedicated to exploring options and feasibility, and enlisting help from neighbors and other entities such as the Michigan

Department of Transportation. They were also keenly aware of the dramatic costs associated with such an undertaking, recommending securing "financing and more financing."

Metro Detroit took steps toward increasing its public transportation options with the creation of a Regional Transportation Authority in 2012, and the first corridor under study for Bus Rapid Transit (BRT) is Woodward Avenue from Detroit, through Pleasant Ridge, to Pontiac. Vision session attendees named the RTA as an agency that should be "in the sandbox" to help make decisions about the future of Woodward Ave. Sixteen percent of survey respondents

000: Conceptual image of cap on I-696 at 10 Mile / Woodward Ave.  
Source: Woodward Avenue Complete Streets



### Community Strategies: Attractive, functional 696 / M-1 interchange

- Develop the vision through a dedicated planning process
- Stakeholder approval: neighboring cities, residents, RTA, MDOT
- Secure financing and more financing

## Community Expectation 2: Maintain Pleasant Ridge's character

The City of Pleasant Ridge is a geographically small community which nevertheless has a diverse array of assets stemming from its built environment, location, and history. To determine the most natural choices to capitalize on, residents were given a series of statements and asked to rank them in the order they felt best described Pleasant Ridge. Nearly four in five respondents (79%) gave first- or second-place ranking to the statement that the city is "a community with historic and well-maintained neighborhoods," while 46% offered one of those positions to the descriptor "a community conveniently located close to work, shopping, and entertainment." "A community that embraces diversity of lifestyles" appeared fairly evenly in each of the five ranking slots. Just under half of respondents (49%) placed "a community that appeals to young families" in one of the bottom two rungs, indicating some lack of identification with that trait. And although more than a third of respondents placed "a community where neighbors know each other" dead last, marking it as the least descriptive characteristic of Pleasant Ridge according to those residents, the most common words used by vision session attendees to describe their community were "neighborhood / neighborly / neighbors." These were mentioned at all four tables and received the highest number of votes in that exercise.

Pleasant Ridge residents value their neighborhoods' character

deeply: 89% of respondents to a survey conducted in conjunction with the 1999 master plan felt it was "very important" to "maintain the present character of Pleasant Ridge"; 51% of respondents to the survey conducted in conjunction with this master plan felt the statement that best described Pleasant Ridge was "A community with historic and well-maintained neighborhoods"; and "Preservation of community character" was the third highest collective priority at the vision session. However, this has not translated into support for a local historic district: in both surveys, approximately 65% of

### Community Strategies: Preserved houses and trees

- Comity
- Ordinance / code enforcement
- Continue to maintain / replace tree stock

respondents said they would not be in favor of establishing such a district throughout the City. The exception was among 2013 survey respondents who have lived in Pleasant Ridge less than five years. This group overwhelmingly gave the highest rating to the "historic" and "well-maintained" description, with 65% percent placing it in the top spot and another 23% putting it in second place, and exactly half said they would be in favor of a local historic district commission. During the vision session, "pride of home ownership / property

maintenance" was fourth on the list of things that attendees felt the community had done well, cited by three tables. Overall, preservation of community character was the third-highest collective priority.

Pleasant Ridge's proximity to a number of well-established centers of entertainment, shopping, and dining offers the community the flexibility to decide how much of the "downtown" experience it would like to provide within the city limits. To determine how the need for this experience is currently being met, residents were asked, "What do you consider to be your downtown?" and given seven communities to rank. Most chose Ferndale or Royal Oak, which received 46% and 31% of first-place rankings respectively and no responses at all placing them in the bottom two rankings. Geography seemed to play the deciding role between the two, with those living in the northeast quadrant and between Woodward Ave. and Ridge Road most likely to cite Royal Oak (42% and 35% respectively), and those in the southeast quadrant and west of Ridge Road choosing Ferndale (59% and 63% respectively). Fifteen percent of all respondents selected Detroit as their primary downtown, though most (57%) placed it in the middle of the pack. Pleasant Ridge received first-place status from 6% of residents and last-place status from another 6%; the largest share of respondents (26%) ranked it fourth. Neither Berkley nor Birmingham

appeared anywhere in the top three slots for more than 12% of the surveyed population, indicating that most residents would prefer to congregate elsewhere. Well, anywhere but Hamtramck: fully 80% of respondents said that given the options, that is the last downtown they would choose.

Overall, citizens are largely satisfied with the condition of

the Pleasant Ridge portion of the Woodward Avenue corridor while acknowledging room for improvement. The best feature is the series of Woodward Avenue greenbelt parks, which were rated as “attractive” by 68% of respondents; only 3% felt they needed improvement. A plurality of the residents found each of the remaining features “acceptable,”

including the north (Royal Oak) and south (Ferndale) entrances to the city and the physical condition of the buildings and median along Woodward Avenue. Few found either the south entrance to the city or the buildings to be “attractive” (16% and 9% respectively), and the buildings along Woodward received the most votes for “needs improvement” (40%).

### *Community Expectation 3: Quality mixed-use redevelopment on Woodward*

Pleasant Ridge’s frontage along Woodward Avenue is in many ways its “face” to the rest of the world. While the commercial opportunities it presents are readily apparent, the city has also chosen to establish a unique “greenbelt” along the west side consisting of parks and sidewalks. The small size of the city means that all change will necessarily have an impact on existing land uses and must be carefully considered.

Mixed-use development along Woodward was the fourth highest collective priority in the vision session, and one exceptionally complete picture of its future on offer consisted of “Thriving multi-use/mixed-use frontage on Woodward Avenue with more commercial and retail opportunities, better parking and connectedness, slower traffic, and windmills.” In the survey, residents were asked about redevelopment generally along the east (commercial) side of Woodward Avenue, and on two specific sites. Presented with a series of five strategies

for the east side of Woodward and asked to rank them, citizens had a clear favorite: the majority of respondents (52%) gave first-place ranking to “Woodward Avenue should be redeveloped as a mixed-use district with a combination of retail shops with upper level residential living units.” The strongest support came from those who have lived in Pleasant Ridge for less than five years,

with 69% selecting this option as opposed to 39%-57% from the groups who had lived in the city longer. Support for redevelopment “as a professional office district” was evenly spread out among all respondents, with 39% placing it in the top two tiers and 36% placing it in the bottom two. The remaining three categories, “no change,” “should be converted to a publicly owned greenbelt,”

#### *Community Strategies: Thriving multi-use/mixed use frontage on Woodward avenue with more commercial and retail opportunities, better parking and connectedness, slower traffic, and windmills*

- Separate Planning Commission and DDA, with DDA having a business voice and more active board
- Better vision for Woodward, including especially parking changes, traffic speeds, etc.
- Working more closely with Ferndale, Huntington Woods, and Royal Oak

#### *Community Strategies: Mixed development*

- Zoning improvements
- Parking both sides
- Embrace mixed / stable business development; residents be flexible
- Tax / business revenue

and “should be redeveloped as a higher density residential district” were assigned one of the bottom two slots on approximately half of respondents’ lists.

