

City of Pleasant Ridge
23925 Woodward Avenue
Pleasant Ridge, Michigan 48069

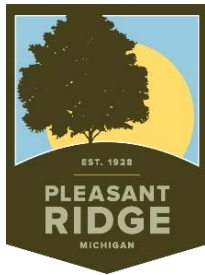
Regular Planning Commission Meeting
Monday, January 23, 2017

Members of the Planning Commission, and Residents: This shall serve as your official notification of the Regular Meeting of the Planning Commission to be held Monday, January 23, 2017, 7:00 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 PLANNING COMMISSION MEETING-7:00 P.M.

1. Meeting Called to Order.
2. Roll Call.
3. Consideration of the following minutes:
 - a. Regular Planning Commission Meeting held Monday, December 12, 2016.
4. **PUBLIC DISCUSSION** – Items not on the Agenda.
5. Introduction of new members.
6. 2017 Appointment of the following for Planning Commission/DDA:
 - a. Chair.
 - b. Vice Chair.
 - c. Secretary.
7. Consideration of the Capital Improvement Plan.
8. Consideration of the City of Oak Park Master Plan.
9. City Manager's Report.
10. Other Business.
11. 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.



City of Pleasant Ridge
23925 Woodward Avenue
Pleasant Ridge, Michigan 48069

**Regular Planning Commission Meeting
Monday, December 12, 2016**

Having been duly publicized, Chairman Lenko called the meeting to order at 7:01 pm

Present: Commissioner Bolach, Christensen, Lenko, McAuliffe, McCutcheon, Schlesinger, Treuter.
Also Present: City Manager Breuckman; City Commissioner Perry.
Absent: None.

Minutes

PC-2016-1530

Motion by Treuter, second by Schlesinger, to approve the minutes of the Regular Planning Commission Meeting held Monday, September 26, 2016, as amended.

Adopted: Yeas: Treuter, Schlesinger, Bolach, McAuliffe, McCutcheon, Christensen, Lenko.
Nays: None.

Planning Commission/DDA officers

Discussion was held regarding the election of officers at the January 2017 meeting. Members should determine who will fill the roles of Chairman, Vice-Chairman and Secretary.

Planning Commission/DDA officers

In January 2017, there will be four open positions on the Planning Commission/DDA. To date, there are three applications on file. The City Commission has been announcing open positions on all the Junior Commissions at their meetings, and the openings are posted on the City's Facebook page and website. The City Commission will be making the appointments for the open seats when the application period closes. City Manager Breuckman commented that Planning law allows for a City Commissioner to sit as a member of the Planning Commission. Discussion was held regarding these items.

Commissioner McCutcheon is eligible for reappointment to his second full term.

PC-2016-1531

Adopted: Yeas: Treuter, Bolach, McAuliffe, McCutcheon, Christensen, Schlesinger, Lenko.
Nays: None.

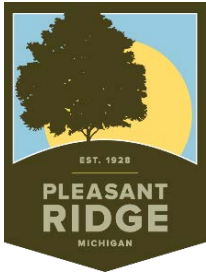
PC-2016-1532

Adopted: Yeas: Schlesinger, McCutcheon, Treuter, Bolach, McAuliffe, Christensen,
Lenko.
Nays: None.

PC-2016-1533

Adopted: Yeas: Bolach, Christenson, Schlesinger, McCutcheon, Treuter, McAuliffe, Lenko.
Nays: None.

Amy M. Drealan, City Clerk



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: Planning Commission
Date: January 19, 2017
Re: Capital Improvements Plan

Overview

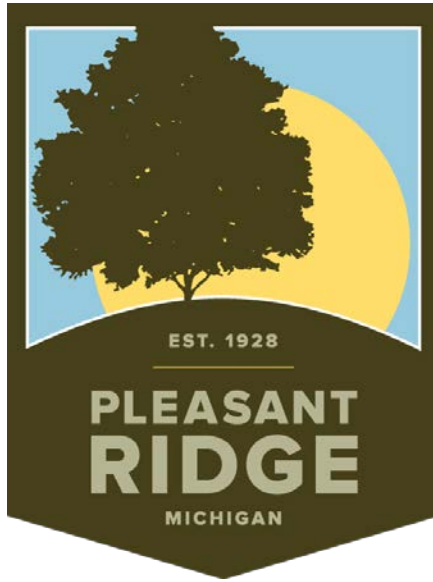
Attached to this memo is the proposed 2017-2023 City of Pleasant Ridge Capital Improvements Plan. The Plan incorporates recommended capital projects for the City to complete over the coming 6 years, in compliance with the requirements of State Law. By law, the Planning Commission is the approving body for this plan. Once you have approved it, City staff and the City Commission will use this plan in the budget process as they determine which projects the City can and should fund.

This is a living document, and it is common for projects to be pushed back or moved forward by the City Commission as needs change and as financial resources become more or less available. However, a well-crafted CIP is a valuable tool to help the City plan for future capital projects and to prioritize spending over successive budget years.

Requested Action

Should you find the proposed CIP acceptable you may approve it as is or with specific changes by resolution next Monday. Alternately, if there are substantive changes you would like to see, you may postpone approval to give staff time to make your suggested revisions. We would call a February meeting if you would like to postpone approval.

I look forward to reviewing the proposed 2017-2023 CIP with you at our meeting next Monday.



City of Pleasant Ridge

2017-2023 Capital Improvement Plan

Adopted by the Planning Commission: January 23, 2017

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A. Purpose and Overview

1. Purpose of a Capital Improvement Plan

A Capital Improvement Plan (CIP) is a multi-year planning instrument used to identify needs and financing sources for public infrastructure improvements. The purpose of a CIP is to facilitate the orderly planning of infrastructure improvements; to maintain, preserve and protect the City's existing infrastructure system; and to provide for the acquisition or scheduled replacement of equipment in order to ensure the efficient delivery of services to the community. The CIP is also used to ensure that capital improvements are fiscally sound and consistent with the goals and policies of the City Council and residents of Pleasant Ridge.

2. CIP Process

Preparation of the CIP is done under the authority of the Michigan Planning Enabling Act, PA 33 of 2008. By statute, the Planning Commission is the body charged with completing the CIP. The CIP is required to show those public structures and improvements in the general order of their priority that will be needed or desirable within the ensuing 6-year period. This CIP includes the 6 fiscal years beginning with FY 2017-18 and ending with FY 2022-23.

The CIP is dynamic and is updated annually. Each year a call for new projects is made, and all projects included in the CIP are reviewed. Adjustments may be made to existing projects based on changes in the amount of funding required, conditions, or timeline. A new year of programming is also added each year to replace the year funded in the annual operating budget.

3. CIP and the Budget Process

The CIP provides a vital link between the City's adopted plans and the budget. By identifying a list of capital projects, the CIP assists in creating short range annual budgets and long-range budget planning. The CIP process precedes the budget process and is used to develop the capital portion of the annual budget. Approval of the CIP by the Planning Commission does not mean that final approval is granted to all projects in the CIP. Rather, Planning Commission approval of the CIP is an acknowledgement that the CIP is a reasonable expectation for the future needs and funding availability of the City, and a prioritization of projects that should be completed.

The projects that are completed will also depend on funding availability. For example, a road project may have a lower priority ranking than a park project, but the road project may be funded first because there may be a dedicated funding source for the road project, such as the City's infrastructure millage. A project's funding depends on many factors – not only its merit, but also its location, cost, funding source, and logistics.

4. Submitting and Reviewing of Projects

The CIP process begins with a call for new projects. These projects may be submitted by elected and appointed City officials, City Staff, or residents. Once the projects are submitted, they are reviewed and ranked by City Staff before being presented to the Planning Commission for final review and approval.

5. CIP Policy

A capital improvement project is defined as a major, nonrecurring expenditure that includes one or more of the following:

- a. Any new construction of, addition to, or extension of a facility such as a public building, water/sanitary sewer mains, major/local roadways, or recreational facilities, provided that the cost is \$10,000 or more and that the improvement will have a useful life of three years or more.
- b. Any non-recurring rehabilitation of all or part of a building, its grounds, a facility, or equipment, provided that the cost is \$10,000 or more and the improvement will have a useful life of three years or more.
- c. Any purchase or replacement of major equipment to support City programs, provided that the cost is \$10,000 or more and will be coded to a capital asset account.
- d. Any planning, feasibility, engineering, or design study related to an individual capital improvement project or to a program that is implemented through individual capital improvement projects provided that the cost is \$10,000 or more and will have a useful life of three years or more.
- e. Any planning, feasibility, engineering, or design study costing \$25,000 or more that is not part of an individual capital improvement project or a program that is implemented through individual capital improvement projects.
- f. Any acquisition of land for a public purpose that is not part of an individual capital improvement project or program that is implemented through individual capital improvement projects provided that the cost is \$25,000 or more.
- g. All dollar values in the CIP, both revenues and expenditures, are in current year values.

B. Facilities

1. City Commission Chambers Technology Upgrade

Year: 2017-18	Estimated City Share: 100%
Estimated Project Cost: \$12,000	Estimated City Cost: \$12,000

Project Description:

Retrofit Commission Chambers with technology upgrades to facilitate recording and broadcast of meetings, cable TV equipment upgrades, and built-in video display technology to allow for increased use of digital media during meetings.

Funding Source: General fund, PEG fees

2. Community Center Energy Optimization

Year: 2016-17	Estimated City Share: 100%
Estimated Project Cost: \$50,000	Estimated City Cost: \$50,000

Project Description:

Complete building improvements to reduce energy usage at the Community Center, potentially including solar energy generation.

Funding Source: Community center operating millage, general fund

3. City Hall Energy Optimization

Year: 2018-19	Estimated City Share: 100%
Estimated Project Cost: \$25,000	Estimated City Cost: \$25,000

Project Description:

Complete building efficiency improvements to reduce energy usage.

Funding Source: General fund

4. 4 Ridge Large Room Upgrades

Year: 2019-20	Estimated City Share: 100%
Estimated Project Cost: \$150,000	Estimated City Cost: \$150,000

Project Description:

Upgrades/reconstruction of the large meeting room at 4 Ridge.

Funding Source: General fund

C. Infrastructure Projects

1. Sidewalk Repair/Replacement

Year: 2017-2023	Estimated City Share: 100%
Estimated Project Cost: \$15,000	Estimated City Cost: \$15,000
Project Description: Repair and replace public sidewalks. The program is expected to be funded at \$15,000 per year and is on-going.	
Funding Source: General fund	

2. Street Tree Planting

Year: 2017-2023	Estimated City Share: 100%
Estimated Project Cost: \$10,000	Estimated City Cost: \$10,000
Project Description: Conduct street tree planting. The program is expected to be funded at \$10,000 per year and is on-going.	
Funding Source: General fund	

3. Norwich Reconstruction

Year: 2017-18	Estimated City Share: 100%
Estimated Project Cost: \$770,000	Estimated City Cost: \$770,000
Project Description: Reconstruct Norwich. Estimated cost includes design engineering.	
Funding Source: Infrastructure millage, local street fund	

4. Hanover Reconstruction

Year: 2017-18	Estimated City Share: 100%
Estimated Project Cost: \$740,000	Estimated City Cost: \$740,000
Project Description: Reconstruct Hanover. Estimated cost includes design engineering.	
Funding Source: Infrastructure millage, local street fund	

5. Ridge Reconstruction

Year: 2018-19	Estimated City Share: 100%
Estimated Project Cost: \$750,000	Estimated City Cost: \$750,000
Project Description: Repair and resurface Ridge Road with asphalt. Estimated cost includes design engineering.	
Funding Source: Infrastructure millage, major street fund	

6. Indiana/Bermuda Reconstruction

Year: 2018-19	Estimated City Share: 100%
Estimated Project Cost: \$900,000	Estimated City Cost: \$900,000
Project Description: Repair and resurface Indiana and Bermuda Road with asphalt. Estimated cost includes design engineering.	
Funding Source: Infrastructure millage, major street fund	

7. Woodward Streetlighting Upgrades

Year: 2020-21	Estimated City Share: 100%
Estimated Project Cost: \$45,000	Estimated City Cost: \$45,000
Project Description: Implement pedestrian-scale lighting improvements along Woodward to improve the appearance and attractiveness of the business district.	
Funding Source: DDA	

8. Woodward Streetscape Improvements

Year: 2017-21	Estimated City Share: 100%
Estimated Project Cost: \$160,000	Estimated City Cost: \$160,000
Project Description: Refresh the Woodward streetscape to maintain and improve the decorative pavers and sidewalks, incorporate landscaping and plantings, add stormwater infiltration, and improve existing transit stops with shelters and other elements to improve the Woodward streetscape.	
Funding Source: DDA, transportation grant funding	

9. Woodward Parking Bay Reconstruction

Year: 2020-21		Estimated City Share: 100%	
Estimated Project Cost:	\$100,000	Estimated City Cost:	\$100,000
Project Description: Repair and reconstruct on-street parking bays along east side of Woodward.			
Funding Source: Major street fund, infrastructure millage, DDA			

D. Parks and Recreation

1. Park Improvements

Year: 2017-23	Estimated City Share: 100%
Estimated Project Cost: \$30,000	Estimated City Cost: \$30,000
Project Description: Annual capital improvements to parks Citywide.	
Funding Source: Parks improvement millage, general fund	

2. Pool Marcite Repairs

Year: 2017-18	Estimated City Share: 100%
Estimated Project Cost: \$40,000	Estimated City Cost: \$40,000
Project Description: Repair and replace the marcite pool surfacing.	
Funding Source: General fund	

3. Pool Capital Improvements/Repairs

Year: 2018-19, 2020-21, 2022-23	Estimated City Share: 100%
Estimated Project Cost: \$20,000	Estimated City Cost: \$20,000
Project Description: Ongoing general improvements and maintenance to the pool and associated structures/equipment.	
Funding Source: Community center operating millage, general fund	

4. Woodward Park Pedestrian Lighting Improvements

Year: 2018-19	Estimated City Share: 100%
Estimated Project Cost: \$45,000	Estimated City Cost: \$45,000
Project Description: Install pedestrian lighting along all walking paths in parks on west side of Woodward.	
Funding Source: General fund, DDA	

5. Community Center Park Improvements

Year: 2019-20		Estimated City Share: 30%	
Estimated Project Cost:	\$125,000	Estimated City Cost:	\$37,500
Project Description: Construct improvements to the park behind the Community Center, including associated building improvements.			
Funding Source: Parks improvement millage, grant funding			

E. Police

1. Capital Improvements

Year: Ongoing	Estimated City Share: 100%
Estimated Project Cost: \$10,000	Estimated City Cost: \$10,000
Project Description: Ongoing upkeep and replacement of police equipment	
Funding Source: General fund	

2. New Police Cruiser

Year: 2018-19, 2020-21	Estimated City Share: 100%
Estimated Project Cost: \$34,000	Estimated City Cost: \$34,000
Project Description: Replace outgoing police cruiser	
Funding Source: General fund	

3. New Police SUV

Year: 2022-23	Estimated City Share: 100%
Estimated Project Cost: \$42,000	Estimated City Cost: \$42,000
Project Description: Replace outgoing police SUV	
Funding Source: General fund	

F. Professional Services

1. Parks and Recreation Master Plan

Year: 2018-19		Estimated City Share: 100%	
Estimated Project Cost:	\$10,000	Estimated City Cost:	\$10,000
Project Description:			
5-Year update of parks and recreation master plan.			
Funding Source: General fund			

G. Water and Sewer

1. Sewer Inspection and Cleaning

Year: 2017-2023	Estimated City Share: 100%
Estimated Project Cost: \$20,000	Estimated City Cost: \$20,000
Project Description: Inspect and clean combined sewer system. The program is expected to be funded at \$20,000 per year and is on-going.	
Funding Source: Water and sewer enterprise fund	

2. Cambridge & Oxford Sewer Lining

Year: 2017-18	Estimated City Share: 100%
Estimated Project Cost: \$200,000	Estimated City Cost: \$200,000
Project Description: Line the Cambridge and Oxford combined sewers.	
Funding Source: Water and sewer enterprise fund	

3. Hanover and Norwich Sewer Lining

Year: 2019-20	Estimated City Share: 100%
Estimated Project Cost: \$200,000	Estimated City Cost: \$200,000
Project Description: Line the Hanover and Norwich combined sewers.	
Funding Source: Water and sewer enterprise fund	

4. Water Meter Head Replacement

Year: 2018-20	Estimated City Share: 100%
Estimated Project Cost: \$200,000	Estimated City Cost: \$200,000
Project Description: Replace water meter heads city-wide. The project is anticipated to occur in the summer of 2019, and will be spread across two budget years. Water meter heads were last replaced in the mid-2000's and have about a 15-year lifespan.	
Funding Source: Water and sewer enterprise fund	

H. Project Summary Table

		2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Facilities							
F.1	Commission Room Technology Upgrade	\$12,000					
F.2	Community Center Energy Optimization	\$50,000					
F.3	City Hall Energy Optimization		\$25,000				
F.4	4 Ridge Large Room Updates			\$150,000			
Infrastructure							
I.1	Sidewalk Repair/Replacement	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
I.2	Street Tree Planting	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
I.3	Norwich Reconstruction	\$770,000					
I.4	Hanover Reconstruction	\$740,000					
I.5	Ridge Reconstruction		\$750,000				
I.6	Indiana/Bermuda Reconstruction		\$900,000				
I.7	Woodward Streetlighting Upgrades				\$45,000		
I.8	Woodward Streetscape Improvements		\$20,000	\$20,000	\$100,000		
I.9	Woodward Parking Bay Reconstruction				\$175,000		
Parks and Recreation							
PR.1	Park Improvements	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
PR.2	Pool Marcite Repairs	\$40,000					
PR.3	Pool Capital Improvements/Repairs		\$20,000		\$20,000		\$20,000
PR.4	Woodward Park Pedestrian Lighting		\$30,000				
PR.5	Community Center Park Improvements			\$125,000			
Police							
P.1	Capital Improvements	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
P.2	New Police Cruiser		\$34,000		\$36,000		
P.3	New Police SUV						\$42,000
Professional Services							
PS.1	Parks and Recreation Master Plan		\$10,000				
Water and Sewer							
W.1	Sewer Cleaning & Inspection	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
W.2	Cambridge & Oxford Sewer Lining	\$200,000					
W.3	Hanover and Norwich Sewer Lining			\$200,000			
W.4	Water Meter Head Replacement		\$100,000	\$100,000			
Total:		\$1,897,000	\$1,974,000	\$680,000	\$461,000	\$85,000	\$147,000



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: Planning Commission
Date: January 19, 2016
Re: Oak Park Master Plan Review

The City of Ferndale has prepared a new Master Plan and has released it for comment to surrounding communities. The plan can be downloaded and viewed at:

<http://bit.ly/OPMasterPlan2017>

Specific to Pleasant Ridge, the plan does not propose any land use changes near or on our borders, and so the plan is not expected to result in any direct land use impacts on our community in the foreseeable future.

I have attached a draft letter to be sent to the Oak Park Planning Commission. Please review the letter. If you have any requested revisions to the letter, we can discuss those on Monday and I will create a final version of the letter after our discussion.

MASTER PLAN DRAFT



CITY OF OAK PARK

ACKNOWLEDGEMENTS

This Master Plan was prepared by the City of Oak Park Planning Commission:

Planning Commission

Gary Torgow, Chairperson
Joe Brown, Co-Chairperson
Marian McClellan, Mayor
Carolyn Burns, Mayor Pro Tem
Erik Tungate, City Manager
Michael Eizelman
Michael Seligson
Howard Tkatch
Marie Walters-Gill

City Council

Mayor Marian McClellan
Mayor Pro Tem Carolyn Burns
Councilmember Kiesha Speech
Councilmember Solomon Radner
Councilmember Ken Rich

City Administration

Erik Tungate, City Manager
Kevin Yee, Assistant City Manager
Ebony Duff, City Attorney

Acknowledgement:

Staff: Kimberly Marrone
Kevin Rulkowski
Nathan Izydorek
Crystal McLain
Elizabeth King

Thank you to the staff, residents, and businesses who provided input through our survey and town hall meetings.



City Hall

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INTRODUCTION

What is a Master Plan?

A Master Plan is a comprehensive long range plan intended to guide growth and development of a community or region. It includes analysis, recommendations, and proposals for the community's population, economy, housing, transportation, community facilities, and land use. It is based on public input, surveys, planning initiatives, existing development, physical characteristics, and social and economic conditions.

A Master Plan is a policy based document. The recommendations in this plan are intended only for guidance, not intended or designed to regulate properties or land use. However, the Zoning Enabling Act requires that the Zoning Ordinance and Zoning Map be based on the Master Plan's vision and goals. The Master Plan is a document that creates a framework to guide decisions that affect the social, physical and the economic environment of the city. The Master Plan for Oak Park will set the goals and strategies to guide Oak Park over the next five years. The plan provides vision, goals and strategies to guide future land use; community appearance and guidelines; transportation; housing; public services and facilities; history, arts and culture; and regional coordination.



Public Town Hall meeting Center For New Urbanism project



Public Town Hall meeting Master Plan

The benefits for having an updated Master Plan include:

CONSISTENCY IN DECISION MAKING - the plan gives decision makers a steady point of reference for the land user-related actions.