Residents were also asked about redevelopment on a one-acre parcel near Kensington known as “the triangle.” About two-thirds of respondents (68%) indicated some level of support for redevelopment of “the triangle,” with answers split fairly evenly between “agree” and “somewhat agree.” The exception was among those who live in the northeast quadrant of the city, nearest the site: 40% of those respondents were not in favor of redevelopment. The strongest support came from those with less than five years’ tenure, who also provided the most emphatic response to which type of use they would like to see on the parcel by giving 72% preference to “combination commercial with residential above the first floor.” This option was the favorite overall (64%), even among those few in the northeast quadrant (71%) who agreed to the redevelopment, but it dropped

sharply to 47% among those living between Woodward Ave. and Ridge Road. That group preferred standard commercial development (37%).

The figures were reversed in the case of the greenbelt parcel between Millington Road and Poplar Park Blvd., with 68% of citizens indicating that they would “disagree” with redevelopment on that site. Asked which type of use they would most strongly support, the clear winner again was “combination commercial with residential above the first floor” with 61%. Opinions on mixed use development held through cross-tabulation here too, with 71% of those with less than five years in Pleasant Ridge favoring it more strongly than the other groups (range: 50%-67%) and a mere 20% of those between Woodward Ave. and Ridge Road expressing support (range of other areas: 57%-82%). In this case, that group preferred multiple family residential development similar to the apartments on Woodward between Maynard and Sylvan Avenues.

In addition to geographic and use considerations, the disbursement of liquor licenses is another factor that can affect the character of redevelopment opportunities. The city has issued its two liquor licenses to Cork and Mae’s restaurants, and licenses may be also available either through a transfer from another community or through a program available to the Downtown Development Authority. Citizens were most inclined to issue such hypothetical licenses to a fine dining venue, with 61% “in favor” and another 22% “somewhat in favor.” A family style restaurant and a microbrewery/pub each received 39% support “in favor” and approximately 25% “somewhat in favor.” The majority of respondents were “not in favor” of a national franchise (86%), a carry-out venue (74%), or a sports bar (69%). In every case, there were fewer respondents from the under-five-year-tenure group who were “not in favor” of a given establishment than from the other groups, sometimes by wide margins.

### *Community Expectation 4: Maintain financial stability and independence*

#### ***Community Strategies: Completely maintain independence***

- Maintain Pleasant Ridge police forever
- Independent recreational teams
- Continued community involvement

#### ***Community Strategies: Fiscal stability***

- Match revenue and expenses
- Financial forecasting - long-term
- Expand the “revenue pie”
- Competitive City contracts
- Tax / business revenue
- Responsible budget

The City of Pleasant Ridge is in an enviable financial position compared to many communities. Its 2013-2014 projected expenditures match its projected revenues, and its expected fund balance is approximately 28% of revenue. Though declining home values and changes to the State revenue-sharing program have made their presence known in Pleasant Ridge, they have been managed without drastic cuts to services or other reductions in quality of life. It was somewhat of a surprise, then, when vision session attendees named “financial stability” as their top collective priority overall. As in many communities, lack of money and/or resources was named as the top barrier to success, but no particular vision was cited as being thwarted for lack of funds. Rather, the recommended strategies suggest forward-looking, practical concerns of savvy and engaged residents.

However, participants were very concerned about maintaining their independence overall; this ranked fifth among the collective priorities. In particular, the Pleasant Ridge police force—an item with a large presence on the balance sheet, accounting for 32% of all expenditures—was the top item that they felt the community had “done well,” mentioned at three of the four tables and receiving the highest number of votes. Another strategy advocated for maintaining Pleasant Ridge’s independence was the continued support of its own recreational teams. These are especially poignant against the backdrop of all that Pleasant Ridge does collaborate on successfully, from libraries to schools to fire services. Taken together, the picture is one of a city that is deeply embedded in the fabric of the wider community yet prefers to rely on itself for protection and values the social bonds and identity reinforcement provided by recreational teams.

### *Community Expectation 5: Accommodate existing and encourage new demographic shifts*

The median age in the City of Pleasant Ridge has increased from 37.0 in 1990 to 43.4 in 2010. As a population ages, its housing needs change: rooms and yards to accommodate active children diminish in importance, and architectural features such as multiple levels can become harder to navigate, for example. Nearly all surveyed residents either “agreed” (73%) or “somewhat agreed” (20%)

#### ***Community Strategies: Increasingly diverse community, economically and culturally***

- Implement viable, comprehensive senior program
- Affordable housing plan
- Public education support

with the statement, “It is important for Pleasant Ridge to encourage mature families and retirees to remain in the community.” Support dropped sharply when the discussion turned to specifics, however. Far fewer respondents “agreed” (23%) or “somewhat agreed” (35%) that “there is a need for housing for elderly households,” and the majority of respondents (53%) disagreed with the statement, “The City should



help facilitate the development of housing for elderly residents.” Perhaps unsurprisingly, those with the longest tenure (15 years or more) were the most likely to buck this trend, with 72% recognizing a need for elder-appropriate housing and 67% expressing support for city-facilitated development of it. Though only 22% of the residents

said they used the “Dog Park” facility, 35% were opposed to considering the use of that site for senior housing.

In addition to accommodating a changing landscape with regard to residents’ ages, vision session participants were concerned with economic, cultural, and

architectural diversity. Three of four tables said the city could be described as “culturally and architecturally diverse,” and this item was the second highest vote-getter in that category. Overall, “economic and cultural diversity” ranked 8th among collective priorities.

### *Community Expectation 6: Well maintained recreational assets*

Pleasant Ridge’s recreational assets were mentioned frequently during the vision session. The Community Center is heralded as a jewel, taking second place among all the things citizens felt have been done well in the City. A vision of green spaces, improved parks, and well-maintained recreational assets ten years in the future got the fourth-highest number of votes in that category, while a beautiful and completed Gainsboro Park was sixth. They got specific when asked what the community could have done better, citing the Department of Public Works building and lot,

the sidewalk system, and another mention of Gainsboro Park.

A survey conducted in conjunction with the 2013 update to the Pleasant Ridge Five-Year Parks and Recreation Plan found that an overwhelming 97% of residents “strongly agreed” (80%) or “somewhat agreed” (42%) with the statement, “Parks and recreation facilities and services are important to our community and worthy of taxpayer support,” and 88% felt that the City’s parks and recreation facilities were “extremely important” (47%) or “very important” (41%) to their sense of community.

#### *Community Strategies: Well maintained recreational assets*

- Timely maintenance: replace or remove disrepaired streets
- Continue to improve and add recreational assets
- Prioritization
- Beautiful Gainsboro Park
- Implement the plan
- Maintain the changes; increase Parks and Rec budget
- Pursue creative funding sources



# Issues Worth Resolving

## Basic framework

Pleasant Ridge’s basic planning framework aligns well with the State of Michigan’s recent focus on “placemaking,” or the creation of high-quality, amenity-rich spaces which have the capacity to attract and retain the talented knowledge workers who are driving the 21st century economy. Basic components include understanding a community’s place within the region and its unique contributions to it, ensuring the availability of recreational and social opportunities, encouraging a built environment that is scaled to the human form, and facilitating a range of transportation choices. Pleasant Ridge has a solid history of providing the first two and a demonstrated interest in moving toward the second two.

Another statewide initiative that may benefit Pleasant Ridge is the “Redevelopment Ready” program from the Michigan Economic Development Corporation. This is a set of best practices designed to create a predictable experience for investors, businesses, and residents working within a community in order to attract the highest-quality and most suitable development. Pleasant Ridge already engages in many of the practices outlined below, and so may be in a position to substantially improve outcomes with a reasonable amount of effort.

## Demographics

The two demographic trends most likely to have an impact on Pleasant Ridge are the increasing median age and the shrinking household size. The median age of a community affects both

its demand for services and its built environment. An older population needs fewer schools, playgrounds, and youth-oriented recreational programs but more medical facilities, attention to full accessibility, and adult recreational options. While this shift should be kept in mind when planning in order to accommodate the changing needs of the community, it is also important not to swing too far in the other direction. Items with the greatest applicability across diverse age groups, such as full accessibility, should receive the most attention. In a fully built environment such as Pleasant Ridge, a drop in household size signals a drop in overall population. Though the tax base remains unaffected because it is tied to housing structures rather than people, revenues from fee-for-service programs such as water use will diminish. Commercial enterprises may also feel the result of a decline in overall consumer demand.

	1990	2000	2010
Population	2,833	2,594	2,526
Household size	2.59	2.33	2.27

Survey analysis reveals a pocket of support for many of the community’s overall goals that is strikingly strong among those Ridgers who have arrived within the last five years. Making up 28% of survey respondents, this group’s attitude toward transportation is markedly multi-dimensional: they leave their cars behind for fun, ride their bikes when no one else does, find ways to get to work besides driving alone, and

## Redevelopment-Ready Communities Best Practices

### Community Plans and Public Outreach

- ☒ Master plan updated, in-use and accessible online
- ☒ Specific areas targeted for reinvestment
- ☒ Master planning aligns with budget
- ☒ Public continually involved to achieve cohesive vision

### Zoning Policy and Regulations

- ☒ Zoning ordinance supports goals of master plan and accessible online
- ☐ Zoning ordinance allows for mixed-use by right in specific districts
- ☐ Flexible parking regulations to decrease re-development barriers

### Development Review Process

- ☐ Site plan review process is clearly outlined and accessible online
- ☐ Roles and timelines are clearly defined and online
- ☐ Development materials and contact information is easily accessible and found together online

### Education and Training

- ☐ Staff and officials regularly attend trainings to make more informed decisions
- ☐ Newly elected and appointed officials receive an orientation regarding their role in redevelopment in the community

### Redevelopment Ready Sites

- ☒ Redevelopment opportunities are identified and prioritized
- ☒ Public is involved in visioning for important sites
- ☐ Potential resources are identified for sites
- ☐ Priority sites are packaged and actively marketed online

### Community Prosperity

- ☒ Community has an economic development and marketing strategy
- ☐ Community website is easy to navigate and find relevant development information

are eager to put the BRT to regular enough use to replace a household car. Their support for redevelopment in general and mixed-use development specifically outweighs all other groups. They value Pleasant Ridge's historic character most keenly, demonstrating that value by offering the greatest support for encoding it in a local historic district. They are also the least likely to oppose the distribution of a liquor license to any particular kind of establishment. Taken together, the concentration of these preferences in Pleasant Ridge's newest (and youngest among survey respondents) residents points to an organically-occurring paradigm shift that seems likely to grow over time. Therefore, it further seems reasonable that implementation of the physical aspects represented by this shift—accommodation of nonmotorized transportation and mixed-use development in particular—is an investment that is well-suited to the community's future and well worth making.

## Housing and neighborhoods

Since the writing of the last master plan, all of the residential parcels within the City of Pleasant Ridge have been included in historic districts listed on the National Register of Historic Places. This is an indication of both the value Pleasant Ridge places on its heritage and its desire to continue to identify with its historic character. Strong support does not currently exist within the community to institute a local historic commission, which would have the power to review external modifications to private residences in order to ensure that they are in keeping with the historical character of the community.

The residences within the city are almost exclusively detached single-family, a lack of diversity that may not match up well with the coming demographic changes. In particular, an aging population is faced with a dearth of age-in-place housing. Though only a minority of survey respondents considered this an issue to be addressed at the municipal level, citizens and leadership would be wise to understand that aging happens to everybody, and the option to do so among long-standing neighbors



and in the environment we have chosen to spend our most productive years in has benefit to the community fabric. Smaller and/or attached housing units would suit both aging and shrinking households.

### Multi-jurisdictional collaboration

As noted in the Community Facilities section, Pleasant Ridge enjoys robust and fruitful relationships with many of its neighboring jurisdictions. These connections have allowed the City to realize substantial cost savings in service provision and have positioned the community favorably under recent state revenue sharing requirement changes.

In addition to these service agreements, Pleasant Ridge will benefit from the establishment of regular communication and deep collaboration with its neighboring communities throughout the Woodward Avenue BRT and Complete Streets processes. This principal thoroughfare across the tightly-developed fabric of metro Detroit is by nature multi-jurisdictional, yet the success of its transformation into a public space that accommodates all modes of transportation must be a highly coordinated effort with significant buy-in from all parties. By taking the initiative to establish a working “block” of communities with a cohesive vision, including Birmingham, Royal Oak, Ferndale, and Huntington Woods, Pleasant Ridge can have a greater influence on a final design that satisfies its needs.

### Woodward Avenue business district

The arrival of Bus Rapid Transit and Complete Streets on Woodward Avenue has the potential to change the look and function of the corridor substantially, and Pleasant Ridge should seek to dovetail its efforts with these regional strategies wherever possible. A key complement to these transportation changes is the development of mixed-use facilities, which should be permitted

and supported by Pleasant Ridge’s zoning ordinance. Special attention should also be paid to the lone remaining development site within the City, the one-acre parcel known as “the triangle” which sits at the node of Woodward Ave. and I-696.

### General infrastructure

Overall, Pleasant Ridge has a complete infrastructure system including basics such as water, sewer, and roads as well as amenities like lighting and sidewalks. Though rarely boasted about in real estate ads, these items present a powerful image: well-kept infrastructure communicates safety and well-being to current and prospective residents. Maintenance of this system, which is now many decades old, can be both costly and time-consuming, but it is an investment that pays dividends in taxable value, real estate prices, and occupancy rates.

### Sustainability

The City of Pleasant Ridge and its “Woodward 5” neighbors (Berkley, Ferndale, Huntington Woods, and Royal Oak) collaborated on the “Woodward 5 Sustainability Partnership” in 2012-2013.

The purpose of this collaboration was to establish an overall vision of the communities’ sustainable future, describe preferred economic, environmental, and community outcomes, identify indicators of those outcomes and measure baseline data related to them, set targets measurements for each indicator, and propose actions to achieve those targets.

Pleasant Ridge measured 17 of the 48 indicators identified by the partnership. The indicators demonstrated strong alignment with Pleasant Ridge’s community expectations, particularly in relation to transit and recreation. They also highlighted some of the existing conditions in Pleasant Ridge which already support the sustainability framework, such as the number of well-educated residents, the general fund balance, and tree canopy coverage.