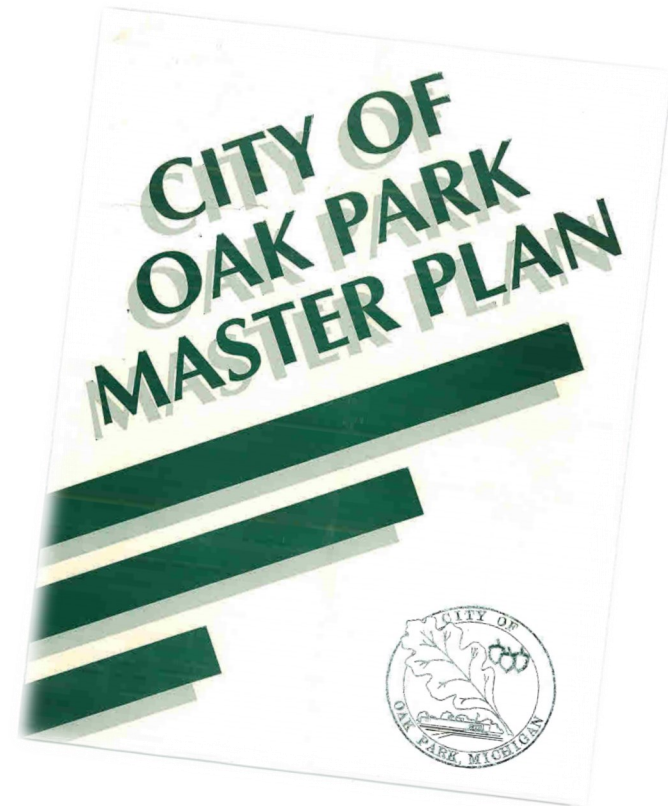
ABILITY TO MAKE INFORMED DECISIONS - the plan provides facts on existing conditions and trends, enabling decision makers to better understand the impact of their decisions.

ACHIEVE PREDICTABILITY - the plan describes where and what type of development the community desires. This information allows individuals to plan for the use of property consistent with community goals.

WISE USE OF RESOURCES - the plan includes a variety of different city, regional, state, and national information sources. The information can be used in deciding and prioritizing which projects to undertake (such as promoting brownfield redevelopments, buying land for parks, applying for grants, or offering tax incentives for affordable housing, etc.). The plan also can be used to determine the need and location of infrastructure improvements (roads, utilities, water, and sewers)

PRESERVING COMMUNITY CHARACTER - the plan describes the city's vision for the future and establishes its existing and intended growth. The plan permits the community to identify what is important and how it should be protected.

PRODUCE POSITIVE ECONOMIC DEVELOPMENT - planning for a community helps existing residences and businesses better predict the future development of an area. This prediction creates a comfort zone of knowing what to expect on neighboring properties. It also encourages new businesses and residential developments because they also know what to expect. In addition, the planning process allows a community to consider workforce, education and local infrastructure capacity, among others, so that appropriate economic development strategies can be developed.



1996 Master Plan cover

IDENTIFY AND RECOMMEND PHYSICAL IMPROVEMENTS – to provide direction for provision of roadways, streetscapes, entryways, non-motorized pathways, parks, and community facilities.

A Master Plan is a product of good land use planning. Planning is an orderly, open approach to determining Oak Park's needs and goals and developing strategies to achieve them. The planning process involves working through four basic questions, which should be answered with the Master Plan:

Where is Oak Park now?
How did Oak Park get here?
Where does Oak Park want to go?
How does Oak Park get there?

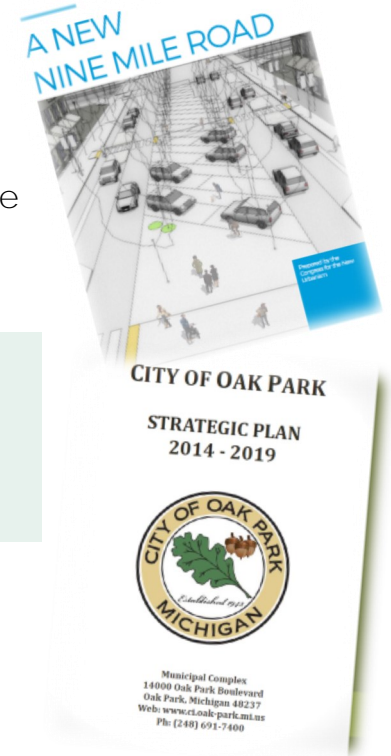
While the Master Plan will not change the Zoning Ordinance or zoning of any property, some of the plan recommendations may be implemented through future text and Zoning Map amendments. The City Council, Planning Commission, Economic Development Department, and the public should continuously reference the Master Plan in order to:

- ◆ Review development proposals
- ◆ Review rezoning requests
- ◆ Make amendments to the Zoning Ordinance and/or Zoning Map
- ◆ Understand the vision for the future land use patterns and desired land use types in the community

The vision statement, and goals and objectives presented in this plan are comprised of several public and staff input sessions. The recommendations of the Planning Commission represent a year's worth of information gathering and analysis. The final product, the Master Plan, will help guide decisions by City staff, City Council and Planning Commission in the years to come.

Although the Master Plan is one part of a larger effort by The City of Oak Park to improve the community as a whole, other influences will also contribute to the vision, including but not limited to:

- ◆ Strategic Economic Development Plan
- ◆ Corridor Improvement Authority's Development Plan
- ◆ Parks and Recreation Master Plan
- ◆ Capital Improvement Plan
- ◆ A New Nine Mile—Center For New Urbanism Report
- ◆ City of Oak Park Strategic Plan 2014-2019
- ◆ 2013 Retail Market Study



EXECUTIVE SUMMARY

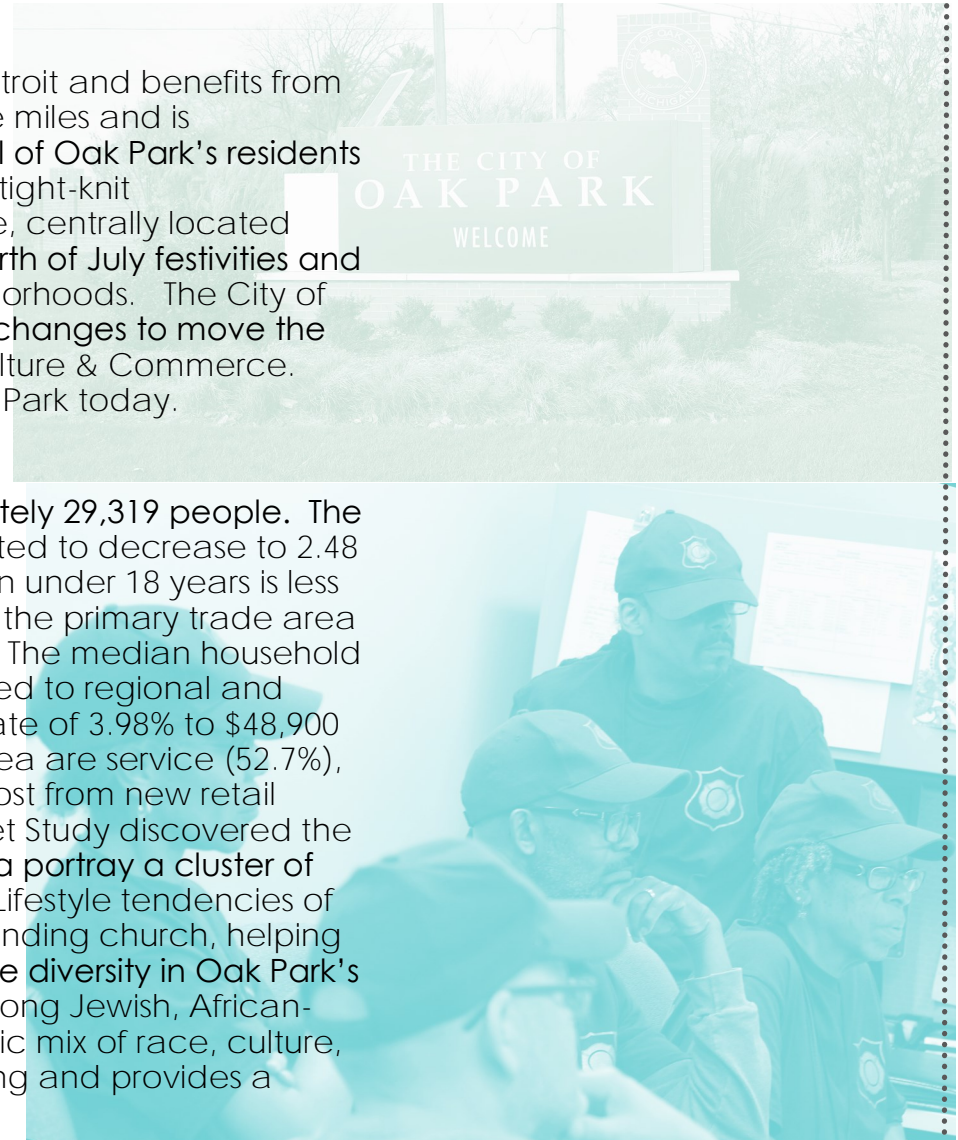
OAK PARK: YESTERDAY, TODAY, AND TOMORROW

THE PLACE

The City of Oak Park is centrally located within Metropolitan Detroit and benefits from convenient freeway access. The City encompasses 5.16 square miles and is predominantly comprised of single-family residences. Almost all of Oak Park's residents are within two miles of the city center. Oak Park is known for its tight-knit neighborhoods, tree-lined streets, and wooded parks. The large, centrally located Shepherd Park hosts the City's major events like the annual Fourth of July festivities and Summerfest. Nine smaller neighborhood parks serve the neighborhoods. The City of Oak Park was always known as the "Family City" but with new changes to move the City forward Oak Park has been rebranded to Community, Culture & Commerce. This new branding is a better representation of the City of Oak Park today.

THE PEOPLE

The 2010 U.S. Census states Oak Park's population is approximately 29,319 people. The average number of persons per household is 2.50 and is expected to decrease to 2.48 over the next five years. The number of households with children under 18 years is less than 30%. According to the 2013 Oak Park Retail Market Study, the primary trade area population is expected to drop by 2% between 2013 and 2018. The median household income of \$40,200 in the primary trade area is modest compared to regional and state levels; however, it is estimated to increase at an annual rate of 3.98% to \$48,900 in 2018. The largest employment sectors in the primary trade area are service (52.7%), retail trade (14.1%), and manufacturing (6%). An economic boost from new retail could create positive demographic changes. The Retail Market Study discovered the most prominent lifestyle groups in Oak Park's primary trade area portray a cluster of aging residents and established, community-oriented families. Lifestyle tendencies of Oak Park residents include being active in the community, attending church, helping with fundraising projects, and participating in civic activities. The diversity in Oak Park's population makes it an interesting place to live and visit. The strong Jewish, African-American, Chaldean, and Arab populations provide an eclectic mix of race, culture, and religion in a relatively small land area. This diversity is exciting and provides a strong marketing base.





Nine Mile Corridor, date and source unknown



Nine Mile Corridor, current conditions



Rendering of the Nine Mile Redesign,
created by OHM

THE INFRASTRUCTURE

Oak Park has a solid foundation upon which to build. It has a strong tradition of affordable homes, stable neighborhoods, recreational amenities, good local schools, and a central location. Ensuring the pieces are in place to create a viable, vibrant, and attractive place for economic activity involves looking at the city's physical infrastructure specifically, streets and the degree to which the physical environment facilitates economic activity. Most major roads in Oak Park have been repaired or replaced within the last ten years; however, their ability to connect people to goods and services offered in the community is unquestionable. Traffic flows, parking arrangements, and non-motorized transit play a huge role in economic activity, and when planned carefully, their benefits can also improve the health of residents and the environment.

Oak Park is similar to other suburban communities throughout the country, with a development pattern that expanded for 50 years only to result in declining properties, lifeless business parks, and empty storefronts. Many communities are responding to the changing suburban markets and consumer preferences by transforming their auto-dependent landscapes into more sustainable, urban places - a trend coined "retrofitting suburbia".

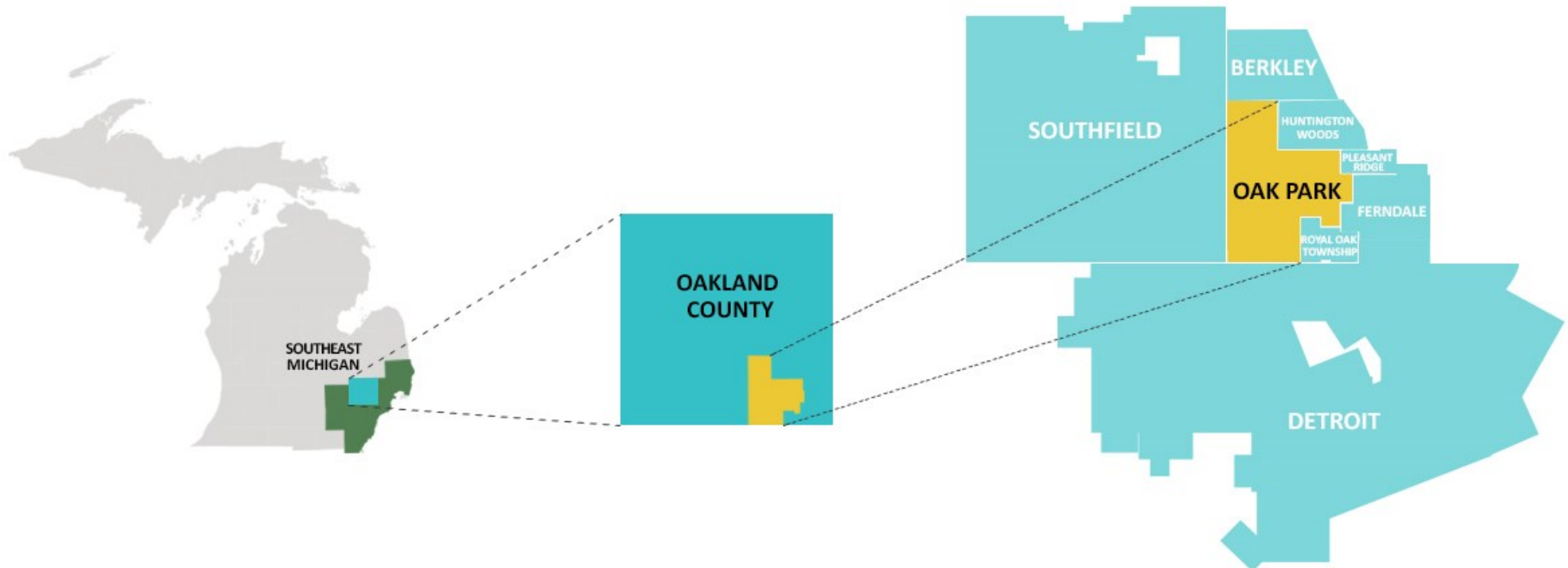
Today, Oak Park lacks the urban qualities other communities have that assist to attract young people. While finding new uses for old structures is one strategy, the most effective redevelopments are considered those that retrofit the streets, blocks, and lots to provide environments designed for pedestrians, density, and a mix of uses. The Nine Mile Redesign Plan is one project to assist in creating a more urban, walkable environment.

REGIONAL SETTING

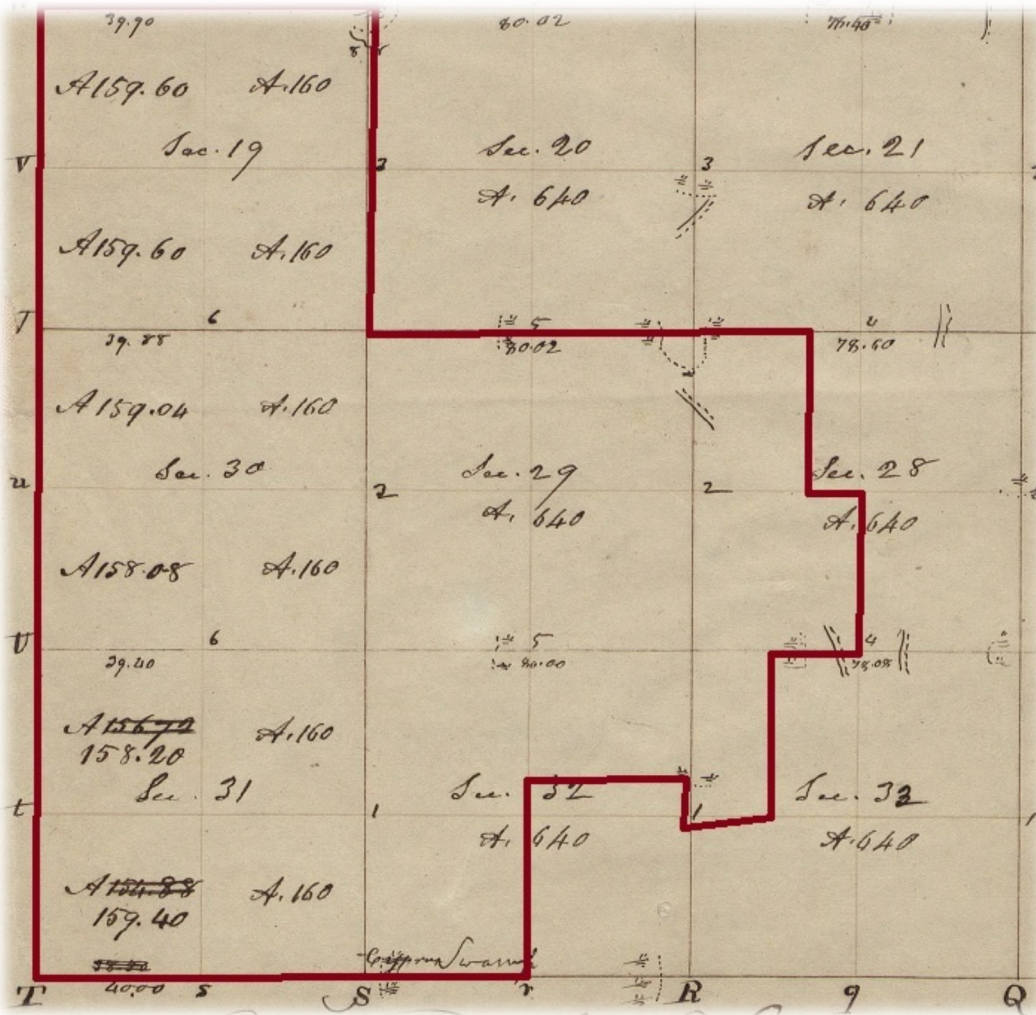
The City of Oak Park was named the “fastest growing city” in the late 1950’s. It is optimally located in southeastern Oakland County with easy access to many freeways and highways. Freeway and regional highway access are provided by I-696, US -10, and M-102. These provide regional connections to I-75, the Southfield Freeway, and Woodward Avenue to name a few. It is adjacent to the north boundary of the City of Detroit, eastern boundary to the City of Southfield,

southern boundary to the City of Berkley and the western boundaries of the cities of Ferndale, Pleasant Ridge, Royal Oak Township, and Huntington Woods.

Oak Park developed as one of the inner ring suburbs of Detroit and incorporated in 1945. The city annexed a portion of Royal Oak Township north of Ten Mile Road in 2003 and another portion north of Ten Mile Road in 2004, thus increasing the size of the city.



HISTORY



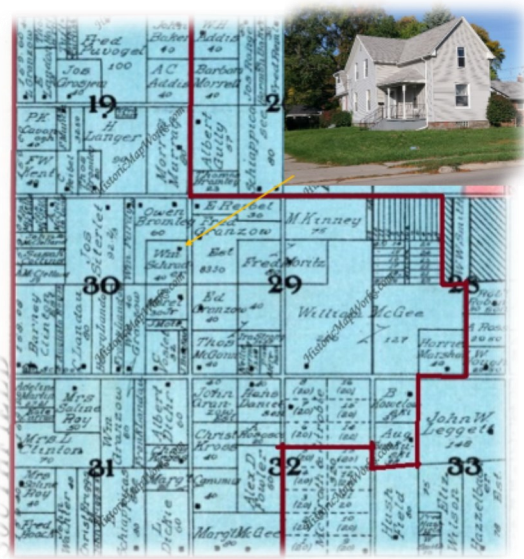
1817: Surveyors reported "...the lands were irreclaimable and must remain forever unfit for culture or occupation, and their obvious destiny must be to remain in the possession of wild beasts." Located in the southwestern corner of what Governor Cass was to name Royal Oak Township.

Current day Oak Park boundary overlaid on the 1817 survey of Royal Oak Township – Bureau of Land Management, General Land Office Records

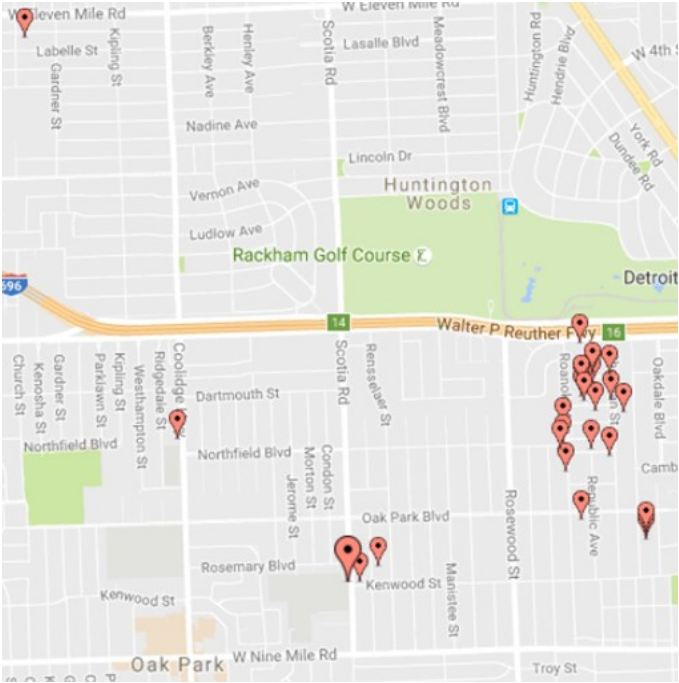
1846: The Clinton School is built as a one room school house on a half-acre located on the northwest corner of present day Nine Mile and Stratford.