Indicator	Units	Baseline Year	Pleasant Ridge Baseline	W5 Baseline	Target
<b>COMMUNITY</b>					
<b>Strong Engagement with Science, Arts, Historical &amp; Cultural Programs and Institutions</b>					
Arts & Culture Program Spending	% Public Funds	2011	3%	5%	↑
<b>Well-Educated</b>					
Residents with Bachelors Degree or Higher Degree	% Population	2010	63%		↑
<b>Healthy Community</b>					
Recreational Pathways	Miles of Trail per Square Mile	2012	7.4	6	↑
<b>Diverse Community</b>					
Racial Diversity Index	0-100	2010	11.69	18.38	↑
<b>ECONOMY</b>					
<b>Economic Development Friendly</b>					
Commercial Site Plan Reviews	Days	2011	30		↓
<b>Economic Diversity</b>					
Young Professionals	% Population Age 24-35 with Bachelor's Degree	2010	72%	68%	↑
Management, Business, Science, and Arts Occupations	% Workforce Employed in Management, Business, Science, and Arts Occupations	2010	67%	51%	↑
Commercial, Office, and Industrial Parcels within ¼ Mile of a Bus Stop	% Units Measured Along Road Network	2012	84%	75%	↑
<b>Fiscal Sustainability</b>					
General Fund Balance	% Fund Balance vs. General Fund Expenditures		27%	21.90%	↑
<b>ENVIRONMENT</b>					
<b>Green Infrastructure</b>					
Residential Parcels within ¼ Mile of Public Recreation Land	% Units Measured Along Road Network	2012	98%	80%	↑
Active Parkland	Acres per 1,000 Residents	2012	3.27	9.08	↑
Public Recreation Funding	USD per Resident	2012	\$190.15	\$47.69	↑
Tree Canopy Coverage	% Area	2008	33%	26%	↑
<b>Transportation</b>					
Walkability	% Residential Parcels within ¼ Mile of a Commercial Parcel	2012	61%	76%	↑
Transit Access	% Residential and Business Units Within ¼ Mile of a Bus Stop	2012	19.80%	33%	↑
Recreational Pathways	Miles of Trail per Square Mile	2012	7.42	5.98	↑
People Biking or Walking to Work	% Population	2010	0.90%	2%	↑

# Goals and Strategies

Goals and strategies are the heart of a master plan: they tell us where we're going to go and how we're going to get there. Developed directly from citizen input received through the citywide survey and the visioning session, the following pages present both the general framework for Pleasant Ridge's desired future and the specific actions we can take to achieve it.

## ***Create a vibrant, diverse, mixed-use, mixed-density district along Woodward Avenue.***

Contrary to the long tradition of use-based classification and separation of our built environment, a new awareness is dawning of the value and utility of mixed-use development and increasing density. Mixed uses are an essential component of a walkable community, eliminating the "space barrier" between all-residential development and the goods and services its residents regularly require. It also offers greater flexibility to developers and businesses, which are presented with a wider array of opportunities to fill local needs using the space available, not to mention a customer base with a high convenience incentive to use its goods and services. Similarly, single-density residential development is receiving a long-overdue rethinking as household sizes shrink and the "standard" household of a married couple with children makes up an ever-decreasing share of actual households. By contrast, mixed-density housing expands household-appropriate residential offerings in the community while enhancing the viability of commercial enterprises by intensifying the customer base. In particular, there

is a range of "missing middle" housing options which can comfortably provide higher density that have received scant attention over the past several decades. These include duplexes/triplexes, "mansion-style" apartment buildings, townhomes, and live-work units with commercial space on the first floor.

Pleasant Ridge citizens are already on board. When asked about their preferred redevelopment strategy for the east side of Woodward Avenue, residents most strongly supported "a mixed use district with a combination of retail shops with upper level residential living units" (52%) over any single-use strategy such as an office district or green space (both 12%), higher-density residential development (3%), or even the status quo (20%). Commercial/residential mixed use development was even more strongly preferred for individual potential redevelopment sites at "the triangle" and along Woodward Ave. between Millington Road and Poplar Park Blvd., with approximately 65% of residents choosing that over either apartments or standard commercial development.

### Strategies:

- Fully explore the use of form-based code as a tool to shape the many changes in progress and on the way along Woodward Avenue
- At a minimum, make appropriate changes to the zoning ordinance to allow mixed uses
- Examine an overall parking strategy for the City as a whole
- Investigate possible utility of and sites for “missing middle” housing to increase density along Woodward Ave.
- Explore potential consequences and benefits of separating the Planning Commission and Downtown Development Authority to encourage a more focused approach to the business community
- Communicate the benefits of mixed-use development and increasing density to residents and encourage them to support these strategies
- Investigate potential positive tax value implications of increased density
- Work closely with Ferndale, Huntington Woods, Birmingham, and Royal Oak to understand the full context of development along the Pleasant Ridge portion of Woodward and make complementary choices
- Link strategies for a walkable, bikeable, and traffic-calmed Woodward Ave. to the health and vibrance of the business community
- Keep relevant and actively participate with the procedures and policies of MDOT, SEMCOG, the Oakland County Road Commission, and other regional entities

000: Maywood Townhomes photo





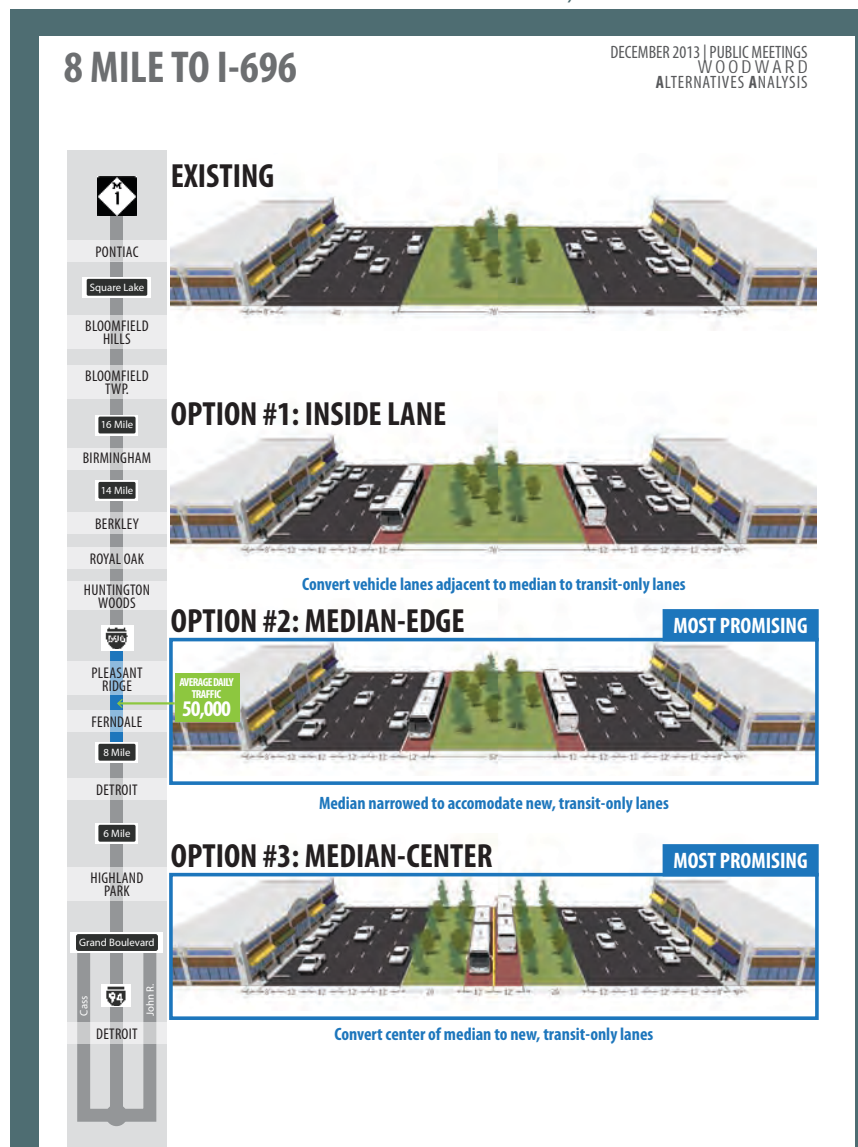
***Expand transportation options within the City to include a walkable, bikeable Woodward Ave., and take advantage of regional transportation changes.***