1890: The oldest remaining building in Oak Park and the only known building to pre-date the 20th century is the home located at 24231Coolidge. It was the home of the William Schrader forty acre farmstead.

1890-1919: According to assessor's data, a total of 28 buildings were built between 1890 and 1919. The majority of these buildings are homes built along the eastern border of present day Oak Park.



Current day Oak Park boundary overlaid on 1908 plat map of Royal Oak Township – Historicmapworks.com



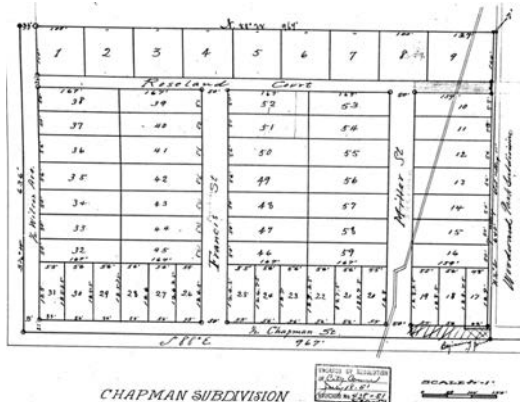
Map of present day buildings built between 1890 and 1919 and list of homes built

1890	1900	1910	1915	1916	1917	1918	1919
24231 COOLIDGE	8502 COLGATE	24469 REPUBLIC	14501 KINGSTON	24429 REPUBLIC	24332 SHERMAN	8469 COLGATE	24247 ROANOKE
		24459 REPUBLIC	24605 SHERMAN	24456 REPUBLIC	8543 OAK PARK	23546 FOREST	23532 FOREST
		24815 REPUBLIC	24411 SHERMAN	24815 REPUBLIC			23520 FOREST
		24616 REPUBLIC	24117 ROANOKE	24205 ROANOKE			
		24606 REPUBLIC	24035 ROANOKE	8429 ROSELAND			
		24466 REPUBLIC	24301 SCOTIA				
		8504 ROSELAND	23400 SCOTIA				
			23460 GENEVA				

1900: 8502 Colgate may have been Oak Park's first commercial property. For many years it served as a neighborhood general store. It is located at the corner of Colgate and Republic.



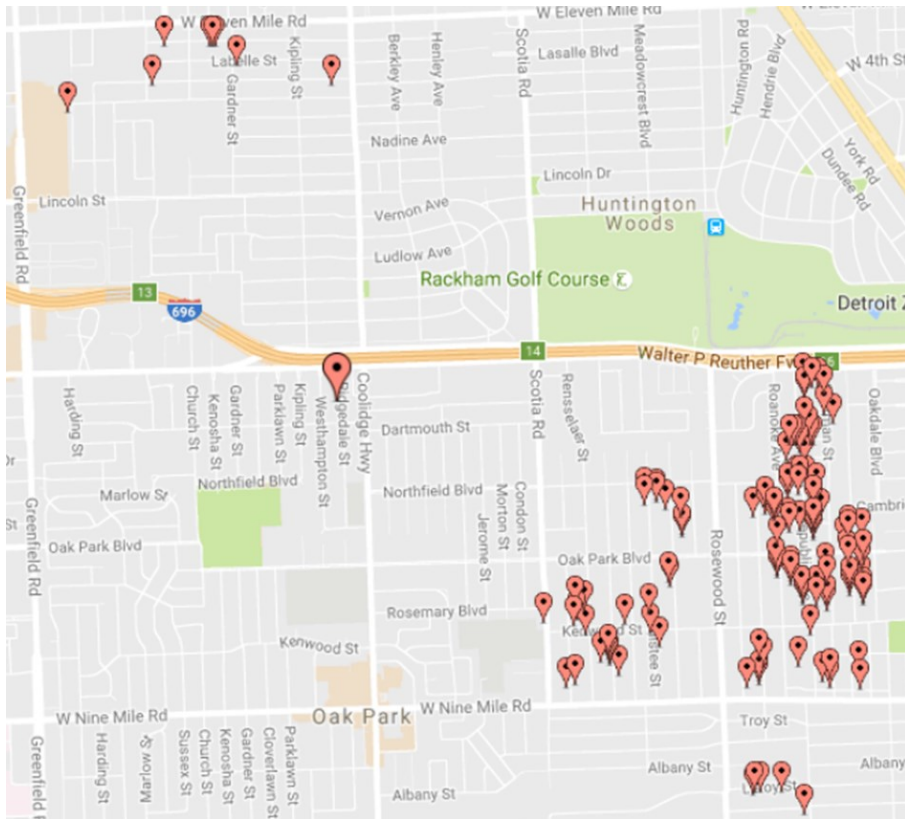
July 27th, 1914: Up until 1914, development in the township was clustered toward Royal Oak and Ferndale. Developments began to spur out along Woodward. Next to present day Pleasant Ridge, Oak Park's first significant subdivision and neighborhood is created, Chapman Subdivision.



September 18, 1914: Oak Park is formed as a subdivision of the former William McGee 327 acre farmstead by the Majestic Land Company owned by Detroit developer James G. Pierce. Mr. Pierce named a boulevard after his company and several streets after cities in New York. It named the subdivision, "Oak Park" subdivision because of the abundance of Oak trees. A state limitation on the selling of bonds by townships restricted the construction of streets, sewers, and other community infrastructure.

KNOW ALL MEN BY THESE PRESENTS, that WE MAJESTIC
LAND CO. A MICHIGAN CORPORATION BY
James G. Pierce & Co. Proprietors AS PROPRIETORS
 Have caused the land embraced in the above plat to be surveyed, laid
 out and platted, to be known as OAK PARK SUBDIVISION OF W. 1/2 OF S. 1/2
AND S. 1/2 OF N. 1/2 OF SEC. 29
ROYAL OAK TWP. OAKLAND Co., Michigan, and that the Streets and
Alleys shown on said plat are hereby dedicated to the use of the public.
 Witness our hands and seals this the 18th day of Sept
 A. D., NINETEEN HUNDRED AND FOURTEEN
 In presence of: Majestic Land Co. [L.S.]
James G. Pierce [L.S.]
Wm. J. Nash Secy

1920-1929: The 1920's saw an increase in development throughout the city. Beginning about 1920, some of the residents of the subdivision campaigned for the incorporation of a village in order to become eligible for badly needed improvements. During this time period 270 new homes were built.



Map of present day buildings built between 1920 and 1929

March, 1921: Determined citizens met to plan the formation of a village government. They formed the Progressive League of Oak Park Subdivision, a group that was to play an important part in the history of Oak Park. However, there were no minutes kept of that meeting.

The Progressive League did appoint a committee to determine what improvements would be of most benefit to the taxpayer. Their first decision was to study the road tax laws and find out how the subdivision could get the necessary funds to improve and extend Oak Park's roads. It took until 1923 to accomplish it.

1924: Nine Mile and Ten Mile Roads had been paved and the Detroit Edison Co., after long arguing with the Progressive League, brought electricity to Oak Park. Soon after, Michigan Bell extended telephone service to the eastern portion of the subdivision.

1926: With the new drain nearing completion and an impressive list of accomplishments to their credit, the Association decided that it was time to incorporate the subdivision as a village. Ferndale had reached the same decision and tried to talk Oak Park into joining their city, but the vote turned them down flat. The subdivision then petitioned Pleasant Ridge to become part of Oak Park, but were in turn refused.

After many meetings with legal, engineering and financial advisors, a charter and code of ordinances were drafted. It provided for a village form of government with a president to be elected for a one-year term, two commissioners who would be elected for two-year terms, two commissioners to be elected for one-year terms, a treasurer to be elected for a two-year term, and a village clerk to be elected for a one-year term.

March 14, 1927: The Honorable Fred W. Green, Governor of the State of Michigan, approved the charter. The charter commission set May 3, 1927 as the date for election for acceptance or rejection of the charter and electing village officers.

There is no record of the number of votes cast (there were 98 registered voters), but the charter passed. Charles R. Raine was elected first Village President by virtue of receiving the largest number of votes. James Fisher was easily elected a two-year commissioner, having the next highest number of votes. However, Chester Brill and Clarence O. Kirby each had an equal number of votes and had to toss a coin to decide who would be a two-year commissioner and who would serve for one year; Kirby won. William Cameron was elected as the other one-year commissioner. Harold Webber was elected part-time treasurer and Fred G. Yehle became part-time clerk.

The first meeting of the Commission was held in the home of its president on May 16, 1927. Later the Martz and McLaughlin Real Estate Company offered their offices, including three 26-foot lots, as the Village offices in lieu of all Village, County, and State taxes on the property. The Commission would also be responsible for keeping the building painted and in good repair.

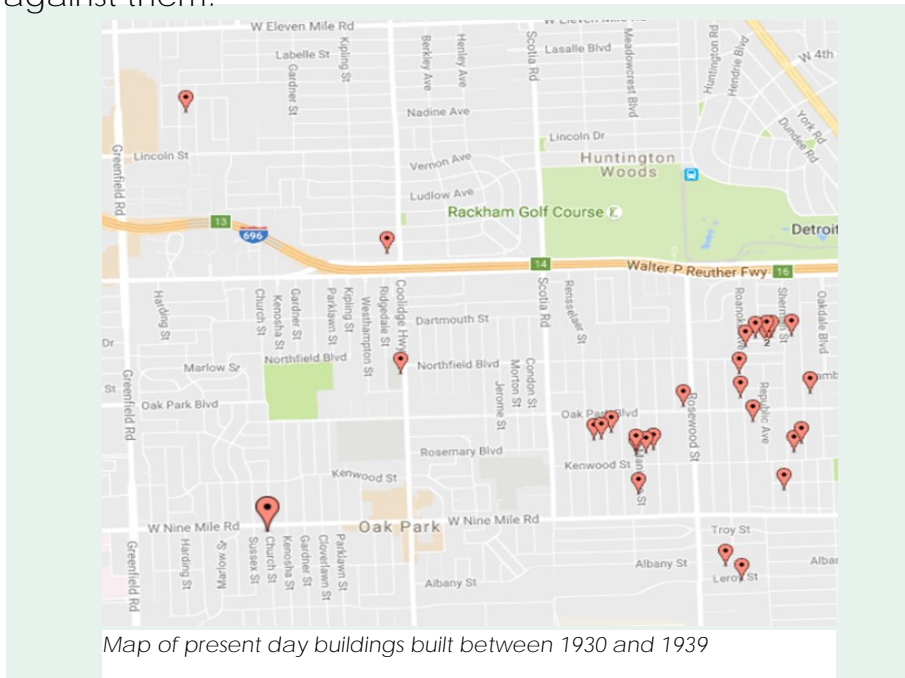
1928: The Commission was desperate for more office space. There was no money for a new village hall and the Commission could not spend village funds to add to a borrowed real estate office. However, a particularly resourceful village manager, Glendon J. Mowwitt, came up with an ingenious

answer. He found two abandoned real estate offices and an old village voting booth.

In November, a sleet storm coated the entire countryside with two inches of ice. The city office rounded up a group of public minded citizens and the DPW; put skids on the buildings and slid them right down to the village hall lots. One building became a private office for the manager and the other offices eventually became the police station. The voting booth served as both office space and voting booth. These "borrowed" buildings were destined to be the village hall, and later the city hall, for the next 20 years.

The years 1928 and 1929 were particularly busy ones for the village and its new Commission. The village initiated an ambitious program to develop sewers and water mains. Further, new ordinances had created planning boards and zoning boards which necessitated added personnel. Subdividers, excited by the prospect of a building boom for Oak Park, were to add streets, sidewalks, electricity and other improvements that called for more supervision and inspection by the already overworked and underpaid village employees. Despite angry protests, the Village Commission passed the 1929 budget calling for expenditures of \$52,210. By the fall of 1929, the struggling village had fallen on hard times.

1930-1939: The era of the Great Depression ushered in a decrease in the development rate, only thirty new buildings were constructed in this decade. Oak Park was also facing its share of the nation's economic difficulties. Unemployment was high and the County was forcing the village to take care of its own welfare cases. There were more than \$30,000 worth of uncollected taxes on the books and the village had already borrowed \$9,000 against them.



1932: Detroit expressed an interest in annexing the village. Detroit wanted the property for expansion and a bus route to the zoo. They knew that the village was penniless, with thousands of dollars in bonded indebtedness, and expected Oak Parkers to jump at the opportunity.

Good things were happening during these years that helped to balance the adversities. Oak Park was the first municipality to start a fight against the State to recover

that portion of State gasoline taxes collected in the village that was not actually needed for the operating and maintenance of state highways. Oakland County also joined the fight. When the Detroit papers took Oak Park's side, the whole state joined the village's cause. Oak Park won the case and achieved a new source of revenue.

The Village Commission granted permission for an airport to be built at Ten Mile Road and Coolidge Highway. Huntington Woods and Pleasant Ridge joined to fight against it, and angry Oak Park citizens threatened a tax strike and a law suit. When the state approved the commission's plans, Oak Park's taxpayers went to circuit court and won an injunction that killed the airport. The 1932 attempt ended with the land being put to much better use than an airport. The defeated Commission agreed to cooperate with the Ford Motor Company in turning all of other acreage in the village into gardens where the unemployed could grow food. Unemployed people from Oak Park and surrounding communities farmed 700 acres of Oak Park land.

During this period Oak Park's police force was rated "best in the state." This was achieved despite the fact that they had to provide their own cars and guns, and had to spend a disproportionate amount of money from traffic violations to earn enough money for the village to pay their salaries.

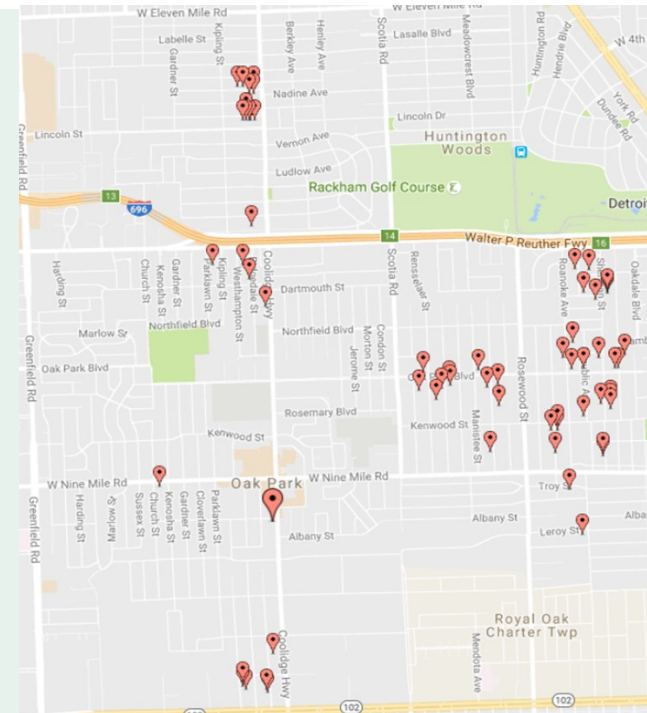
The volunteer fire department was also winning kudos from all over the state for their efficiency. Because the village had no money to pay for equipment, the firemen raised their own money and provided all their own equipment, including a fire truck. Swamp fires continued to plague the village until 1950, when the swamp areas were drained and covered with the construction of business and industrial buildings.

1940-1945: Financial troubles and other difficulties continued to plague the village of Oak Park until 1944. The war had brought new industry to the village which in turn brought new residents and new taxes to the treasury. The village was beginning to pay off its debts and was even able to repay some of its long time, loyal employees (who had gone payless) by giving them small raises and paid vacations. Real estate brokers and builders bought land at state land sales that had been forfeited for inability to pay taxes. Expecting a real building boom, they were buying large parcels for as little as \$40 a lot. These lots would eventually sell for more than \$1000 a lot. Oak Park began to grow rapidly; new homes were springing up. The Commission appropriated \$55,000 to start a new city hall. During that time 63 new homes were built in Oak Park.

June 24, 1944: President Roosevelt signs the G.I. Bill into law.

1945: In June, the citizens of Oak Park elect to become a city. World War II ends on September 2. By December, with an approved Charter, City Council, and City Manager; Oak Park was ready to kick off the biggest building boom in America.

1946-1949: With the war over and soldiers returning home, a housing shortage was in effect. Oak Park's 5.5 square miles was the biggest piece of largely undeveloped real estate in the Detroit Metropolitan area. From 1946 to 1949 alone, there were 1,119 new buildings erected.



Map of present day buildings built between 1940 and 1945



Aerial map 1940

1950-1960: In 1950 a population of 5,200 residents, and a growth of 300% since 1946, the city leaders saw the need to properly plan the growth of the city. Little Oak Park earmarked \$5,000 to hire nationally recognized expert David S. Geer to design a master plan. They also hired Jay Gibbs, an experienced city manager, from Ferndale.

Geer predicted Oak Park's population would grow eight times by 1970. The planners started working toward making room for a maximum of 30,000 people. (The population peaked at 36,762 in 1970.) The Master Plan separated industrial from residential zones,

reserving vacant land for wide “greenbelts.” It outlines areas for neighborhood shopping and central business. The planners set aside 13% of land for industrial development.

Throughout the 1950's, Oak Park was building on average two houses a day for ten years straight. Where as in 1949 there were 1,368 households in Oak Park, by 1959, there was 8,548 households. For multiple years, Oak Park was the fastest growing city in America.

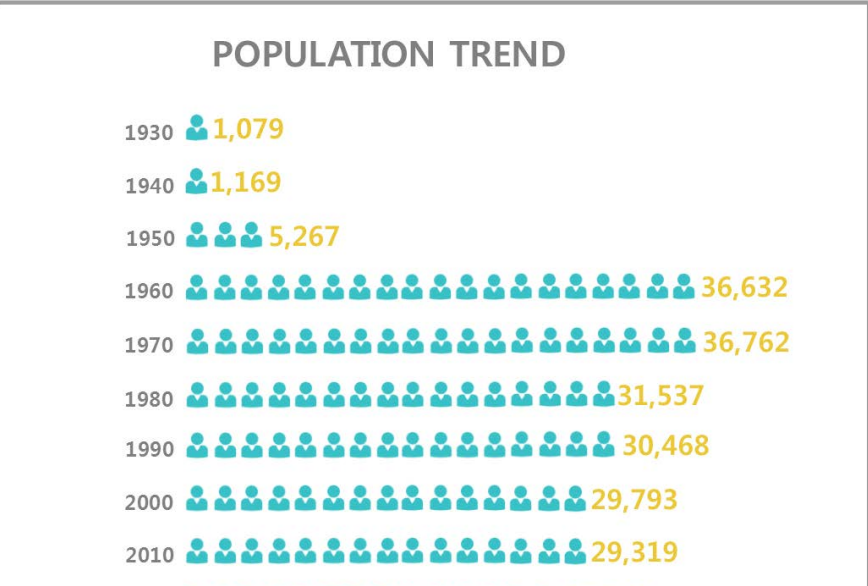
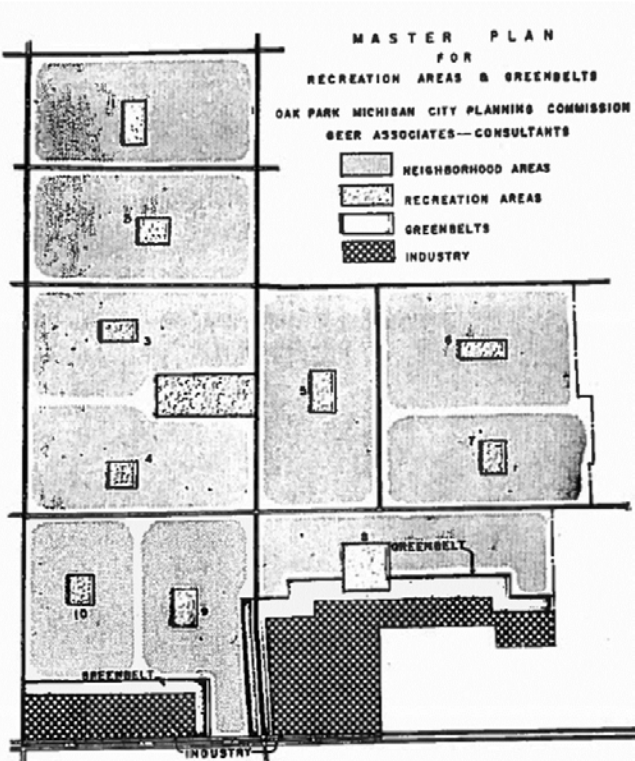


Figure 8 - Map of recreation and greenbelt areas, 1950

1960-1969: Buildable land was becoming scarce in the 1960's. Most homes were built in the northwest corner of the city. Higher density condominium developments were also being constructed. There were only 929 housing units built in this decade.

1970-2010: Oak Park becomes almost fully developed. In forty years, only 220 new buildings are erected. A few major, recent history events occurred which forever changed the landscape of the City during this time as well.

Construction of I-696: Planning for the freeway started in the 1950s. Michigan state officials proposed the designation I-98, but this was not approved. Construction started on the first segment in 1961, and the Lodge Freeway was designated Business Spur Interstate 696 (BS I-696) the following year. The western third of the freeway opened in 1963, and the eastern third was completed in January 1979. The central segment was the subject of much controversy during the 1960s and 1970s. Various municipalities along this stretch argued over the routing of the freeway such that the governor locked several officials into a room overnight until they would agree to a routing. Later, various groups used federal environmental regulations to force changes to the freeway. The Orthodox Jewish community in Oak Park was concerned about pedestrian access across the freeway; I-696 was built with a set of parks on overpasses to accommodate their needs.

Final approval in 1981 of the freeway's alignment was contingent on these mitigation measures. To address the community's unique needs, the state hired a rabbi to serve as a consultant on the project. In addition, a series of landscaped plazas were incorporated into the design,



I-696 Bridge Decks aerial photo

forming the tunnels through which I-696 passes. These structures are a set of three 700-foot-wide (210 m) bridges that cross the freeway within a mile. They allow members of the Jewish community to walk to synagogues on the Sabbath and other holidays when Jewish law prohibits driving. The Detroit Zoo and the City of Detroit also fought components of the freeway design. These concessions delayed the completion of I-696 until December 15, 1989.

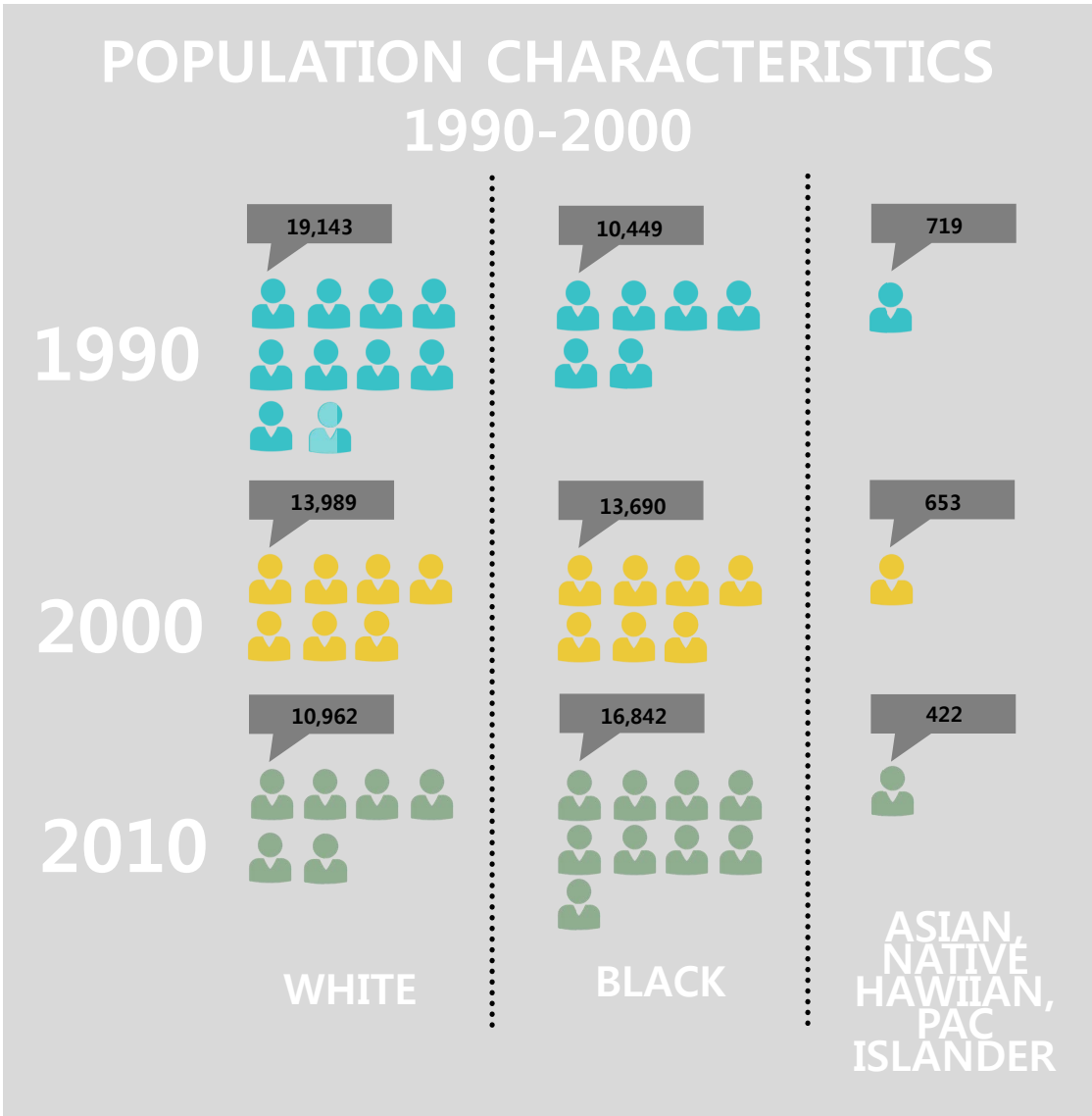
November 1, 2004: Oak Park annexes a remaining section of Royal Oak Charter Township in the northwest section of the city. The annex includes commercially developed land containing multiple medium to high density apartment blocks.

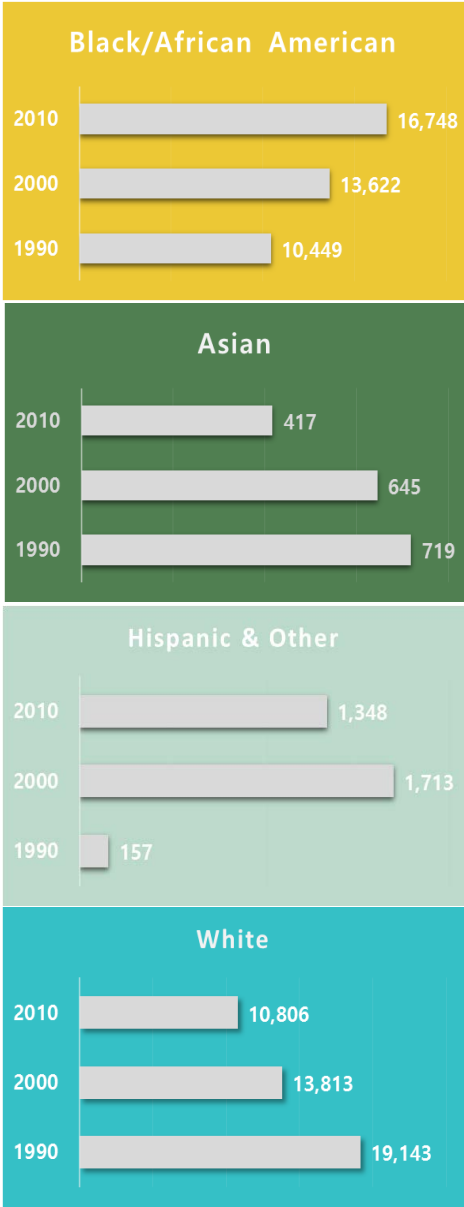
COMMUNITY PROFILE

The Community Profile examines a variety of information from the U. S. Census and the South East Michigan Council of Governments (SEMCOG) to provide a snapshot of the people living in the City of Oak Park and a forecast for the future. This examination of demographic information is useful in understanding present and future community needs. The City then can develop plans to properly serve the residents of Oak Park.

POPULATION CHARACTERISTICS

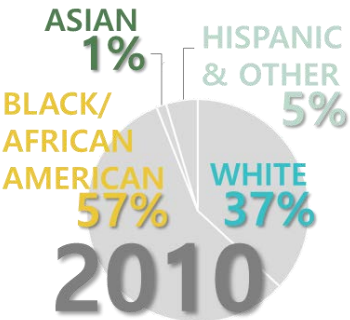
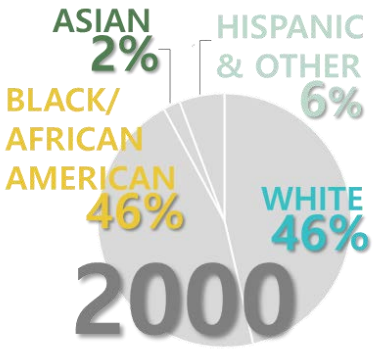
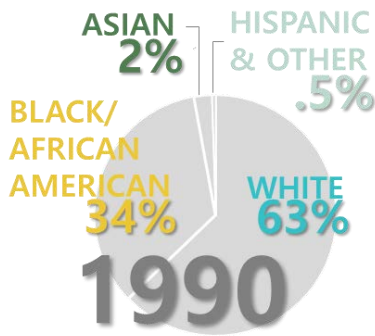
In the 1950's the City of Oak Park was one of the fastest growing communities in the United States going from a population of 5,267 to 36,632 by 1960, a phenomenal increase of over 350%. Since the 1970 Census high of 36,762, the population of Oak Park has been steadily decreasing to its 2010 Census count of 29,319. According to the SEMCOG 2040 Forecast the trend will continue and the population will further decrease to 26,981 by 2040. This decrease in population is consistent with population decreases in the communities neighboring Oak Park and is in large part due to reductions in household sizes seen across the nation.





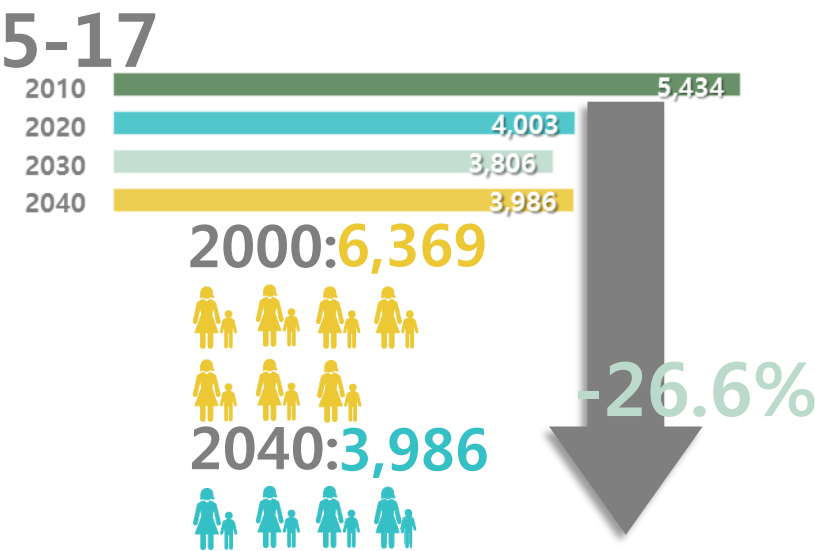
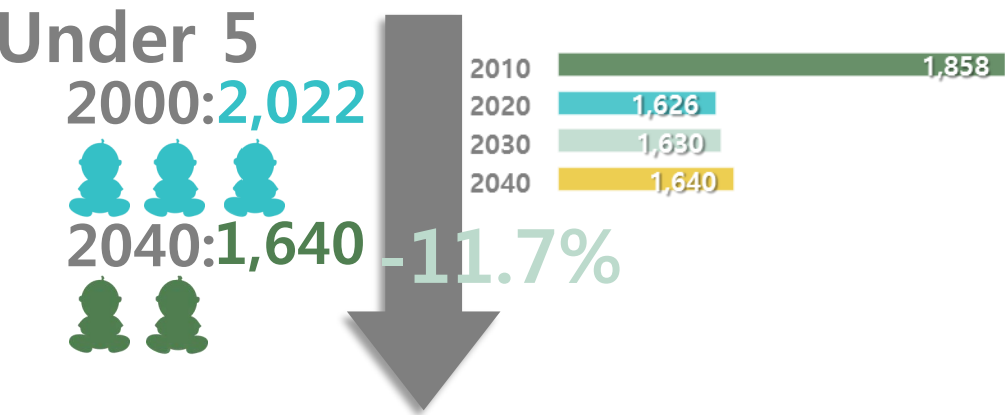
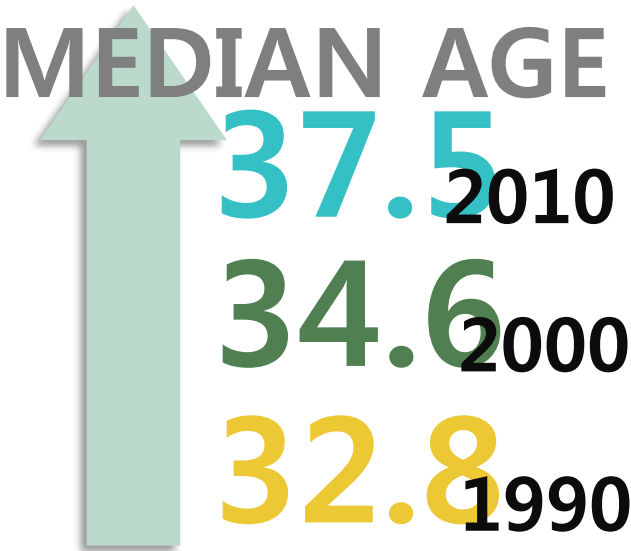
RACE AND ETHNIC ORIGINS

From the 1990 Census to the 2010 Census the City of Oak Park has seen a demographic shift from a population with a White majority (62.8% in 1990) to one with a Black or African American majority (57.1% in 2010). Over that same time period the Asian population decreased from 2.4% to 1.4%. The Hispanic population remained steady from 2000 to 2010 at 1.4% of the overall population.



AGE

From the 1990 Census to the 2010 Census the median age of the City's population has increased from 32.8 (1990) to 34.6 (2000) to 37.5 (2010). The increased median age is a reflection of rising life expectancy and lower birth rates. This is a world phenomenon with the aged population currently the highest level in human history. In Oak Park, this can be seen in the population forecasts for the youngest two age groups, with decreases of 11.7% (under age 5) and 26.6% (5 to 17 years of age) from the 2000 Census to the 2040 projection. Conversely, the 65 years and older age category dramatically increases from 3,626 to 7,203, a 90.8% increase, from the 2000 Census to the 2040 forecasted number.



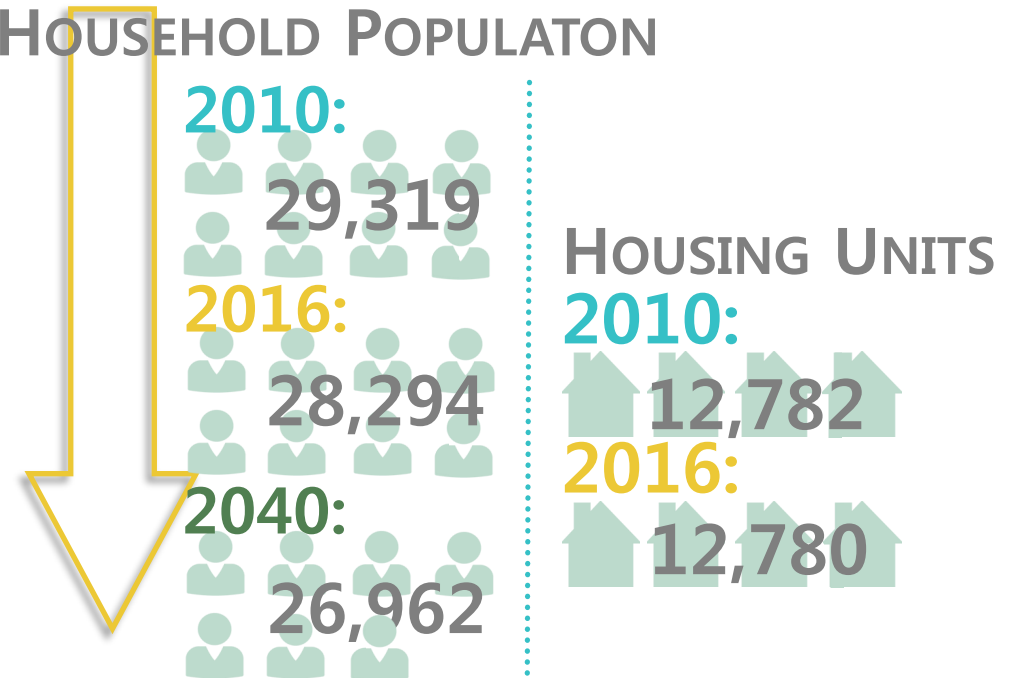
HOUSEHOLDS

As defined by the 2010 U.S. Census, “a household includes all the persons who occupy a housing unit as their usual place of residence. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as living quarters.” According to the SEMCOG 2040 Forecast both the number of Housing Units and the number of Households will remain constant through the year 2040 in Oak Park. This is mostly a function of the fact that the City is “built out” and there is relatively little opportunity for new housing construction on a large scale.

HOUSEHOLDS

	CENSUS 2000	CENSUS 2010	% CHANGE
With Seniors 65+	2,807	3,038	8.2%
Without Seniors	8,297	8,681	4.6%
2+ people without children	3,844	4,195	9.1%
Live alone, 65+	1,158	1,284	10.9%
Live alone, under 65	1,794	2,343	30.6%
With Children	4,308	3,897	-9.5%
Total Households	11,104	11,719	5.5%

HOUSEHOLD POPULATION

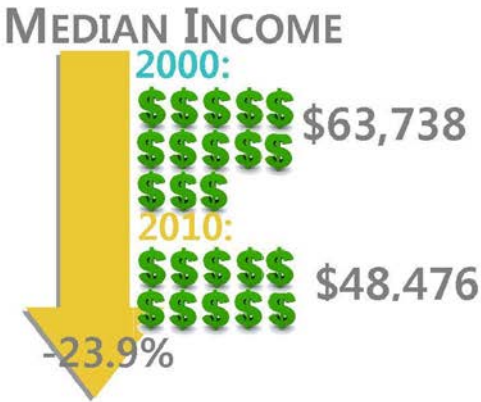


Average Household Size has decreased over time from 2.8 persons (1990 Census) to 2.68 (2000 Census) to 2.5 (2010 Census). The reasons for the decrease in Household Size are a result of more people living in single person households. From the 2000 Census to the 2010 Census persons living alone, 65 and older, Increased by 10.9% while those under 65, living alone, increased by 30.6% in Oak Park. In addition, households with children decreased by 9.5% over the same time period.



HOUSEHOLD INCOME

The Oak Park Median Household Income in 2010 was \$48,476 (5-Yr ACS 2010) a drop of \$15,262 (-23.9%) from 2000. Comparatively, the median household income in 2010 was \$53,242 for Southeast Michigan as a region, \$51,201 for Southfield, \$50,273 for Ferndale, and \$34,873 for Hazel Park. The number of persons in poverty increased to 15.7% (4,700) in 2010 and the number of Households in poverty rose to 15.2% (1,776) in Oak Park according to the 2010 American Community Survey 5-Year Estimates.



EMPLOYMENT


According to the SEMCOG 2040 Forecast the number of jobs in Oak Park will slowly and steadily increase from 10,175 in 2010 to a forecasted 11,182 jobs in 2040, an increase of 9.9%. The SEMCOG 2040 Forecast indicates that the largest increases will be in the Private Education & Healthcare (+588) and Services to Households & Firms (+464). A decrease of 240 Retail Trade jobs is anticipated during the same period.



	2010	2020	2030	2040
Natural Resources, Mining & Construction	874	986	1,098	1,059
Manufacturing	688	740	705	675
Wholesale Trade, Transportation, Warehousing, & Utili- ties	852	864	848	852
Retail Trade	1,281	1,163	1,141	1,041
Knowledge-based Services	1,756	1,924	1,754	1,735
Services to House- holds & Firms	1,924	2,325	2,494	2,388
Private Education & Healthcare	1,007	1,206	1,371	1,595
Leisure & Hospitality	604	587	576	558
Government	1,189	1,220	1,255	1,279
TOTAL	10,175	11,015	11,242	11,182

EDUCATION

From 2000 to 2010 the number of people with post-high school education has increased to 66.7% of the population age 25 and over. According to the 2010 American Community Survey 5-Year Estimates, 38.6% of the population age 25 and over have either an Associates, Bachelor's or Graduate degree.