While Americans, metro Detroiters, and Pleasant Ridge residents still love cars and depend on them heavily for the freedom of mobility they offer, a growing desire for an expanded palette of transportation options is beginning to take its place among land use considerations. The biggest example is the ongoing conversation about public transportation along the Woodward Corridor, which has recently included every scale of government from the City of Detroit to the United States Secretary of Transportation. At the time of this writing, the Southeast Michigan Council of Governments (SEMCOG) has conducted an alternatives analysis and settled on Bus Rapid Transit as the most appropriate choice for mass transit, with tentative stops at 9 Mile Road and the Detroit Zoo (I-696). SEMCOG envisions that these stops will improve pedestrian crossings, calm traffic, and improve safety and security along Woodward Ave. Under this scenario, the impact to Pleasant Ridge will be largely indirect because the route will not require much if any land under Pleasant Ridge's jurisdiction to be used for a transit stop, but it will provide much greater access to the City—particularly within a comfortable walking distance to each station—and commercial and residential land use opportunities should be considered against that backdrop. However, the analysis omitted any detail whatsoever about the I-696 / Detroit Zoo stop and potential approaches to it, presumably because of the practical difficulties posed by the complicated intersection of I-696 and Woodward Ave.

The Woodward Avenue Association is developing a Complete Streets plan for the corridor, a concurrency that is important for providing non-

vehicular connections between riders' points of origin—their homes, workplaces, and shopping destinations—and the BRT line. A draft concept in the plan, released in September 2013, envisions a reduction in travel lanes from four to three for the stretch between 8 Mile Road and Oakridge, with an exclusive lane for the BRT in the current median. The excess right-of-way would be repurposed to provide a buffered two-way bicycle track on both sides and

*000: Woodward Avenue BRT alternatives analysis*



to expand the sidewalk from six feet to 25 feet. In addition to the focus on the Woodward Ave. right-of-way, the “Bicyclist’s Guide to Southeast Oakland County,” prepared by the County with the support of the Beaumont Health Center, indicates “high comfort” bicycle travel on Ridge Road, Oakland Park Blvd., and the portion of Indiana between Sylvan and Woodward Heights as well as “medium comfort” travel on Woodward Heights from Indiana to I-75.

Taken together, these changes have the character of the Woodward Avenue Corridor from the familiar,

thoroughly vehicular through-way to a new kind of “place” accommodating a multitude of users and activities. Survey results indicate that the residents of Pleasant Ridge are in a good position to look forward to this transition. Eighty percent of Pleasant Ridge survey respondents have indicated that they would at least consider using BRT; a significant proportion enjoy walking (21%) and biking (14%) enough to use them as their primary mode of transportation for leisure; and the majority (52%) support the creation of a mixed-use district, which is particularly well-suited to non-car forms of transportation.

## I-696 TO 14 MILE

DECEMBER 2013 | PUBLIC MEETINGS  
WOODWARD  
ALTERNATIVES ANALYSIS



PONTIAC

Square Lake

BLOOMFIELD HILLS

BLOOMFIELD TWP.

16 Mile

BIRMINGHAM

14 Mile

BERKLEY

ROYAL OAK

HUNTINGTON WOODS

6960

PLEASANT RIDGE

FERNDAL

8 Mile

DETROIT

6 Mile

HIGHLAND PARK

Grand Boulevard

94

DETROIT

### EXISTING



### OPTION #1: INSIDE LANE

**MOST PROMISING**



AVERAGE DAILY TRAFFIC 65,000

Convert vehicle lanes adjacent to median to transit-only lanes

### OPTION #2: MEDIAN-EDGE



Median narrowed to accommodate new, transit-only lanes

### OPTION #3: MEDIAN-CENTER

**MOST PROMISING**



Convert center of median to new, transit-only lanes and convert adjacent vehicle lanes to median

### Strategies:

- Develop a “Pleasant Ridge preferred” plan for the BRT stop at I-696/Detroit Zoo and for a walkable, bikeable Woodward that considers traffic solutions, pedestrian/bicycle safety and amenities, and transit-oriented development as well as the placement and approach of the stop itself
- Establish a regular meeting schedule with Royal Oak, Huntington Woods, Ferndale, and Birmingham to develop a coordinated vision
- Monitor the progress of Woodward Avenue Bus Rapid Transit and Complete Streets plans and implementation, and look for opportunities to coordinate development with it; investigate cost savings associated with such coordination
- Make appropriate changes to the zoning ordinance and consider a local complete streets ordinance
- Continue to investigate improvement to Woodward Ave. and Sylvan intersection

## ***Preserve the historic, stable, attractive neighborhoods of Pleasant Ridge***

Most of the City of Pleasant Ridge is comprised of its greatest asset: its desirable, historic residential areas. Making up 97% of all parcels and 96% of the taxable valuation of the city, their preservation, protection, and enhancement are central to the community's success. The City has already taken the bold step of listing its entire land area on the National Register of Historic Places. This provides formal recognition and documentation of a property's significance based on uniform standards, and it implements a review by the Advisory Council on Historic Preservation any time a proposed Federal project will affect a registered property—in this case, anywhere within the City. It does not place any obligations on private property owners to maintain or restore their historic resources, however, because such protection can only be accomplished with a local historic district as provided for by Michigan Public Act 169 of 1970 and as noted in the Community Expectations, a majority of residents do not support the institution of such a district. But this combination has so far appeared to work well for

Pleasant Ridge: the national designation addresses externally generated infrastructure decisions such as those which have been controversial in the community's past, while the homeowners who have been responsible for the current excellent quality and character of the neighborhoods are not troubled by more burdensome restrictions.