	2010	2000 - 2010 % CHANGE
Graduate/Professional Degree	10.8%	-1%
Bachelor's Degree	17.9%	.5%
Associate Degree	9.9%	2.7%
Some College, No Degree	28.1%	2.9%
High School Graduate	21.2%	-1.5%
Did not graduate High School	12.2%	-5.6%

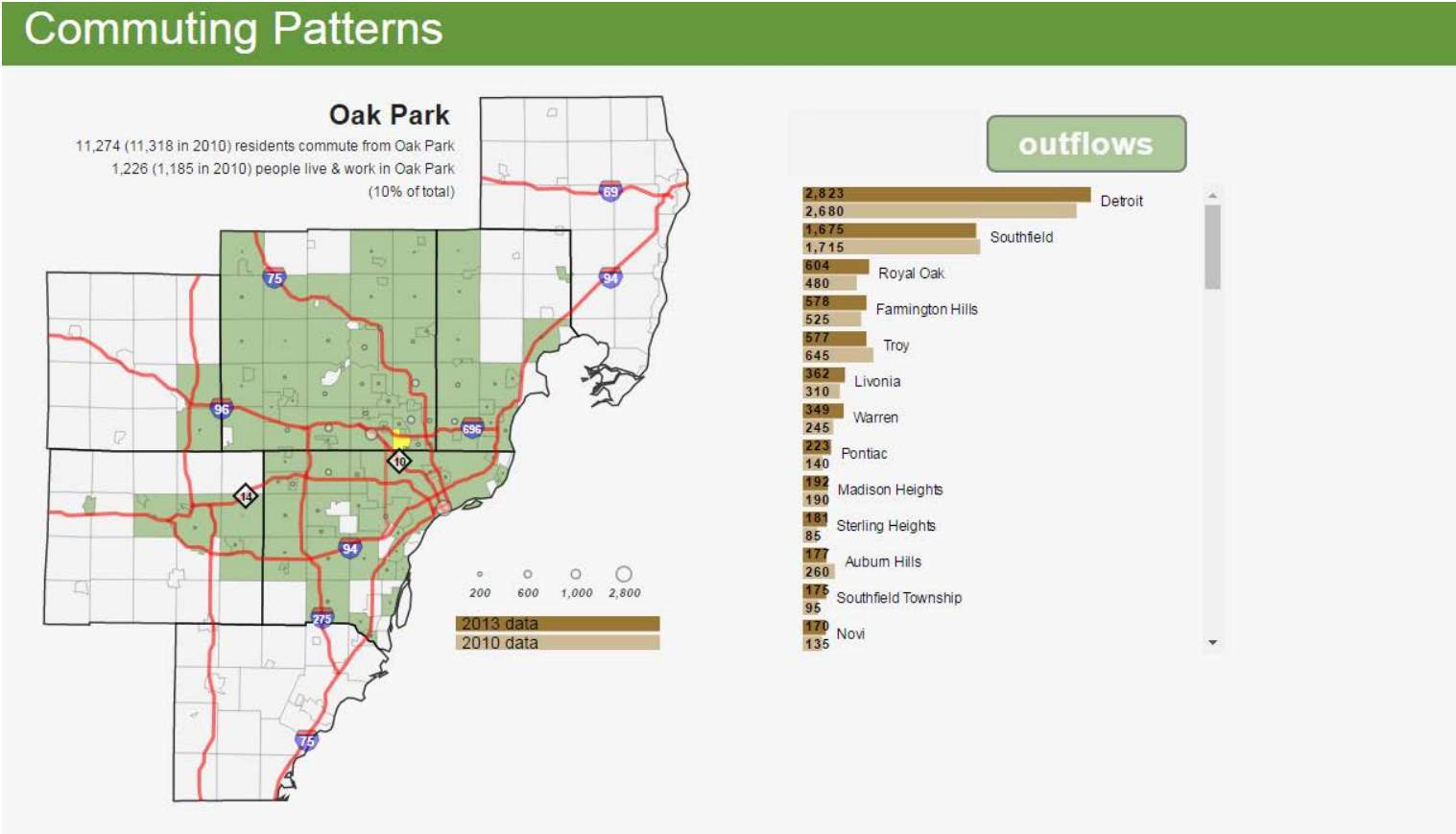


In 2010
Post-High School
Education increased
to **66.7%** of the pop-
ulation of those 25+

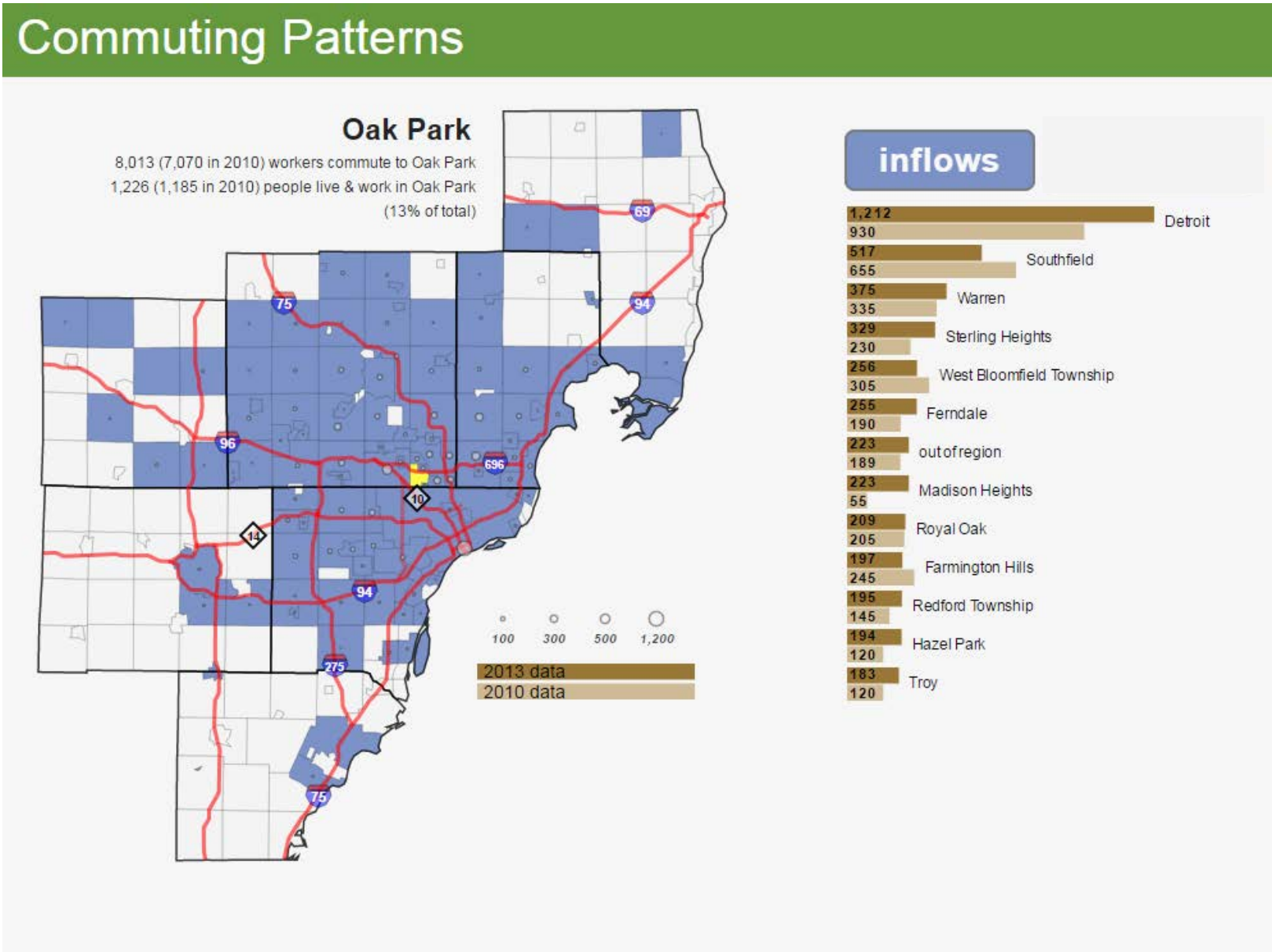
COMMUTING

Over 90% of Oak Park residents travel outside of Oak Park to work. Commuters travel an approximate average of 30 minutes of commute time. Most commuters in Oak Park travel to Detroit and Southfield for work. While many of the residents travel outside of Oak Park to work, many others commute into Oak Park to work as well. With over 10,000 jobs available in Oak Park almost 9,000 of those

employees travel to work in Oak Park from other communities. The daytime population, 26,649, does not differ much from the overall population, 29,319. Based on SEMCOG commuting patterns between 2010 and 2016 there has been an increase in people living and working in Oak Park as well as commuters coming into Oak Park for work.



SEMCOG Outflow Commuting Patterns



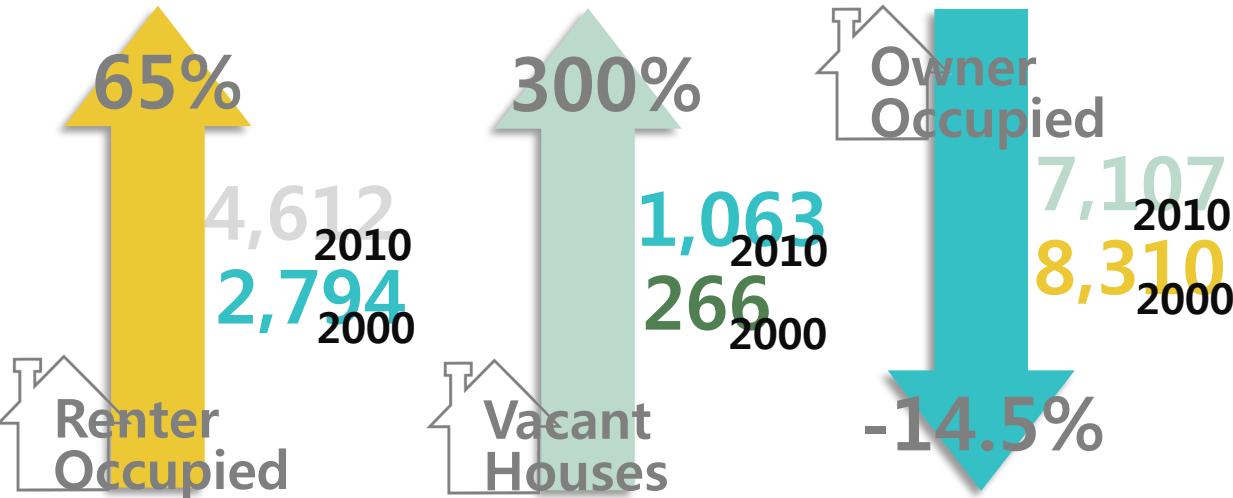
SEMCOG Outflow Commuting Patterns

HOUSING

The subprime mortgage crisis which contributed to the 2007-2009 U.S. recession devastated the Oak Park housing market. As a result, the number of vacant homes in the city increased 300% to 1,063 units from 2000 to 2010. During this same period, owner occupied homes dropped from 8,310 units to 7,107 units. Renter occupied housing went from 2,794 units to 4,612 units, a 65% increase over ten years.

In addition, the Median Housing Value dropped \$15,012 to \$135,800 in 2010. The reduction in value was consistent with other neighboring communities.

The Housing Type chart shows an overall increase of housing units from 2000 to 2010 of 1,902 units. The large increase in housing units is a result of the annexation of portions of northern Royal Oak Township.



	2000	2010
SINGLE FAMILY DETACHED	9,235	9,813
DUPLEX	103	92
TOWNHOUSE/ATTACHED CONDO	601	961
MULTI-UNIT	1,397	2,387
MOBILE HOME/MANUFACTURED	34	0
OTHER	0	19
TOTAL	11,37	13,27

Oak Park is well-known for its stable neighborhoods and well maintained single family homes. Many of these homes are the now popular mid-century modern design. The city originally was designed to follow traditional neighborhood planning principles. SEMCOG reported 12,782 housing units of all types in 2010. With an increase of housing units up 12.4% since 2000.

With over 9,000 single family homes in distinct neighborhood areas. Many of these neighborhoods have established block clubs to work together as a community.

Similar to surrounding Oakland County communities like Huntington Woods and Birmingham, the northern Oak Park residential area has seen many homes expanded or torn down and replaced with newer, larger homes. This suggests the need for larger and more contemporary homes that can accommodate a growing family who wishes to stay in Oak Park.

Along some of the main thoroughfares you will find many duplex homes. Many of these units are owned by two **different owners. The duplex's have served to be a buffer** between the major thoroughfares and the single family residential neighborhoods.

Oak Park also has many multi-family residential developments within the city. Most of these are rental apartments with a small fraction of apartment ownership similar to a condominium development. These multi family developments are scattered throughout the City and some tucked into neighborhoods as well. The City has instituted a rental inspection policy to enforce maintenance of these properties and ensure tenants rights are upheld.



Mid-Century Modern Design



Single Family—Large home on small lot

While most of these developments have been maintained through the years a few have become blighted. Working together with the rental inspector's, code enforcement officers, building official and owners the City has begun to address the blight and work with the owners to comply. While this is a work in progress the City has made great strides toward the removal of this blight. Code enforcement is a high priority to retain the housing values in Oak Park and deter blight. The City currently has four code enforcement officers and two rental inspectors. The infrastructure throughout the neighborhoods are maintained and all streets are paved.

Single family home owner occupied homes has declined mostly during the economic downturn. Currently 57.3% of single family homes are classified as owner-occupied. The housing crisis led to many homes being foreclosed upon and investors purchasing them as rental homes. Now that the economy has grown there has been fewer foreclosures on an annual basis. However, the city has taken every opportunity to purchase tax foreclosed homes to ensure more of these homes get into the hands of owner occupants.



Duplex Homes, source: Google Earth



Single Family Residential



Multi -Family Residential

Oak Park home values have gone up 16.4% over the past year according to Zillow and they predict they will rise 7.0% within the next year. The median list price is \$91 per square foot in Oak Park, which is lower than the Metropolitan Detroit average of \$114. While the homes values are steadily increasing, Oak Park is still an affordable community compared to Oakland County municipalities with an average home value of \$209,400, and the State of Michigan home value average is \$126,800. The home values in Oakland County increased last year by 6.4% and the state increased by 6.1%.

According to the U.S. Census Bureau the median gross rental rates in Oak Park between 2010 and 2014 were \$993, well above the U.S. average of \$920.

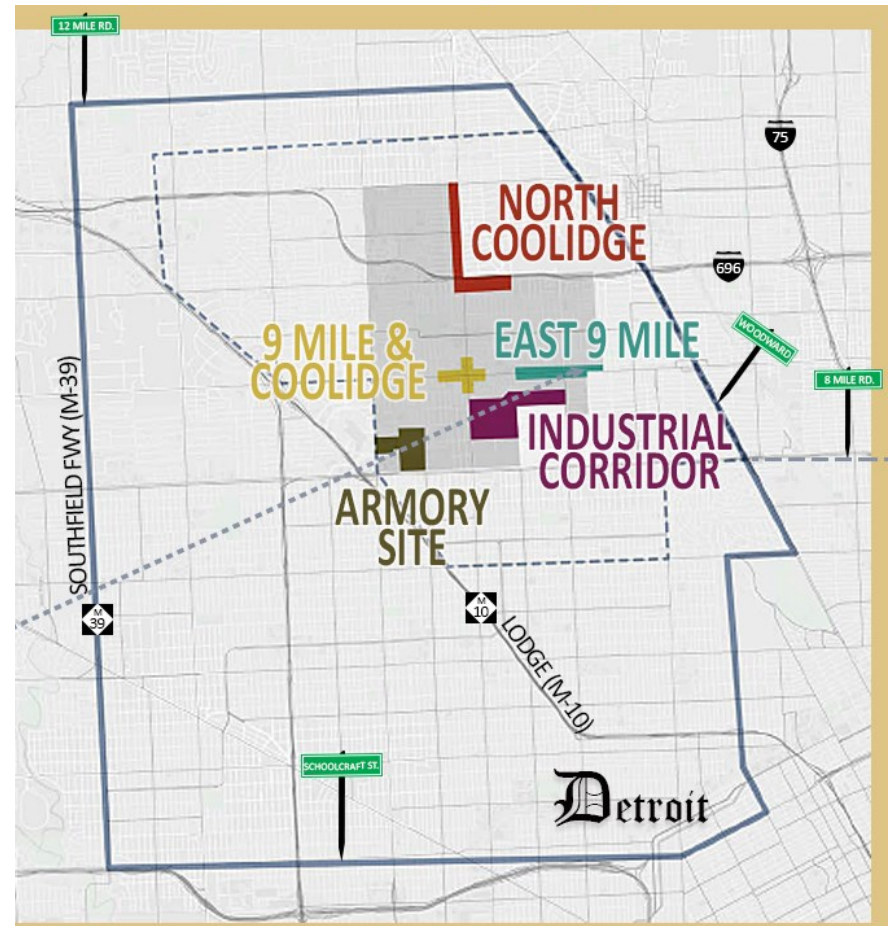
ECONOMIC CHARACTERISTICS

Like many Michigan communities Oak Park saw a decline in investment with the economic downturn. In 2013, at the suggestion of the City Manager, the City Council approved adding an Economic Development Department to the city of Oak Park to help grow the tax base. Since the inception of this department and the rise in the economy Oak Park has seen a rise in investment in Oak Park.

STRATEGIC ECONOMIC DEVELOPMENT PLAN

In 2014 the City hired Hamilton Anderson to prepare a Strategic Economic Development Plan for Oak Park. The following is an excerpt from that publication:

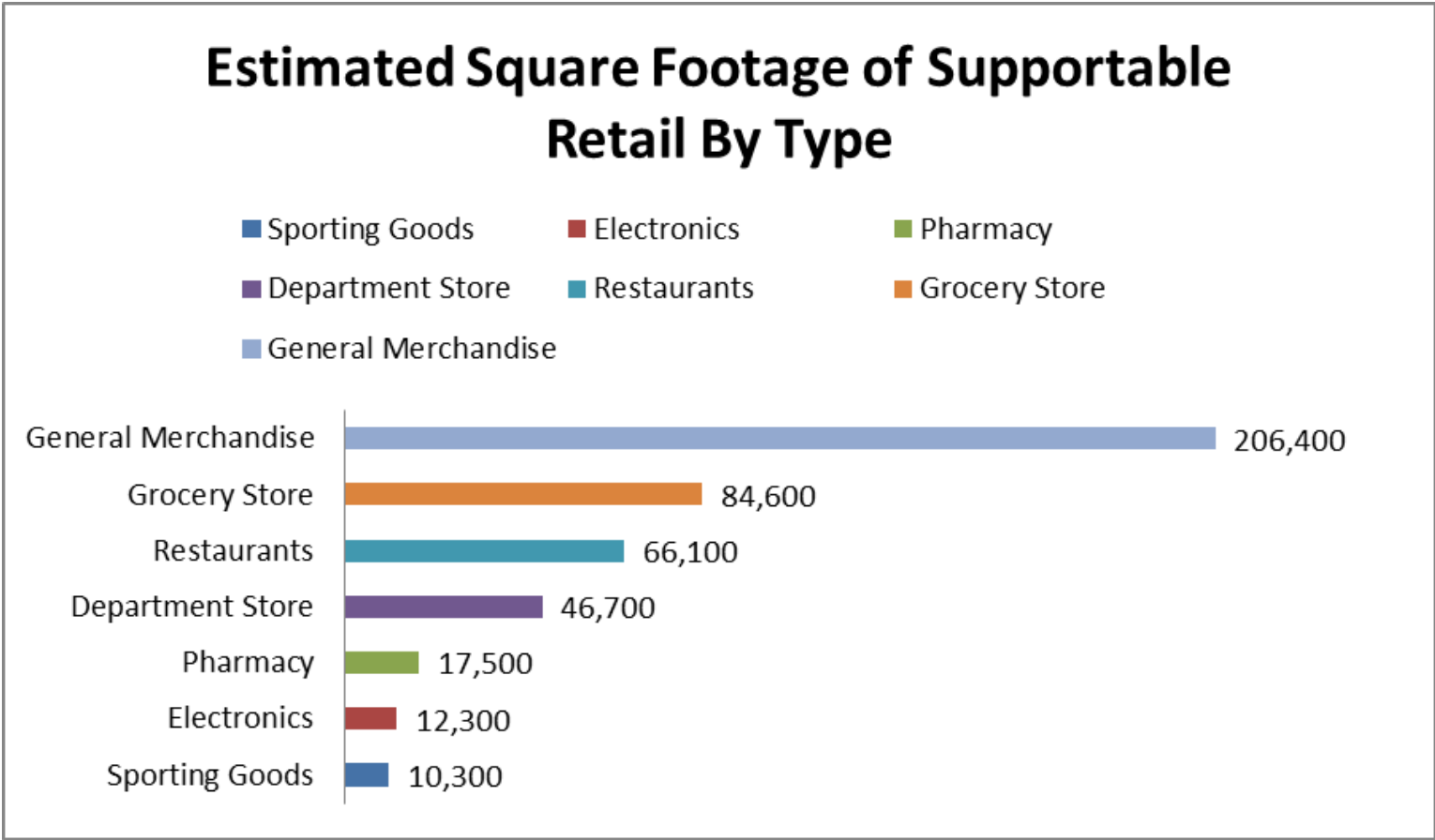
“The 2013 Oak Park Retail Market Study is a retail feasibility analysis conducted to inform the Strategic Economic Development Plan. The Study addressed conditions in five targeted study areas and the ‘primary trade area’. The study produced analyses on the existing and planned retail market; existing and projected population, demographic, and lifestyle characteristics; current and projected growth for retail expenditures; and how much and what type of additional retail square footage is supportable in the five study areas.