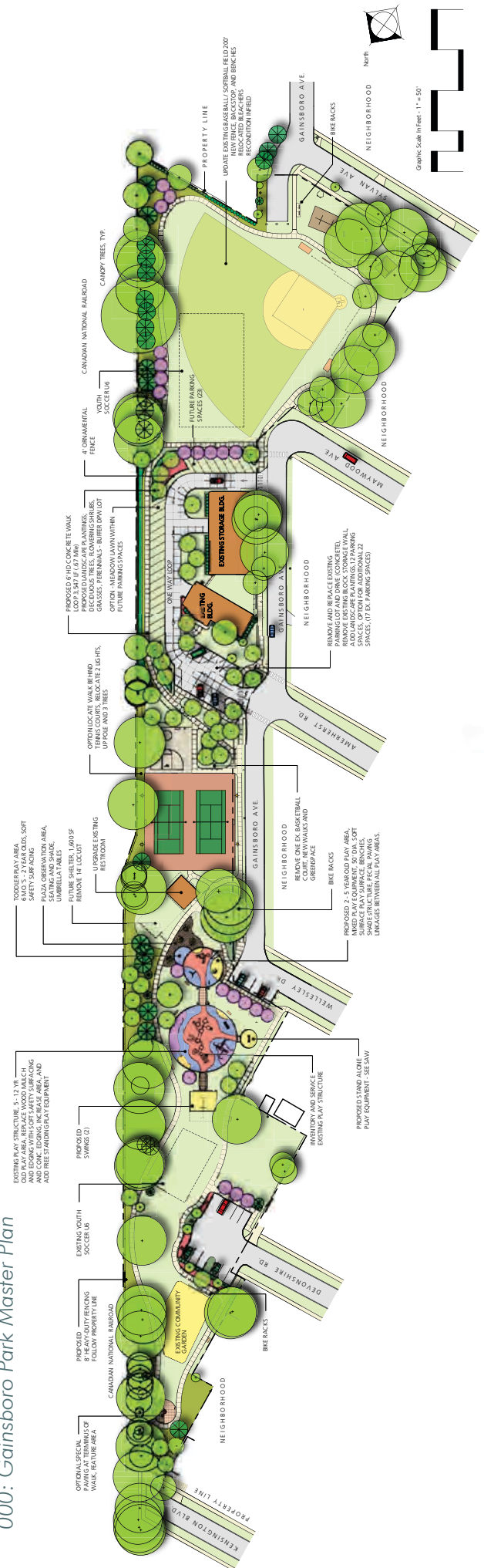
In November 2013, voters agreed to extend until 2035 a millage of up to three mills per year "to be used to finance street, sewer & water system repairs, sidewalks, alleys, parking lots, parks, and general infrastructure improvements within the City of Pleasant Ridge." First levied in 1994, this millage has allowed the City to maintain its curb appeal and well-kept image as communities all over the state found themselves having to sacrifice infrastructure quality in the face of diminishing general fund balances. This in turn has helped Pleasant Ridge avoid the worst of the "housing bust" by remaining an inviting, attractive option to those seeking to purchase a home.

### Strategies:

- Institute a sidewalk replacement program
- Consider converting street lighting to LED
- Devote appropriate resources to ordinance and code enforcement
- Continue to maintain and replace tree stock
- Continue the infrastructure reconstruction program
- Encourage cooperation among neighbors: reciprocate each others' judgments out of deference, mutuality, and respect
- Engage in long-term financial forecasting and capital improvements planning to ensure the best return on infrastructure investments

As noted in the Community Expectations, a survey conducted in conjunction with the 2013 update to the Pleasant Ridge Five-Year Parks and Recreation Plan found that the most-used recreation sites in Pleasant Ridge are the two major facilities: the indoor Community Center / Wellness Center / Community Pool at 4 Ridge Road, and the outdoor Gainsboro Park along the eastern boundary of the City. Differences in the condition of the two facilities are pronounced. About four in five survey respondents said the indoor facilities were “extremely well” or “very well” maintained, as opposed to just over a third of respondents (36%) who said the same about Gainsboro Park. Pleasant Ridge currently hosts just under ten acres of recreation land, less than a third of the area recommended by the Michigan Recreation and Park Association for a community of its size, and deserves to have its available recreation land developed to its fullest potential. The facilities and activities that survey respondents would most like to see in Pleasant Ridge were walking and exercise trails, play structures for toddlers and older children, community gardens, and cultural events / public art. Gainsboro Park provides an excellent current or potential site for all of these, and a Gainsboro Park Master Plan developed in 2013 incorporates all of them.

- Continue to maintain, improve, and add recreational assets and parks
- Implement the Parks and Recreation Master Plan and the Gainsboro Park Master Plan
- Pursue creative funding sources
- Maintain Pleasant Ridge's independent recreational teams





# *Strategies and Land Use*

# Existing Land Use

Land use within the City of Pleasant Ridge is overwhelmingly residential: 61% of the land area and 91% of the parcels are so classified.

Land use within the City of Pleasant Ridge is overwhelmingly residential: 61% of the land area and 91% of the parcels are so classified. The two multifamily parcels within the City limits total 0.5 acres and make up just 0.13% of the land area, so nearly all of the 1,144 housing units are single-family. Lots smaller than 8,000 square feet represent the largest share of both acreage (26%, or 95 acres) and parcels (57%, or 716 parcels). The east side of the city is composed almost solely of these parcels, and they line both sides of Maplefield Road on the western border. The west side of the city contains

the bulk of lots between 8,000 and 13,999 square feet, largely concentrated between Ridge Road and Oakdale Blvd. as well as along Oxford and Cambridge Heights Boulevards at the city's southern border. These make up 20% of the city's land area (71.8 acres) and 25% of its parcels (306). All but one of the remaining lots are larger than 14,000 square feet and less than one acre, comprising about 9% of the parcels (117) and 15% of the land area (53 acres). They make up the heart of Pleasant Ridge's west side, lining Poplar Park, Elm Park, and Oakland Park Avenues as well as Ridge Road. The













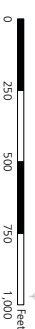
000: Pleasant Ridge aerial image

Photo: Google Earth

# CITY OF PLEASANT RIDGE 2014 Land Use

Data Source: City of Pleasant Ridge

- |   |   |   |                      |   |                                      |
|---|---|---|----------------------|---|--------------------------------------|
|  | Single Family, 1 to 2.4 acres           |  | Multiple Family      |  | Recreation/Conservative              |
|  | Single Family, 14,000 to 43,559 sq. ft. |  | Commercial/Office    |  | Transportation/Utility/Communication |
|  | Single Family, 8,000 to 13,999 sq. ft.  |  | Industrial           |   |                                      |
|  | Single Family, Less than 8,000 sq. ft.  |  | Public/Institutional |   |                                      |



largest residential lot in the city, at the corner of Ridge Road and Oakland Park Ave., is 1.1 acres—a greater percentage of land area (0.3%) than both multifamily units combined. The majority of the structures on the lots (70% of housing stock) was built before 1940, and most are three- or four-bedroom homes (49% and 29% respectively).

Public land use makes up the second largest classification within the City, even though its percentages are relatively tiny at 2.6% for recreation land (9.6 acres) and 1.7% for all other public land (6 acres). These parcels, 44 in all, are concentrated along the city's corridors: Gainsboro Park along the Grand Trunk Railroad corridor in the east, City Hall and the greenbelt along the west side of the Woodward corridor, and the Community Center and Roosevelt School at either end of Ridge Road. Buildings on these lands include City Hall, the historic police booth, the Community Center, the Gainsboro Park shelter, and the now-vacant Department of Public Works building; other structures and improvements include children's play equipment, athletic fields and courts, trails, picnic tables, gardens, benches, lighting, parking, and landscaping. This category also includes two small parking lots.