Primary Trade Area

The Retail Market Study found that consumers inside the primary trade area will account for 70% to 80% of the total sales captured by retailers in the five study areas. Daytime employment plays a large role in supporting retail. Consumer expenditure from daytime employment compliments that captured in the evenings and on weekends by households in the trade area. The primary trade area is estimated to have over 96,650 employees, and nearly 134,530 are

within a ten-minute drive time from the Armory Site. The Retail Market Study estimates that employees within ten minutes of the Armory Site expend over \$319.1 million dollars annually in the surrounding area. New retail development and filled vacancies in the five study areas could potentially capture as much as \$51.4 million in annual sales from ten-minute drive time employees in 2013, growing to \$55.3 million by 2018; this share of employee expenditure



Source: 2013 Retail Market Study

captured by Oak Park businesses could increase over time with new development. Furthermore, given the advantageous location along I-696 and near M-10 and the Southfield Freeway as well as connectivity through the mile roads, it is plausible that daytime workers from outside of the ten minute drive-time zone may regularly pass by Oak Park retailers. An examination of the top supportable retail types is detailed below. The full detailed table including demand and estimated sales for all retail types can be found in the full Oak Park Market Retail Study in the appendix. The closure of Northland Mall is another opportunity to fill the Retail Gap in the trade area.

With the liquor by the glass law passed in 2015 the city has an opportunity to attract restaurants and entertainment venues that would not have considered locating in Oak Park before. As the Market Retail Study suggests, the trade area can support an additional 66,100 square feet of restaurant space. The need for additional restaurants and entertainment venues is also supported by the public input sessions for the Strategic Economic Development Plan.



Flower Pots on Nine Mile Corridor



Randolph Tool Building on 11 Mile, prime redevelopment for Brewpub



Nine Mile and Coolidge Linear Shopping Center

In a built-out community such as Oak Park, it is apparent that one major objective must be the refurbishment and redevelopment of existing structures. Commercial and Industrial areas have been analyzed by section to identify current problem areas and future development potential. Over the past few decades the City has shown signs of disinvestment. Many buildings have become blighted and not well maintained in the commercial and industrial districts. A commercial façade grant program was introduced in 2015. The program was funded through a fundraising campaign. The program provides a 50% grant match up to \$2,500 for façade improvements. To date, four businesses have taken advantage of the program. The funds are almost depleted so another fundraising campaign should be done to continue this program. The Corridor Improvement Authority will also offer such a program but it will only apply to those businesses located within the Corridor Improvement Authority District.



Redevelopment Opportunity on Greenfield



Façade grant before and after pictures

EXISTING LAND USE

The city's future will be impacted by many factors. One principal factor will be the distribution and intensity of land use. In order to make recommendations for future land use, the current land use must be evaluated. The chart to the right indicates the land uses currently in Oak Park. The land use map for Oak Park describes areas that are currently appropriate for commercial, residential, office, public, recreation, and industrial uses.

ONE-FAMILY DWELLING DISTRICT, R-1

The R-1 one-family dwelling districts are intended to provide an environment of one-family detached dwellings and accessory uses in structures within stable residential neighborhoods.

TWO-FAMILY DWELLING DISTRICTS, R-2

The R-2 two-family dwelling districts are intended to permit both one-family and two-family dwellings and compatible accessory uses and structures within stable residential neighborhoods.

MULTI-FAMILY RESIDENTIAL DISTRICTS, RM-1, RM-2

The RM-1 low-rise multi-family residential districts and the RM-2 mid-rise multi-family districts are intended to provide areas for multiple family dwellings and related uses, which will generally serve as zones of transition from lower-density residential districts to more intense use districts, while providing appropriate housing alternatives in a properly planned setting.

R-1	One family residential dwelling district
R-2	Two family residential dwelling district
RM-1	Multi-family residential district
RM-2	Multi-family residential district
B-1	Neighborhood business district
B-2	General business district
LI	Light industrial district
O	Office building district
PTRED	Planned technical, research, education development district
PCD	Planned corridor development district
PMF	Planned multi-family district

NEIGHBORHOOD BUSINESS DISTRICTS, B-1

The B-1 neighborhood business districts are intended to meet the day-to-day convenience shopping and service needs of persons residing in nearby residential areas.

GENERAL BUSINESS DISTRICTS, B-2

The B-2 general business districts are intended to accommodate more intensive businesses that cater to a larger consumer market than those typically found in neighborhood business districts. B-2 uses are generally characterized by an integrated or planned cluster of establishments served by a common parking lot.

LIGHT INDUSTRIAL DISTRICTS, LI

The light industrial district regulations are established so as to apply to those light industrial areas and subdivisions developed to provide sites for manufacturing plants, warehousing, research laboratories and similar uses. Development is limited to uses that can be carried out in an unobtrusive manner, and maintain a compatibility with surrounding residential or commercial areas.

OFFICE BUILDING DISTRICTS, O

The O districts are intended to accommodate uses such as offices, banks, personal services, and a limited amount of retail. The O districts can serve as a transition between residential uses and more intensive uses and transportation corridors.

PLANNED TECHNICAL, RESEARCH, EDUCATION DEVELOPMENT DISTRICTS, PTRED

The planned technical, research, education development districts are intended to accommodate research, technical, medical and educational activities which serve the needs of nearby regional establishments. The primary characteristic of uses allowed in this district is the pursuit of technical knowledge to serve the needs generated by those endeavors. Uses in this district shall be developed on larger parcels of land in a "campus-like" setting that creates a physical atmosphere of low-rise buildings accented with substantial landscaping.

PLANNED CORRIDOR DEVELOPMENT DISTRICTS, PCD

The planned corridor development districts are designed to provide for a variety of retail and service establishments in business areas abutting major thoroughfares and so located and planned as to provide convenient customer parking, store servicing and pedestrian traffic movement within the business district and with a minimum of conflict with traffic on abutting streets. To assure optimum site planning relationships and minimum internal and external traffic conflict, each use will be reviewed as it relates to its site and abutting sites and as it relates to the entire district and abutting districts. This type of district is further created so as to provide a zone of transition between residential districts and major thoroughfares or expressways.

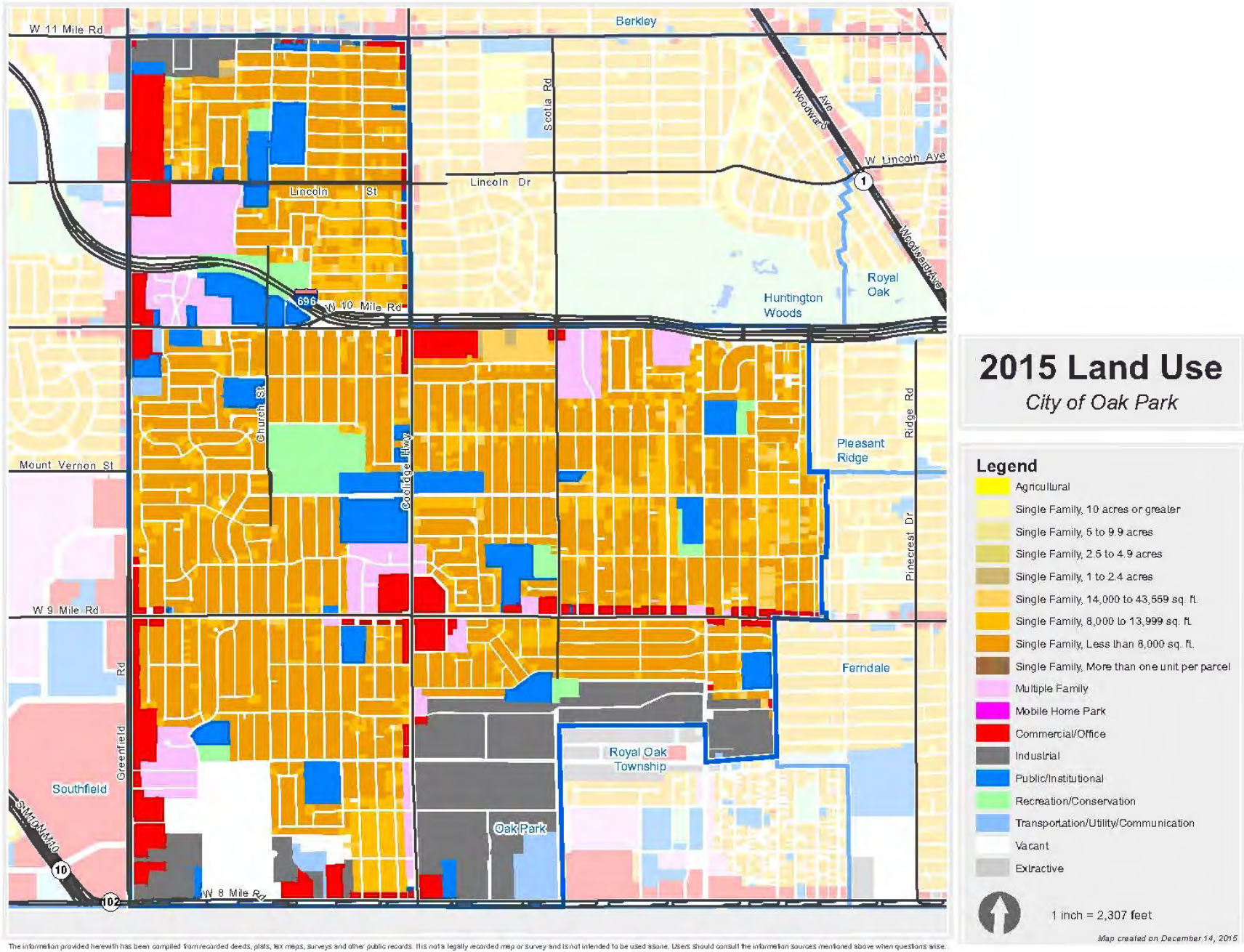
PLANNED MULTIFAMILY DISTRICTS, PMF

The PMF planned multifamily residential district is designed to provide for low-rise multiple-family residential and related uses fronting on major thoroughfares.

IMPLICATIONS FOR THE FUTURE

Change that occurs within a community can be positive or negative. The important consideration is that the City recognizes their role in the potential impact change can have on a community and strive toward a positive outcome. Changes in future land use should be carefully considered to avoid negative impacts. Some items to consider are:

- ◆Explore potential transitional zones from commercial or industrial uses into neighborhoods as well as buffers into the residential areas
- ◆The population has an upward trend of wanting to live and work in walkable urban communities
- ◆The demographics and aging population need to be considered when planning for a variety of housing options
- ◆The industrial areas still exert a negative influence on the neighborhoods. Evaluate and consider additional screening standards in these areas.
- ◆Analyze the conversion of office buildings into other uses and zone appropriately.



COMMUNITY FACILITIES



CITY BUILDINGS

The City of Oak Park through a millage built a new City Hall and Public Safety Building in 2013. The building is located on Oak Park Boulevard west off Coolidge. Connected to the city hall complex is the 45th District Court which services the cities of Oak Park, Huntington Woods, Pleasant Ridge, and Royal Oak Township.

On August 19th, 2013, the Gerald E. Naftaly Municipal Complex officially opened its doors to the public. The 43,000-sq-ft, city hall facility now serves as the new home of the offices of the Mayor and Council, City Manager, City Clerk, Finance

(Assessing, Treasury and Water), Communications & Public Information, Information Technology and Human Resources. Public Safety is also connected to the new city hall building. The new building has many features such as a 46-foot oculus at the entrance, a modern building design and spacious and modern City Council chambers as well as many infrastructure efficiencies that may not be seen, but will be felt in cost-reductions for the City. Some of the cost savings and environmentally-friendly elements included are LED street lights, energy efficient interior lighting with motion sensors, and a geothermal HVAC system for heating and cooling.

For several years the City and the 45th District Court



The Community Center, Municipal Services Building and Library are all encompassed in the building directly to the West of the city hall complex. The Community Center is comprised of several meeting rooms and large meeting rooms to serve the residents and business community. It is also home to the Recreation Department and Senior Activity Center. The Municipal Services portion houses the Department of Technical and Planning, Building Department and Economic Development. The library is also connected and was recently renovated in 2011-2012. The City pool, putt-putt course, ice arena, basketball courts, tennis courts, softball diamonds, sledding hill in Shepherd Park are all adjacent to the Community Center.

The Department of Public Works is located in a building on Capital Street and is part of our Industrial Park. The department has made numerous energy efficient upgrades in recent years. In spring 2009 a

waste oil burning furnace was installed when the old heating unit failed. It utilizes waste oil which the City paid to get rid of. It now replaces the use of natural gas. In fall 2009 skylights in main DPW garage and a wood burning boiler were installed. The skylights light the main garage during sunny days without the use of any electrical lighting and the wood burning boiler uses wood from our forestry maintenance to heat the main building and mechanics garage. In winter 2010, a second wood burner along with a storage tank were installed. This extended the heating to the office/lunch area boiler and added storage tanks so the residual heat was captured and stored making the heat last longer. In spring 2011, lighting at the DPW building were replaced with more efficient fixtures and we received DTE rebates. In all, these efforts save the City approximately \$30,000 annually on natural gas and \$25,000 annually on electricity from pre-2009 levels for the DPW Department.



RECREATION

Providing well-rounded recreational experiences and facilities that improve the quality of life for residents are priorities for the recreation department. Safe, clean and well-maintained parks and establishing a high standard of excellence in programs, activities and special events help to contribute to our resident's quality of life and increase property values. Our department embraces and celebrates the diversity of its community and our programs strive to reflect the needs of all residents equitably. Promoting diversity and inclusion in all recreation programs can create a strong sense of community, connectedness and social cohesion.

- ◆ Successful intergovernmental agreements with the City of Ferndale and potentially the City of Hazel Park. These cooperative agreements will result in increased programs, participation, and maximize the use of public resources.
- ◆ Combining neighboring recreation programs allows for sharing of departmental resources and offers more regionally based programs, thus maximizing available space and assets.
- ◆ Schools are an important reflection on the community and fortunately Oak Park, Ferndale, and Berkley School districts each have a few of our parks and facilities located within close proximity. Our recreation

department strives to foster a cooperative relationship with the schools to encourage shared usage of valued resources for students, faculty and community members.

- ◆ Collaborate with community and faith based organizations to offer diversity-related programs and events.
- ◆ Create activities that capitalize on the uniqueness, amenities and character of specific parks.
- ◆ Develop and strengthen partnerships, collaborate with community groups, businesses, healthcare facilities, organizations, Oakland County Parks, our state association MParks, and the DNR to enhance programs and special events.
- ◆ Utilize volunteers to enhance program services and provide volunteers with an experience that will strengthen their connection and loyalty with the department.
- ◆ Create community; building relationships with local businesses that provide alternate sources of revenue to provide community events at no cost or low cost to residents.
- ◆ Work with other city departments to maintain, enhance, and create safe city parks and resources to ensure environments for optimal program opportunities for our residents and guests.

The City currently has ten city parks and comprises 102.5 acres of land. In addition the city maintains four greenbelt areas. These greenbelts present an opportunity to add them to the park system in Oak Park. These areas include the South Nine Mile greenbelts both East and West of Coolidge, the greenbelt behind Capital connecting to Lessenger Park, and the Greenfield Road greenbelt. These new recreational pathways and parks would add an additional 11.4 acres of recreational amenities. To date, plans have been designed to include active and passive nodes along the South Nine Mile Linear Park with a multi-use path. The Greenfield Linear Park has not yet been planned but could include a multi-use pathway.



David H. Shepherd Park



Harding Park



Jackson Park

PARKS

Best Park
Dewey Park
Harding Park
Jackson Park
Key Park
Lessenger Park

Rothstein Park
David H. Shepherd Park
Tyler Park
Victoria Park
Greenfield Greenbelts
Nine Mile Road Greenbelts

Best Park

Location: 24300 block of Roanoke Ave. The parking entrance is between Colgate and Yale. Best Park is behind JFK Elementary School.

Size: 3.7 acres

Facilities:

2 swing sets

1 tee ball

1 basketball court with bleachers

2 tennis courts

School Facilities:

2 swing sets

Large play structure



Best Park

Dewey Park

Location: 21600 block of Stratford St. The location is near the end of the street. It is located on the south side of the Oak Park Academy.

Size: 6.7 acres

Facilities:

1 swing set

1 play structure

1 ball field

4 half court basketball courts

1 kids basketball court

School Facilities:

Monkey bars



Dewey Park

Harding Park

Location: 26400 block of Harding St. Harding Park is at the far north end of Harding St., just north of Talbot where the street dead ends.

Size: 2.0 acres

Facilities:

- 2 buck about riders
- 2 play structures
- 3 swings
- 1 twirly



Harding Park

Key Park

Location: 23200 block of Scotia

Size: 6.1 acres

Facilities:

1 baseball field with bleachers

Play Area

School Facilities:

2 soccer goals



Key Park

Jackson Park

Location: 23400 block of Rosewood Ave., adjacent to Jackson Middle School. There are two entrances; one on Oak Park Blvd. between Majestic and Rosewood. and the second on Rosewood Ave. between Oak Park Blvd. and Kenwood.

Size: 5.3 acres

Facilities:

1 baseball field w/ bleachers

School Facilities:

- 1 monkey bars
- 1 small play structure
- 1 slide



Jackson Park

Rothstein and Victoria Park's

Location: 25308 block of Church Street

Size: 10.5 acres

Facilities:

1 Play structure

Vita course

Lighted paved path

Plenty of seating

Wheelchair accessible concert stage

2 swing sets

1 tee ball

1 bleachers

1 basketball court

2 tennis courts



Recently completed Michigan Department of Transportation Project at Rothstein and Victoria Park's



David H. Shepherd Park			
Location: 24198 block of Church Street			
Size: 56.8 acres			
Facilities:			
Grills with tables	3 Pavilions	Wooden Train	2 Play Structures
Wooden Truck	3 Play Tunnels	4 Play Tires	Indoor Ice Arena
2 Basketball Courts	7 Tennis Courts	2 Practice Walls	Nature Path
Walking Trail	Sledding Hill	Indoor Restrooms	2 Lighted Baseball Diamonds



Pavilion One



Train Play Structure



Community Pool



Ice Arena

Tyler Park

Location: 14450 block of Manhattan Street

Size: 3.7 acres

Facilities:

1 swing set

1 baseball field with bleachers

2 soccer goals

1 hill for sledding

School Facilities:

2 swing sets

1 large play structure



Tyler Park

Lessenger Park

Location: 14501 block of Talbot

Size: 7.3 acres

Facilities:

1 baseball field with bleachers

School Facilities:

1 play structure

1 basketball court

Picnic area

2 soccer goals



Lessenger Park Ball Diamond

CAPITAL IMPROVEMENT PLAN

The City Oak Park's Capital Improvement Program (CIP) is a planning tool which is analyzed annually and revised accordingly during the budgeting process. The goal is to identify and schedule capital improvements over a six-year period between fiscal years ending 2017-2022. The CIP is an opportunity to formulate strategic long-term policy decisions that extend beyond the 2016- 2017 fiscal year. Each year, the City of Oak Park invests significant time and resources to design, construct, and maintain the infrastructure and facilities needed to deliver municipal services to residents and businesses. Because of the high costs associated with building and maintaining capital assets, the City must carefully balance the need for such assets with our requirements to sustain a strong financial position.

The CIP is first and foremost, a planning tool. It can be quite useful as a primary guide in implementing the Master Plan. With thoughtful foresight and review as a result of a CIP, the many outstanding capital projects that communities are faced with implementing every year, can be viewed as one package, rather than as small, fragmented groups or lists, with no unified sense of focus and direction. When capital improvements begin with careful planning and study, the City of Oak Park's chances for receiving State and Federal grants are greatly enhanced. Some grants require the inclusion of a CIP with their application. Formulation of a CIP assists those involved to look at alternative funding mechanisms that might not have been considered before. Instead of relying on local revenue sources alone, the CIP allows the City to think more creatively to fulfill Master Plan goals and policies. The CIP often avoids

reactive planning, and instead replaces it with balanced initiatives.

ROADS Transportation-related issues are a high priority for the City of Oak Park. The Capital Improvement Program addresses the maintenance and preservation of roadways as an important component of the program, which provides the necessary resources for scheduled pavement maintenance applications throughout the City.

INTERSECTION AND SIGNALS The City of Oak Park is 5.16 square miles with 84.6 miles of major and neighborhood roads. To facilitate safe motorized and non-motorized transportation throughout the City safe road and street intersections and traffic signals need to be designed and maintained year in and year out.

SIDEWALK AND PATHWAYS The City of Oak Park is committed to providing non-motorized sidewalks and pathways in an effort to provide alternative modes of transportation for citizens and stakeholders alike.

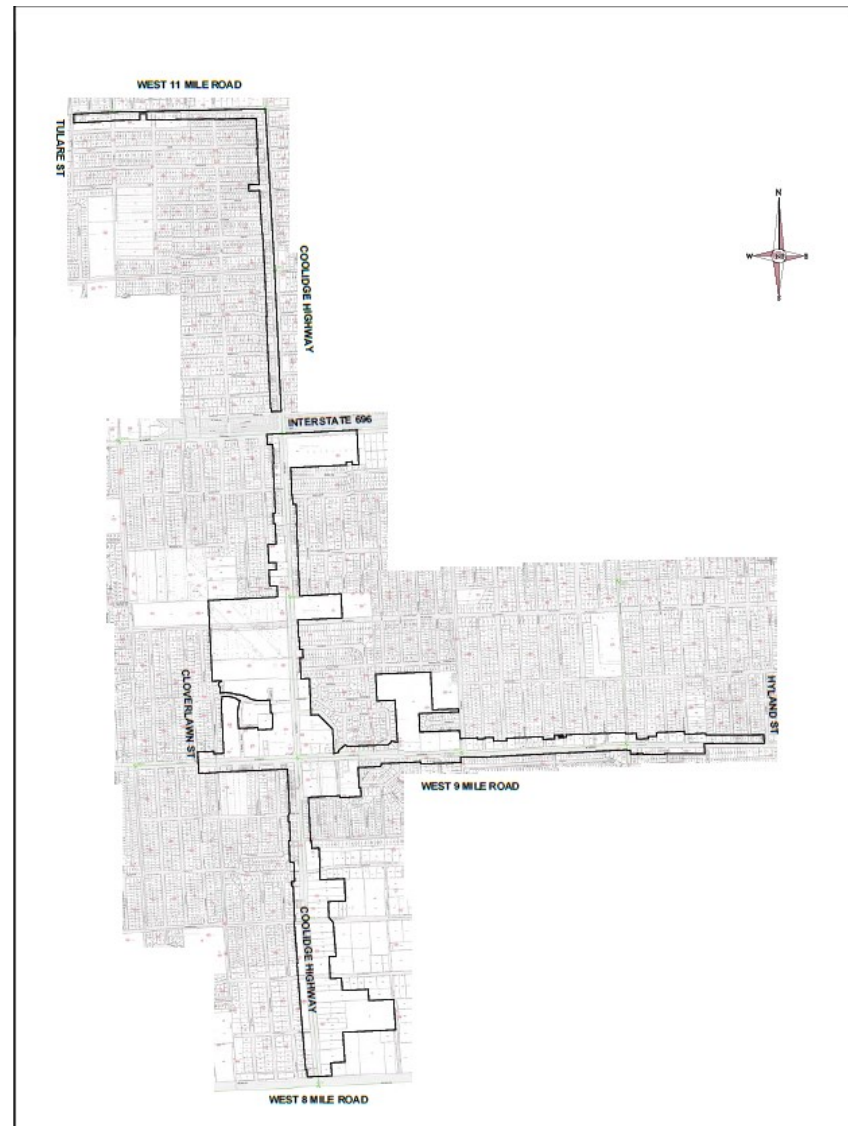
SANITARY SEWER The City of Oak Park purchases sewage disposal services from Oakland County Water Resources Commissioner (OCWRC). The development of the proposed sanitary sewer projects were based upon system deficiencies and needs obtained from area residents, business owners, and City staff. These projects are coordinated with storm water management, roadway, and pathway improvements to maximize cost savings through economies of scale, resulting in a more effective and efficient process to implement the construction projects.

CORRIDOR IMPROVEMENT AUTHORITY

The City of Oak Park has been actively pursuing ways to create vibrant corridors. For years the disinvestment in the commercial corridors in Oak Park has created a need for revitalization. The purpose of creating a Corridor Improvement Authority (CIA) is to maintain and upgrade the economic viability of the designated corridors for a period of twenty years.

The City adopted Resolution No. CM-09-356-15 approves the creation of the Corridor Improvement Authority ("CIA"), the board was established and the Tax Increment Financing (TIF) and Development Plans were created. The plans set forth guidelines for which the city will be able to undergo extensive streetscape projects consisting of a road diet, pocket parks, and bike lanes along the Nine Mile Corridor, façade grant funding, Parking Lot creation/improvements, marketing, events, landscaping, and more. The cost of these projects will be financed through tax increment financing and grant funding.

The plan states that the duration of the development and tax increment financing plan shall be from 2016-2036. The Corridor Improvement Authority will make any existing final debt service payments during the 2034-2035 fiscal year. Therefore the development and tax increment financing plans will expire on July 1, 2036. The plan will serve as a catalyst for a number of improvements within the commercial districts and corridors.



The Oak Park Corridor Improvement Authority is ultimately responsible for the revitalization of the Corridor Improvement Authority district as it is defined by Oak Park ordinance. The need to revitalize commercial districts is clear. A healthy, viable corridor is crucial to the heritage, economic health and civic pride of the entire community for several reasons. A healthy commercial corridor retains and creates jobs, creates a stronger tax base; long-term revitalization establishes capable businesses that use public services and provide tax revenues for the community. It increases the community's options for goods and services, whether for basic staples like food, clothing and professional services or for less traditional functions such as housing or entertainment. Finally, vibrant commercial corridors are symbols of community caring and a high quality of life, factors that influence corporate decisions to locate to a community.

In order to assist in improving the corridors in Oak Park, the Oak Park Corridor Improvement Authority has identified the following priorities in establishing vibrant commercial corridors:

VISUAL QUALITY OF THE BUSINESS DISTRICT This means attention to all physical elements: buildings, storefronts, signs, public improvements, landscaping, streetscapes, merchandising displays, and promotional materials. The quality of the designed environment more than any other aspect demonstrates to the public the other qualities of the district.

CREATING A POSITIVE IMAGE OF THE BUSINESS DISTRICT to attract customers and investors and

rekindle community pride. Promotion includes the development of sophisticated, joint retail sales events, festivals and the creation of a consistent image through graphic and media presentation. Promotion also includes target marketing of the district to investors, developers and new businesses.

ASSISTING IN ALL ASPECTS OF ECONOMIC RESTRUCTURING including strengthening the existing economic base of the business district while diversifying its economic base. Activities include retaining and expanding existing business, recruiting new businesses to provide a balanced mix, converting underutilized buildings and space into productive property and sharpening the competitiveness of the districts' businesses.



Nine Mile Business District

COMPLETE STREETS PLAN

COMPLETE STREETS IN MICHIGAN

In 2010, Michigan became the 14th state to pass legislation that requires the state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. The legislation defines Complete Streets as “roadways planned, designed and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle” (PA 135 of 2010).

According to PA 135, a Complete Streets policy provides a community with the framework to implement a comprehensive transportation plan that considers appropriate access for all legal roadway users. The law states that the policy should be sensitive to the local context and consider the functional class of the roadway, project costs, and the varying mobility needs of all legal users of the roadway. The legislation requires the State Transportation Commission to adopt a Complete Streets Policy that may be adopted by local units of government, and it also requires the establishment of a Complete Streets Advisory Commission. The law also requires that municipalities coordinate with neighboring communities and road agencies, and furthermore, interjurisdictional cooperation in preparing 5-year transportation improvement programs.



Rendering Nine Mile Road Diet, OHM Engineering

Complete Streets integrate people and place in the design, construction, operation, and maintenance of our transportation networks. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users,

including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. They make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from bus stops.



Complete Streets Rendering, Center For New Urbanism

COMPLETE STREETS IN OAK PARK

Transforming Oak Park into a healthier, safer, more vibrant and prosperous city will require a new approach and way of thinking. The creation of public spaces, alternative modes of transportation, and the desires of the millennial and senior population for a walkable, urban environment need to be considered.

Good transportation networks are an important factor in a community's quality of life. A multi-modal transportation network is a necessity in the City of Oak Park. Many of our residents rely on public transportation to get to work, appointments, and shopping. Oak Park also has a very rich cultural diversity, which includes a group of people whose only form of transportation during religious holidays is walking. By prioritizing a comprehensive transportation network the city can enhance quality of life by providing all users safe and equal access to their destinations.

Acknowledging the benefits of a complete streets approach several years back, the city began to rethink the way the Nine Mile Rd. corridor meets the needs of all Oak Park residents. Driven, in part, by the recommendations of the 2014 Strategic

Economic Development Plan, the city began the process of planning the redesign of the currently over-sized Nine Mile Rd. This process began with the assistance of the Congress for the New Urbanism, and their Nine Mile Report, which provided an array of recommendations to improve the experience of the corridor, all within a complete streets framework. These recommendations include additional crosswalks, bike lanes, a linear park, on-street parking, and a road diet. Based on these recommendations, the city has been working on a comprehensive rehabilitation plan of Nine Mile Rd. so that it accommodates all modes of travel, while providing a safe, comfortable environment for all users.

Understanding that a true Complete Streets approach means a well-designed network of streets, Oak Park is not limiting its redesign efforts to Nine Mile Rd. The city will create a non-motorized transportation plan and adopt a Complete Streets policy that will consider all users when designing, retrofitting, or improving any right-of-way within the community.

ROUTED BIKE MAP

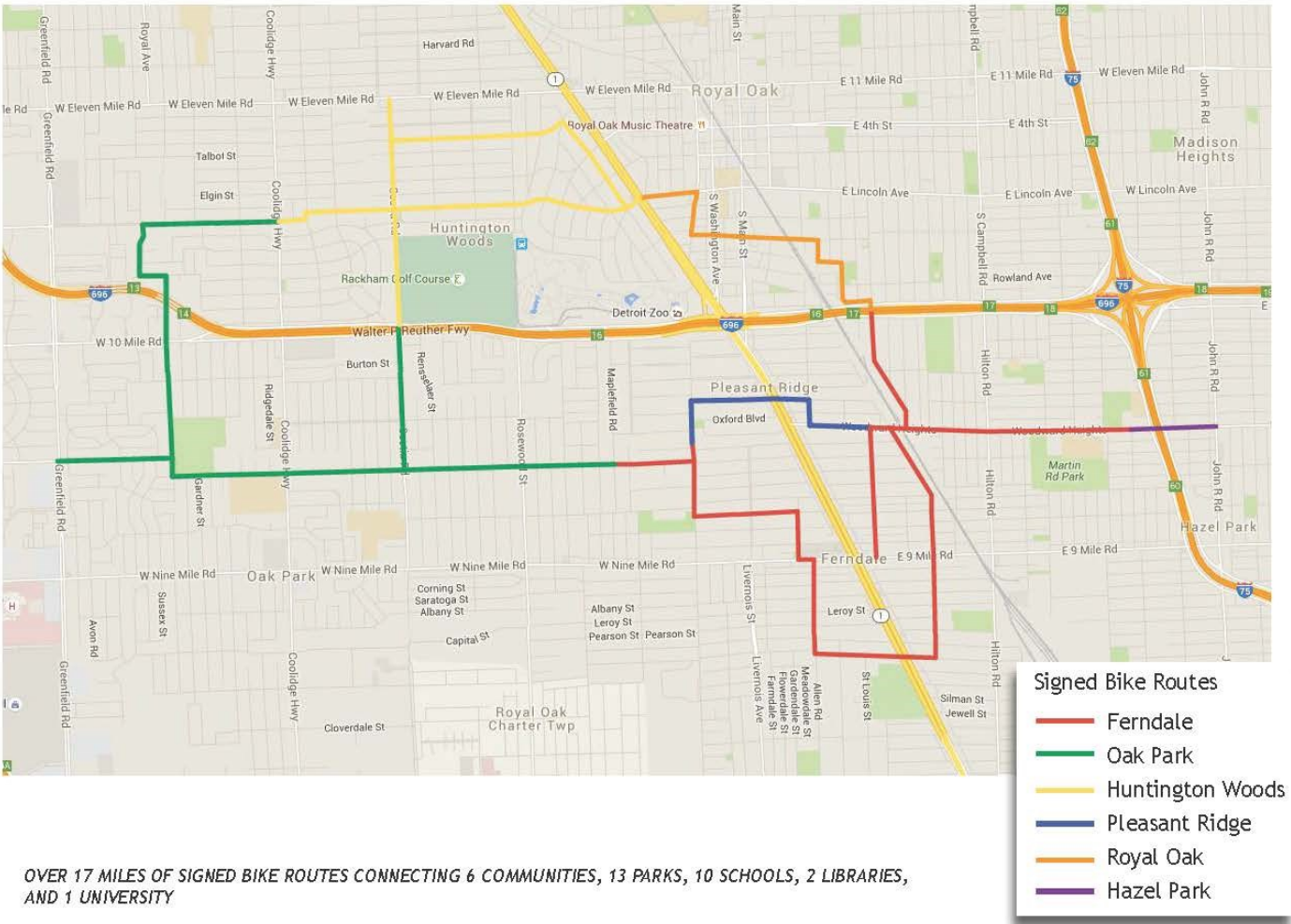


Photo courtesy of Ferndale Economic Development Department

By adopting a non-motorized transportation plan and Complete Streets policy, the city planners and engineers will have a framework in which to design and operate the entire right of way to enable safer access for people of all ages and abilities in a way **that complements the community's context**. This means that every transportation related project will be viewed as an opportunity to create safer, more accessible streets for all users, while taking into account the uniqueness of each street and its **position within the city's comprehensive network**.

NEXT STEPS TO COMPLETE STREETS:

- ♦ Continue the discussions we had with the community and stakeholders that began the planning for the Nine Mile Redesign with the Center For New Urbanism.
- ♦ Host a variety of public input and feedback sessions to discuss and educate the public what complete streets are.
- ♦ Create a plan, based on public feedback, which will determine the best paths to connect pedestrians, bicyclists, and public transit facilities to public amenities, commercial areas, work and education.
- ♦ Collaborate with surrounding communities and consider their non-motorized transportation plans in order to create a comprehensive regional network of streets that meet the needs of all users.
- ♦ Analyze traffic patterns and determining where streets can be right sized to include alternative and public transportation options. The city will consider right sizing roads and include bike lanes wherever possible.
- ♦ Establish performance standards and desired outcomes, to be adopted by city council and city planning commission, and the Oakland County Road Commission and Michigan Department of Transportation by year end 2017.



Courtesy of RTA

PUBLIC INPUT SUMMARY

The master planning process produced a vision based on public input, within the context of several existing plans that already provide guidance for the future of the City. These plans include the current 1996 Master Plan, the 2014 Strategic Economic Development Plan, The Center for New Urbanism's Nine Mile Report, and the City Council 2014-2019 Strategic Plan.

The existing Master Plan, published in 1996, laid out a

vision statement, supported by specific areas of focus that has guided the City's development for the past twenty years. The preparation of the new Master Plan has involved a thorough review of this existing framework. While there are areas of focus that are still relevant today, the planning process has uncovered an updated set of themes based on the current environment in which to guide the planning process in the City's future.



Master Plan Townhall Meeting

The Strategic Economic Development Plan is the result of an ambitious public planning process that took place in 2014 to develop a strategy for attracting and sustaining economic development in the City. Through this process recommendations were developed around key themes, all of which **were focused on growing the City's economic base.** These key themes are very similar in nature to those expressed in the Master Plan public input, and helped guide the vision of and goals of the new Master Plan.

The Center for New Urbanism's Nine Mile Report is a result of a grant awarded to the City in 2015 to provide technical assistance in developing recommendations for the redesign of Nine Mile Road. The recommendations focused on repurposing the corridor within a complete streets

framework, utilizing the over abundant right-of-way to meet the needs of all modes of transportation, support a more walkable environment, and dramatically change the character of Nine Mile Rd.

Lastly, the City Council 2014-2019 Strategic Plan is a product of several working sessions in 2014. City Council came together to create a comprehensive plan that included a set of priorities, supported by specific objectives, to guide the operations of the City through 2019. The priorities of the Plan were summarized within the three tenants of Community, Culture, and Commerce. These three words also encompass the sentiment gathered from public feedback, and have helped guide the vision and goals of the new Master Plan.



Master Plan Townhall Meeting Breakout Session, Economic Development

Public Input

To engage the public in the master planning process the City utilized two approaches: an online survey and three master plan town hall meetings. The feedback gathered from these engagement methods has been summarized and is presented in the following pages.

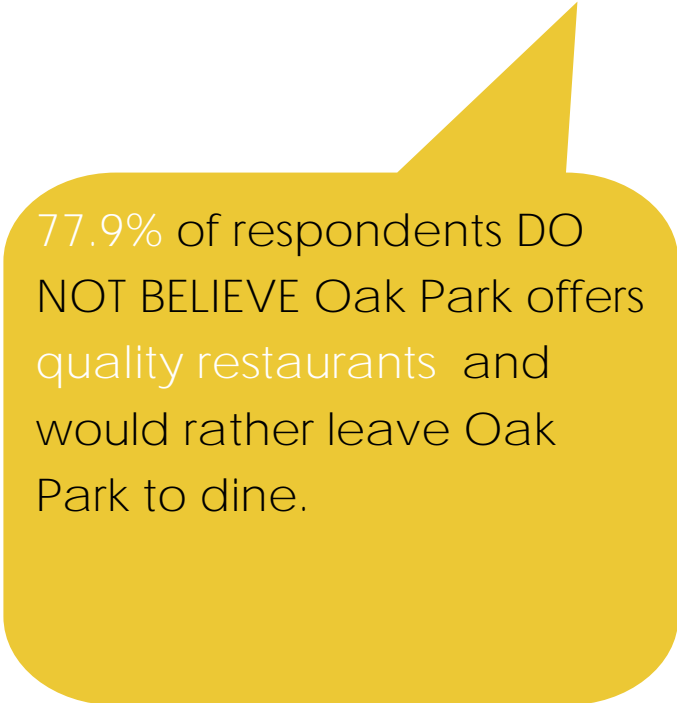
Online Survey: 511 participants responded to the survey, which was made available to the public between November 2015 and May 2016. Of the respondents 81.9% are homeowners, 12.1% are renters, and 3.9% are business owners. 66.4% of respondents were women and 40.9% of respondents have lived in Oak Park for more than 20 years.

Participants were asked to think about big ideas impacting life in Oak Park, such as: housing, the business climate, dining, shopping, parks, the library, city services, and other quality of life measures. Overall, respondents expressed a positive perception toward the City. They rated the City's central location, services, and diversity as its greatest assets. When asked, 92% of respondents would recommend Oak Park as a place to live, 83% would recommend Oak Park as a place to locate and manage a business, and 78% believe that Oak Park is business friendly.



Master Plan Townhall Meeting Breakout Session, Library

92.44% of respondents would recommend Oak Park as a place to live.



77.9% of respondents DO NOT BELIEVE Oak Park offers quality restaurants and would rather leave Oak Park to dine.

Survey responses also shined a light on many areas in which the City has room to improve. Respondents expressed the need for an increase in the diversity of available housing stock, citing townhomes/condos, luxury homes, senior housing, and lofts as desirable options. The general lack of, and desire for commercial amenities, and a walkable downtown experience was also a common theme expressed in many areas of the survey. 77.9% of respondents do not believe Oak Park offers quality restaurants and would rather leave the City to dine. Among the reasons stated are: lack of selection, lack of quality/upscale options, lack of alcohol, the desire for a walkable environment or better atmosphere, and lack of well-known restaurants. Furthermore, respondents cited the need for quality clothing and grocery options, as the majority of them leave the City to meet these needs. When asked **what they would like to see happen in the City's commercial corridors** they cited more retail, more restaurants, more restaurants with liquor licenses, increased walkability, and streetscape improvements as the top suggestions.

While respondents expressed satisfaction with their neighborhood park, most travel to Shepherd Park over visiting the park closest to them. In their neighborhood parks they desire more walking trails, picnic areas, dog parks and playgrounds. Respondents also identified three improvements that would increase their library use, which included increased hours of operation, additional events/classes, and more books.

WHAT PARK OR RECREATIONAL FACILITIES WOULD YOU LIKE TO SEE IN YOUR NEIGHBORHOOD PARK? (Responses in order from most to least frequently suggested)



TOWN HALL MEETINGS

The City hosted three separate Town Hall meetings to engage residents and gather feedback for the master planning process. On November 18th, 2015 and January 12th, 2016 residents gathered in the Oak Park Community Center to participate in the Master Planning Process. Approximately 100 people attended the first Town Hall and approximately 65 attended the second. During these events, residents participated in four, twenty minute breakout sessions that focused on Communications, Economic Development, the Library, and Parks and Recreation. The third town hall meeting, on February 4th, 2016, was attended by approximately 11 people, all of whom had attended the previous planning events. Due to dwindling attendance, this final Town Hall was used to present survey results and hold a group discussion on ideas and comments from the survey. Feedback from each public meeting focused on the general look and feel of the community.