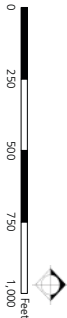
Pleasant Ridge's commercial district lies on the east side of Woodward, spilling over to the west side only on the last two blocks before the southern city limits. Its 29 parcels (2.3% of total parcels) are spread out over 6 acres (1.6%). Buildings are mostly one-story but do display some height variation, and they either abut the sidewalk or are set back about 10 feet. The streetwall is regularly broken up to provide for off-street parking or access to off-street parking, including the two lots under City ownership.

Right-of-way is a significant land use in Pleasant Ridge—30% of the total acreage. Defined here as parcel line to parcel line, Woodward Avenue alone takes up 3.9% of the city's available land (14.1 acres) and is comprised of a number of types of features. These include vehicle travel lanes, on-street parking, curb bump-outs, medians (both landscaped areas and concrete dividers), sidewalks ranging in width from 5 to 20 feet, landscaping that includes both trees and groundcover, and lighting. About 18% of the land is used for movement between parcels on residential rights-of-way, and the community accommodates buffers along I-696 and the Grand Trunk Railway with about 7.2% and 1% of its land area respectively.

# CITY OF PLEASANT RIDGE Future Land Use

Data Source: City of Pleasant Ridge

- Residential
- Woodward Ave. Mixed Use Corridor District
- Public/Institutional
- Recreation/Conservative
- Transportation/Utility/Communication
- Office Redevelopment Area



# Future Land Use

Because nearly all of Pleasant Ridge's land area has been developed, the Future Land Use map does not represent any significant broad changes to land use.

Single-family residential lots continue to dominate the community's land area and parcel classifications with no change at all. The public/institutional land uses at City Hall, the Community Center, and Roosevelt School will also continue without change. Recreational offerings at the Community Center, Gainsboro Park, and the Woodward greenbelt will be preserved or enhanced with no change to their footprint on the land.

It is envisioned that the parcels along the east side of Woodward avenue as well as the southernmost two blocks of the west side of Woodward Avenue will continue to provide commercial and multifamily residential land uses as well as parking. However, the way in which these uses are configured will be re-examined with an eye toward the following considerations:

- An increased understanding of and appreciation for the benefits of mixed uses on a single site;
- A Woodward Avenue right-of-way that provides a safe and appealing experience for nonmotorized transportation users;
- Provision of parking on a citywide scale, rather than on a per-lot scale;
- Balancing commercial offerings with recognition of the community's commercial needs which are already successfully being met in neighboring jurisdictions;
- Understanding how multifamily offerings can contribute to the residential character of Pleasant Ridge, to the success of local commercial offerings, and to the success and utility of proposed transit investments along Woodward Avenue.

In its final form, the footprint now occupied by the commercial and multifamily parcels as well as the two municipal parking lots on the east side of Woodward will comprise a Pleasant Ridge Mixed-Use Corridor District. Due to the lack of depth of the lots on the east side of Woodward, the preferred land use development type would emphasize the vertical dimension by consisting of three- to three-and-a-half story buildings in a manner similar to the townhomes at Maywood Avenue. As parcels are redeveloped, these buildings can provide residential alternatives to single-family detached dwellings such as townhomes and lofts, offer opportunities for retail and office uses on the ground floor, and accommodate the physical constraints of the properties themselves.



# Zoning Plan

The Michigan Planning Enabling Act (PA33 of 2008) requires the inclusion of a zoning plan in the master plan. The zoning plan calls attention to changes that need to be made to the current zoning ordinance in order to align it with the new master plan.

Specifically, the zoning plan looks to show the relationship between the future land use map and the zoning map, and to suggest ordinance revisions to strengthen that relationship. Because zoning is the single most important legal device for regulating land development, the changes suggested are necessary in order to implement specific aspects of the master plan.

No change is anticipated for the regulations governing the R-1A, R-1B, R-1C, R-1D, or R-2 zoning classifications. Yard and bulk requirements for these single- and two-family residential classifications have been calibrated based on lot size and have been shown over time to preserve the desired residential character within the City limits. Similarly, no change is anticipated to the Parks, Recreation, and Municipal (PRM) or Manufacturing (M) classifications, which define standards that are currently successfully serving established and desired uses on those sites.

The present Commercial (C), Restricted Office (RO), Multiple Family (RM), and Parking (P) districts are all located within the Pleasant Ridge Mixed-Use Corridor District as shown on the Future Land Use Map. As currently defined, these classifications are incompatible with several of the considerations the district is designed to address. Most notably, the current zoning ordinance is a traditional, “Euclidean,” or use-based ordinance. This type of ordinance, which makes up the vast majority of all zoning in the United States, is designed to spatially separate each kind of use in order to minimize conflicts arising from incompatible uses. While this practical goal is well accomplished by this tool, it also has unintended consequences. By assuming that different uses are necessarily incompatible, such a scheme offers no opportunity to develop or accommodate a set of compatible uses: the benefit of spatially separating offices, shopping, and certain types of residences, for example, is much less clear than the cost associated with the inability to access three types of establishments



### *Elements of a Form-Based Code*

Form-based codes commonly include the following elements:

- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- **Public Space Standards.** Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- **Administration.** A clearly defined application and project review process.
- **Definitions.** A glossary to ensure the precise use of technical terms.

Form-based codes may also include:

- **Architectural Standards.** Regulations controlling external architectural materials and quality.
- **Landscaping Standards.** Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, ensuring unobstructed pedestrian movement, etc.).
- **Signage Standards.** Regulations controlling allowable signage sizes, materials, illumination, and placement.
- **Environmental Resource Standards.** Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- **Annotation.** Text and illustrations explaining the intentions of specific code provisions.

that people visit on a regular basis without introducing a transportation component between them. In this way, geographic separation has an effect on transportation more generally by heightening its importance in development considerations and by favoring motorized modes which handle this increased importance most efficiently.

This type of zoning ordinance also provides very few tools a community can use to shape its public spaces. Largely limited to lot size, setback, height, and floor-area considerations, these per-parcel considerations are inadequate to produce the kind of cohesive streetscape that can define and support a community's overall character, accommodate multiple modes of transportation, and produce an experience for visitors and residents of a memorable "place" that is more than a square of pavement sandwiched between a busy road and a commercial establishment.

Form-based coding is designed to address these concerns by shifting the regulatory emphasis away from a particular parcel's use and toward the shape, or form, it projects into the community. "Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and scale and types of streets and blocks. The regulations and standards in form-based codes are...keyed to a regulating plan that designates the appropriate form and scale (and therefore character) of development, rather than only distinctions in land-use types." This master plan supports the development of a form-based code to govern future redevelopment in the Pleasant Ridge Mixed-Use Corridor District, finding it a tool that better promotes the mixed-use, multi-modal, character-centric environment desired by Pleasant Ridge than the conventional use-based code currently in place.



# Implementation Program

The overall success of the Pleasant Ridge Master Plan will be determined by how many of the recommendations have been implemented.

This connection between master plan acceptance and its eventual implementation is often the weakest link in the planning and community building process, and this disconnect represents not one but two wasted opportunities: that of capitalizing on the work and effort spent creating

the plan, and that of reducing project work by using data and decisions already generated during the master planning process. The Implementation Program below is meant to help bridge that gap by providing concrete details about the timeframe and responsible parties for recommendations.

ACTION ITEM	DESCRIPTION	RESPONSIBLE	
		PARTY	TIMEFRAME
"Pleasant Ridge preferred" I-696/ Zoo BRT stop conceptual design	Convene a committee to work with Ferndale, Huntington Woods, Birmingham, and Royal Oak to offer a conceptual proposal for the BRT stop at I-696 / Detroit Zoo that was excluded from the Woodward Avenue Rapid Transit Alternatives Analysis	Committee	Immediately
Regional liaison	Designate an individual or committee responsible for tracking developments related to BRT and Woodward Complete Streets and ensuring that those developments are reported and included in future plans and projects	TBD	Immediately
Public education	Communicate the benefits of mixed-use development and increasing density to residents and encourage them to support these strategies; link strategies for a walkable, bikeable, and traffic-calmed Woodward Ave. to the health and vibrance of the business community	Everyone	Ongoing, beginning immediately
Form-based code	Create and adopt a form-based code for the portion of the Woodward Corridor that runs through Pleasant Ridge, including a complete streets ordinance	Planning Commission	Near-term
Gainsboro Park	Implement the recommendations in the Gainsboro Park Master Plan as well as the Parks and Recreation Master Plan	City Commission	Near-term
Infrastructure	Institute a sidewalk replacement program and consider converting street lighting to LED; examine ROI through financial forecasting and capital improvements planning	Committee	Medium- to long-term











# City of Pleasant Ridge

Amy M., Drealan, City Clerk

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From: Amy M. Drealan, City Clerk  
To: Jim Breuckman, City Manager  
Date: August 7, 2014  
Re: Proposed City Charter Amendment

## Overview

The Safer Pleasant Ridge Coalition submitted petitions for a ballot question for the November 4, 2014 Election. They have requested a Charter Amendment to the Pleasant Ridge City Charter. I have verified the petitions and they have met the signature requirement by State Law.

Charter Amendments do not require as many signatures as an Ordinance Amendment petition. In order for a proposed Charter Amendment to be placed on the ballot, a petition circulator must obtain 5% of the electors' signatures who were registered to vote at the last election. In Pleasant Ridge, that equals 118 signatures. The 5% requirement for Charter Amendments is established by State Law.

Petitions for an ordinance amendment are governed by our City Charter, which establishes that a petition circulator must obtain 15% of the electors' signatures. In Pleasant Ridge that equals 352 signatures. In the case of a petition for an ordinance amendment, once the petition is deemed valid the City Commission could do one of two things: 1) consider the proposed ordinance amendment for adoption, or 2) choose not to adopt the Ordinance as presented and allow it to be placed on the next election ballot for a decision by the voters.

## Charter Amendment Legal Process

In the case of a petition for a Charter amendment, the City Commission does not approve the submission to the voters or the text of the amendment. Instead, the item is forwarded to the Michigan Attorney General for approval of the language. If the AG approves the language, the question is placed on the next election ballot. There is no City Commission action necessary, and the City Commission cannot take action on the petition.

## Practical Impact

If the Charter amendment passes it will not have a substantive impact on how the City or our police operate. The City Charter cannot violate state statute – "No provision of any city charter shall conflict with or contravene the provisions of any general law of the state" (MCL 117.36). The effect is that the proposed Charter amendment will be largely symbolic in nature if it passes. It would merely serve as a statement of intent that the enforcement of marijuana laws in certain instances should be our lowest priority, not that they should not be enforced. We have had a total of 15 marijuana-related law enforcement actions over the previous three and a half years, which averages out to about 4 per year, so marijuana-related law enforcement actions are already not a high priority.

### Attorney General Review

The Attorney General did not approve the petition language, and the City Attorney advises that the question does not need to be placed on the November ballot. However, in consultation with the City Attorney the statutory language that governs charter amendments is not a model of clarity, and further there is no established guidance in the law on these types of questions. Given that the proposed charter amendment is symbolic in nature and will not have a practical impact on how the City police operates, the City is going ahead and placing the language on the ballot. Were we to pull the language from the ballot the potential exists that the petitioner could file suit against us, creating the potential of having to defend ourselves in a lawsuit over what amounts to a symbolic charter amendment. We find no compelling reason to risk having to spend time and money defending ourselves in such a lawsuit, and therefore have gone ahead and allowed this question to be placed on the November ballot.

### Tentative Ballot Language:

"Shall Article XII of the City of Pleasant Ridge Charter be amended to add a new Section 12.10, entitled "Law enforcement priorities," establishing certain marijuana-related offenses as the lowest law enforcement priorities for the City of Pleasant Ridge?"

### Full Text of Submitted Petition

To the City Clerk of Pleasant Ridge: We, the undersigned qualified and registered electors, residents in the city of Pleasant Ridge, in the county of Oakland, in the state of Michigan, respectively petition that Article XII of the City of Pleasant Ridge Charter be amended to add a new Section 12.10, entitled "Law enforcement priorities." The text of this proposed new section is set forth on the reverse of this petition and is adopted by reference.

The proposed amendment shall constitute one ballot question at the next regular election, and, as a ballot question, shall read as follows: "Shall Article XII of the City of Pleasant Ridge Charter be amended to add a new Section 12.10, entitled "Law enforcement priorities," establishing certain marijuana-related offenses as the lowest law enforcement priorities for the City of Pleasant Ridge?"

### Section 12.10 Law enforcement priorities

#### Definitions:

1. "Adult" means an individual who is 21 years of age or older.
2. "City of Pleasant Ridge law enforcement officer" means a member of the City of Pleasant Ridge Police Department or any other city agency or department that engages in law enforcement activity.
3. "Lowest law enforcement priority" means a priority such that all law enforcement activities related to marijuana offenses shall be a lower priority than all other law enforcement activities not related to marijuana offenses where usable marijuana was either possessed or consumed by adults.
4. "Marijuana" means that term as defined in section 7106 of the Public Health Code, 1978 PA 368, MCL 333.7106.
5. "Usable marijuana" means that term as defined in MCL 333.26423(j).
6. "Law enforcement activity" means investigation, citation, arrest, seizure of property, or providing assistance to the prosecution of marijuana offenses.

Lowest Law Enforcement Priority Policy

1. City of Pleasant Ridge law enforcement shall make law enforcement activity relating to the personal possession and/or use or usable marijuana their lowest law enforcement priority.
2. This lowest law enforcement priority policy shall not apply to the consumption of marijuana on public property or operating a motor vehicle while under the influence of or impaired by marijuana.
3. The City of Pleasant Ridge Police Department shall file with the City Clerk by June 1 of each year a written report containing the number of adults cited and/or arrested for personal possession or use of marijuana offenses by City of Pleasant Ridge law enforcement offices during the previous calendar year. This report shall be a public record.