The following ideas were expressed:

- ◊ Increase dining options
- ◊ Encourage public art and art galleries
- ◊ Continue beautification efforts: banners, hanging baskets, flowers, better lighting, etc.
- ◊ Support a diverse mixture of housing options such as: mixed use, affordable, senior, townhomes, lofts, and communes
- ◊ Make Oak Park a destination with entertainment and museums
- ◊ Increase community events
- ◊ Increased library programing, resources, and hours
- ◊ Invest in non-motorized transportation options, bike lanes, walkable spaces
- ◊ Increased park amenities, and a dog park
- ◊ Infrastructure improvements

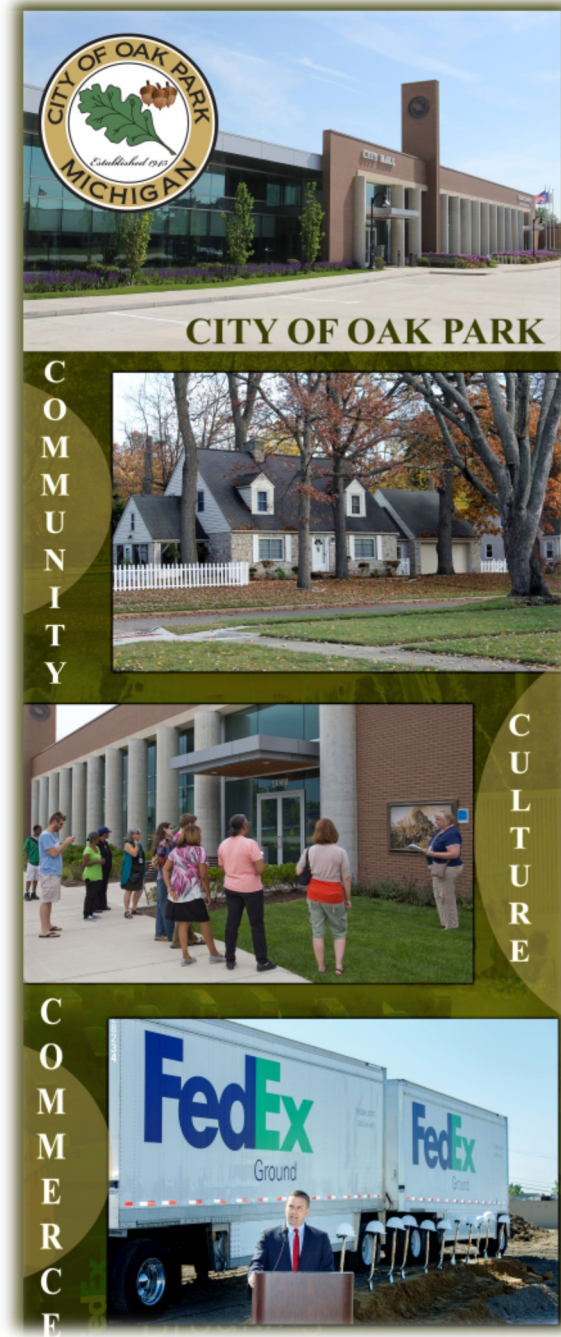
The key themes derived from the survey and Town Halls echo the concerns, opinions, and desires expressed in the existing plans, and align with City Council's key tenants of Community, Culture, and Commerce.

WHAT WOULD YOU LIKE TO SEE HAPPEN IN THE COMMERCIAL CORRIDORS? (In order from most frequently suggested)

MORE RETAIL
MORE RESTAURANTS
RESTAURANTS W/ LIQUOR LICENSES
WALKABILITY
STREETSCAPE IMPROVEMENTS
OUTDOOR DINING
BIKE RACKS & BIKE LANES
FAÇADE IMPROVEMENTS
MIXED USE DEVELOPMENT W/ HOUSING

VISION STATEMENT

The vision of this Master Plan is to strengthen **COMMUNITY** by providing the highest possible quality of life, and becoming a regional leader in rebuilding the urban environment and public realm; to enhance **CULTURE** by providing the highest quality programs and services while encouraging collaboration among community members and maintaining the City's unique cultural diversity; and to stimulate **COMMERCE** by encouraging business growth and innovation, while establishing a vibrant city center and thriving activity nodes, and ultimately maximizing Oak Park's competitiveness in the region.



GOALS AND IMPLEMENTATION



Community 1.7	Develop a streetscape identity through careful planning and Corridor Improvement Authority guidance
Community 1.8	Improve appearance of alleys and explore better ways to utilize the space
Community 1.9	Create pocket parks in commercial districts
Community 1.11	Identify funding sources for art, landscaping and streetscape amenities
Community 1.12	Identify opportunities and pursue areas for new public spaces

Goal 1: CULTIVATE A SENSE OF PLACE AND UNIQUE PUBLIC SPACES

Community 1.1	Expand recreational programming into visible public spaces
Community 1.2	Use tactical urbanism techniques to entice people to think about public spaces differently and ignite future permanent projects Definition of Tactical Urbanism—term used to describe quick, often temporary, inexpensive projects that aim to make a small part of a city more lively or enjoyable.
Community 1.3	Continue beautification efforts
Community 1.4	Identify areas for public art installations, and encourage art galleries
Community 1.5	Add streetscape amenities
Community 1.6	Encourage businesses to add outdoor seating, dining and other streetscape amenities



Goal 2: EXPAND HOUSING OPTIONS

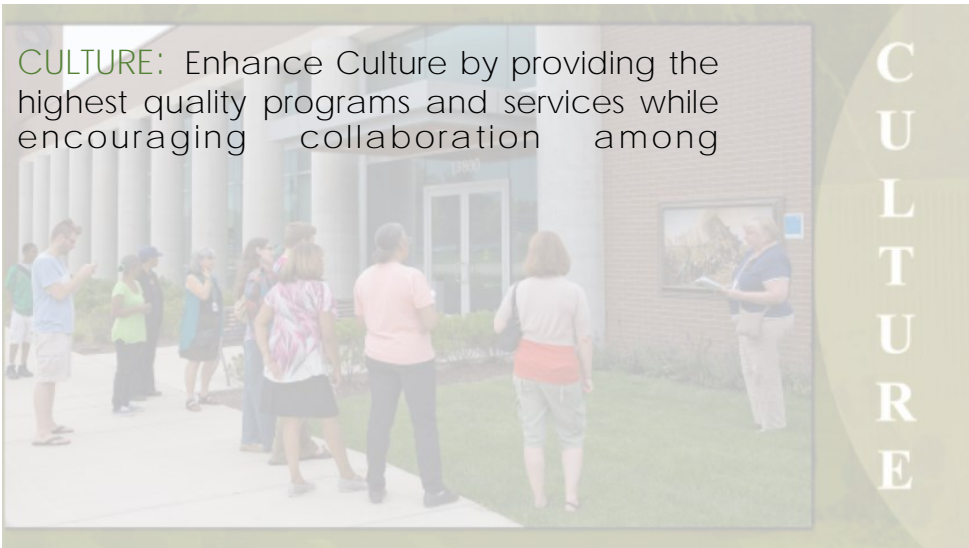
Community 2.1	Conduct a housing market analysis
Community 2.2	Encourage new housing styles that meet the needs of current and future residents
Community 2.3	Encourage adaptive reuse options for vacant and underutilized buildings
Community 2.4	Amend zoning to allow for other types of multi-family housing (i.e. live-work, multi-use)
Community 2.5	Identify options for senior housing to meet the needs of the aging population

Goal 3: ENHANCE PEDESTRIAN-SCALED STREETS AND FOSTER A COMFORTABLE AND SAFE ENVIRONMENT FOR **ALL USERS WITHIN THE CONTEXT OF THE CITY'S EXISTING INFRASTRUCTURE AND THE COMMUNITY'S NEEDS**

Community 3.1	Establish a comprehensive plan to guide the City in investing in non-motorized transportation options
Community 3.2	Create and adopt a Complete Streets plan
Community 3.3	Improve the safety and comfort of pedestrians and bicyclists at key intersections
Community 3.4	Improve the safety and accessibility of the City's transportation network for all users
Community 3.5	Encourage residents to take advantage of non-motorized options through education and awareness
Community 3.6	Discourage new surface parking lots adjacent to pedestrian-oriented commercial corridors and encourage the placement in the rear of buildings
Community 3.7	Work with SMART Bus to upgrade the transit facilities
Community 3.8	Improve wayfinding signage
Community 3.9	Improve connections to neighboring communities, amenities and other bike trails
Community 3.10	Continue City Sidewalk replacement program

Goal 4: IMPROVE PARK FACILITIES AND RECREATIONAL PROGRAMMING

- Community 4.1 Maintain Shepherd Park's most utilized features
- Community 4.2 Improve the City's underutilized parks by expanding programming and amenities based on the desires of the residents as voiced through public input
- Community 4.3 Continue to maintain park infrastructure
- Community 4.4 Continue and further develop recreational opportunities and city run events to enhance the overall Oak Park experience
- Community 4.5 Create new pocket parks with a sense of place
- Community 4.6 Expand recreation programs into public spaces, pop up recreation
- Community 4.7 Encourage public art within the parks
- Community 4.8 Partner with neighboring communities to offer more programming and reduce costs
- Community 4.9 Upgrade or replace city park amenities to fit the needs of the residents
- Community 4.10 Continue expansion of senior activities and programs
- Community 4.11 Develop city greenbelts into linear parks
- Community 4.12 Work with local schools to partner and offer programming within their gym space
- Community 4.13 Create a dog park
- Community 4.14 Create more pathways and connectors



CULTURE: Enhance Culture by providing the highest quality programs and services while encouraging collaboration among

Goal 1: INCREASE CIVIC ENGAGEMENT

- | | |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Culture 1.1 | Increase the quantity and impact of community events |
| Culture 1.2 | Implement a community engagement system to effectively communicate with residents, businesses and visitors to promote event attendance and emergency notifications |
| Culture 1.3 | Improve attendance at city board and commission meetings |
| Culture 1.4 | Develop a city volunteer program |

Goal 2: MAINTAIN EXCELLENT CITY SERVICES

- | | |
|-------------|----------------------------------------------------------------------------------|
| Culture 2.1 | Continue promoting excellent customer service through employee training |
| Culture 2.2 | Continue to recognize employees for outstanding performance |
| Culture 2.3 | Investigate partnering with neighboring communities to provide selected services |

Goal 3: IMPROVE ENVIRONMENTAL SUSTAINABILITY

- | | |
|-------------|--------------------------------------------------------------------------------------|
| Culture 3.1 | Update zoning and allow green storm water infrastructure design |
| Culture 3.2 | Convert City street lights to LED |
| Culture 3.3 | Identify ways to convert City infrastructure to become more environmentally friendly |
| Culture 3.4 | Incorporate green infrastructure into future design for City projects |

Rain Garden





COMMERCE: Stimulate commerce by encouraging business growth and innovation, while establishing a vibrant city center and thriving activity nodes, and ultimately maximize Oak Park's competitiveness in the region.

Goal 1: CREATE VIBRANT, DYNAMIC COMMERCIAL CORRIDORS

- | | |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Commerce 1.1 | Continue to enforce city ordinances that detract from a high quality commercial environment |
| Commerce 1.2 | Continue to invest in the façade improvement grant program |
| Commerce 1.3 | Create a catalytic transformation of our commercial corridors with strategically targeted investment |
| Commerce 1.4 | Encourage development of public space as part of new commercial development |
| Commerce 1.5 | Promote development and redevelopment that fosters a diversity of uses, especially those amenities which public input has shown us is both lacking and desired |
| Commerce 1.6 | Encourage development that encourages pedestrian over auto related parking requirements |
| Commerce 1.7 | Allow and encourage shared parking as a preferred and readily achievable option for fulfilling parking requirements |
| Commerce 1.8 | Create a “payment in lieu” of parking program |
| Commerce 1.9 | Continue and expand the commercial facade grant program and provide design guidelines |
| Commerce 1.10 | Conduct a study and revise parking requirements for shopping centers |
| Commerce 1.11 | Develop public private partnerships to spur additional economic growth |

Goal 2: ATTRACT HIGH QUALITY, DIVERSE RESTAURANTS

- | | |
|--------------|---------------------------------------------------------------------------|
| Commerce 2.1 | Advertise the availability and affordability of Class "C" liquor licenses |
| Commerce 2.2 | Encourage outdoor dining options |

Goal 3: PROVIDE STREAMLINED, BUSINESS-FRIENDLY PERMITTING PROCESSES AND EASILY OBTAINABLE RESOURCES FOR BUSINESSES

- | | |
|--------------|---------------------------------------------------------------------------------------------------------------------|
| Commerce 3.1 | Work toward becoming a Redevelopment |
| Commerce 3.2 | Continue pre-development meetings with all necessary departments to speed up the development and approval processes |
| Commerce 3.3 | Revise and improve commercial parking zoning regulations and municipal parking conditions |

Goal 4: REVISE AND IMPROVE COMMERCIAL PARKING ZONING REGULATIONS AND MUNICIPAL PARKING OPTIONS

- | | |
|--------------|------------------------------------------------------------------------------------------------------------------|
| Commerce 4.1 | Revise parking requirements utilizing best practices of other cities and consider shared parking as alternatives |
| Commerce 4.2 | Consider shared or municipal parking areas to service the parking inadequacies in the Industrial District |
| Commerce 4.3 | Investigate closing streets to create public spaces and additional parking near commercial areas |
| Commerce 4.4 | Devise a plan to alleviate the traffic, parking inadequacies and overall danger of commercial areas on Coolidge |

Goal 5: UPDATE MAPS, ZONING, AND ORDINANCES

- | | |
|--------------|--------------------------------------------------------------------------------------------------------------------|
| Commerce 5.1 | Improve parking standards for commercial development |
| Commerce 5.2 | Update future land use map |
| Commerce 5.3 | Identify opportunities and create multi-use transitional zones along Greenfield, Eleven Mile, and Eight Mile Roads |
| Commerce 5.4 | Identify opportunities for a transitional industrial area that allows other uses |
| Commerce 5.5 | Consider form based code |

Goal 6: IMPROVE COMMERCIAL CORRIDORS VISUAL APPEARANCE TO SPUR INVESTMENT

- Commerce 6.1 Continue enhancement of Code Enforcement and Rental Inspection programs
- Commerce 6.2 Have consistent fencing along greenbelts and add landscaping for curb appeal
- Commerce 6.3 Add landscaping buffers to commercial areas where necessary
- Commerce 6.4 Work with Southfield and Oakland County Road Commission to improve appearance of landscaping in islands on Greenfield
- Commerce 6.5 Install City wayfinding signage throughout City

Goal 7: REDEVELOPMENT OF BLIGHTED OR UNDERUTILIZED BUILDINGS

Commerce 7.1	Promote redevelopment in key commercial areas to boost economic activity and create a more urban walkable environment
Commerce 7.2	Identify key re-development opportunities
Commerce 7.3	Create design standards for new development
Commerce 7.4	Review landscaping standards and modify if deemed necessary

Goal 8: IMPROVE RENTAL PROPERTIES

Commerce 8.1	Continue enhancement of Code Enforcement and Rental Inspection programs
Commerce 8.2	Develop a landlord handbook encouraging best practices and resources

Goal 9: PROVIDE RESOURCES TO ENTREPRENEURS AND BUSINESSES

Commerce 9.1	Participate in entrepreneurial organizations to provide additional resources
Commerce 9.2	Create a resource network for entrepreneurs and business owners
Commerce 9.3	Encourage participation in networking activities
Commerce 9.4	Pursue opportunities with other local chambers of commerce to create an Oak Park Chamber of Commerce
Commerce 9.5	Continue retention calls to identify areas of opportunity for businesses and resources to assist in expansion
Commerce 9.6	Partner with Oakland County and the MEDC where necessary

Goal 10: IMPROVE THE INDUSTRIAL AREAS

- Commerce 10.1 Continue to enforce city ordinances that detract from a high quality Industrial environment
- Commerce 10.2 Conduct an analysis to determine if landscaping requirements should be revised for industrial uses
- Commerce 10.3 To improve the visual appearance the city should seek funding for streetscape improvements to provide bike racks, landscaping, and better lighting.
- Commerce 10.4 Encourage development of public space as part of new industrial development
- Commerce 10.5 Determine if screening standards in the Industrial Area should be revised to reduce the negative visual characteristics of Industrial Uses. Screening of businesses should be enforced.
- Commerce 10.6 The Planning Commission should determine the best location in the Industrial Area in which to revise zoning and allow for live work space.
- Commerce 10.7 Allow and encourage shared parking as a preferred and readily achievable option for fulfilling parking requirements. Conduct a complete examination of current parking requirements for Industrial uses.
- Commerce 10.8 Improve the overall appearance of the Industrial Park



Industrial Park, unscreened yard

FUTURE LAND USE PLAN

The future land use plan in Oak Park contains aggressive recommendations for redevelopment of key areas in the City. The goal of the Land Use Plan is to promote the characteristics that stand out as sound planning and provide a vision of the future of Oak Park.

The City's future will be impacted by several factors. One of the principal factors is the distribution of existing and future land uses. Current zoning in Oak Park allows for a variety of uses. It has been recognized that there needs to be new types of zoning to identify the current and future needs of the Oak Park residents and businesses. These changes will shape the redevelopment of Oak Park into a more walkable environment and to allow flexibility for development.

The Future Land Use Plan will have a significant impact on the future of Oak Park. The changes will significantly impact the quality of life and the entire character of the community. The community has seen very little new development until the past few years. The increased visibility as a viable option for new developments, including commercial, industrial and housing has begun to change the framework for the future of Oak Park. This is in part due to the adding of an Economic Development Department, the economic upturn, and the close proximity to major freeways, and the redevelopment of the City of Detroit. As the City of Detroit continues to make

progress more demand will be placed on the suburbs for additional housing within close proximity to the city.

The City has many priority development sites throughout the city. The following will describe each area and recommendations for change.

The overriding goal of the Land Use Plan is to promote the characteristics of the City that exemplify sound planning. All of the development and redevelopment proposals are intended to help upgrade and improve the City's already strong neighborhoods, enhance its employment base, rehabilitate or redevelop blighted and under-utilized commercial and industrial properties, and provide outstanding Parks and Recreation facilities. The City's tradition of providing the highest quality municipal services reinforces the plan for future development.

PRIORITY DEVELOPMENT SITES

ARMORY PROPERTY

The Armory site which was originally 100 acres is now left with two prime locations off Eight Mile Road and Greenfield to develop. 54 acres was sold for development of the FedEx Distribution Center thus splitting the parcels. Both sites offer easy access to I-696 and the Lodge Freeway making the location ideal.

The Greenfield frontage has two distinct opportunities. The north side has 5.6 acres for development and the south side offer over 152,000 square feet of retail space for redevelopment. It is a great opportunity for a retail/restaurant development. The opportunity to purchase an inexpensive Class "C" liquor license, location and demand for retail within the city make this a prime location to redevelop.

The 8 Mile Road location is 27 acres and offers the same opportunities as the Greenfield side. Future development opportunities include Big Box Retailers, Outlots, and Multi-Tenant Buildings.



Schostak marketing material for Armory Site

ELEVEN MILE CORRIDOR

The Eleven Mile Corridor offers a unique opportunity to provide for a mix of uses. This corridor borders Berkley and has municipal parking available behind many of the industrial and commercial centers. The majority of the corridor is currently zoned light industrial. To optimize the redevelopment potential, certain areas should be considered for re-zoning to allow for a mix of uses as some of these buildings have become functionally obsolete.

LINCOLN CENTER

Lincoln Center has a 90,000 square foot old Kmart site that has the potential to attract a Big Box Retailer or similar development. The site has ample parking and is in close proximity to I-696 and dense housing.



Randolph Tool Building, 11 Mile Road



Lincoln Center, old Kmart location

EIGHT MILE CORRIDOR

The Eight Mile Corridor has the potential to be re-imagined and developed to a higher and better use. Along the corridor we allow for a wide variety of uses and lack any identity. This corridor offers a high traffic count and easy access to I-696 and the Lodge Freeway. Zoning in this area should be revised to offer a consistent and better use of some of the properties.

NINE MILE & COOLIDGE COMMERCIAL AREAS

There are several linear commercial districts throughout Oak Park. These districts contain many small boutiques, service businesses, and other retail

establishments. However, these areas suffer from inadequate and poorly designed off-street parking, and an adverse relationship of parking and service areas abutting the residential neighborhoods. These areas can be improved by development of parking behind the commercial centers and creating a landscape buffer between the commercial areas and the neighborhoods. To accomplish this the commercial areas will need to expand into the residential neighborhoods. The addition of streetscape elements will vastly improve the appearance of these commercial centers. Another option is explore possible street closures to expand the parking as well as add additional streetscape amenities and allow room for sidewalk cafes.



- A—Enhance the pedestrian experience at storefronts with comfortable sidewalk widths and site amenities.
- B—Create space for outdoor dining and sale items.
- C—Implement metered, on-street parking where appropriate.
- D—Locate shared parking lots behind buildings.
- E—Convert alley to one-way with parking.
- F—Residential road narrowing provides physical and perceptual transition from commercial to residential neighborhood environment.
- G—Accommodate bicycles in reconfigured right-of-way

NINE MILE AND COOLIDGE CITY CENTER

The city center area as defined through previous master planning processes and the recently adopted Strategic Economic Development Plan is the intersection of Nine Mile Road and Coolidge. More planning needs to be done to redesign this intersection into a more walkable urban space. In the short term working with the current property owners to activate the underutilized parking spaces into a high impact project to get the community thinking differently. Possibly a food truck rally, festival, or pop up recreation. Allowing for mixed use development would also help to attract the right development that will create the walkable urban development desired.



Nine Mile/Coolidge City Center Aerial



Shopping Center 9 Mile/Coolidge



Greenfield linear greenspace

VACANT COOLIDGE GREENBELT

The 4.5 acres of land owned by the city is a development opportunity. It is located west off Coolidge north of Eight Mile Road. The property is offered for sale by the city through an RFP and should consider multi-use, live work spaces and

zero lot lines. The development should promote walkability and complement the surrounding neighborhood.



Multi-Use Building example

SOUTHEAST INDUSTRIAL DISTRICT

These areas are characterized by little landscaping and greenspace and seas of concrete. Buildings in these areas are in need of revitalization. Working with Code enforcement to encourage business owners to take pride in their buildings and encouraging stronger landscaping requirements for future developments will improve the aesthetics. Identifying areas within the light industrial zoning that would work as transitional light industrial and have the ability to offer other uses. These areas will be a transitional zone into the industrial areas and possibly allow for live work space, restaurants, athletic facilities, art space, etc.

Other improvements would be to explore the possibility of municipal parking areas and/or shared parking to accommodate the users. Providing bike racks and a multi-use path connection to the residential areas to encourage other forms of transportation. Encourage streetscape amenities and trees to soften the appearance of this area. Create an entrance to the industrial district off Coolidge.



Parking issues in Industrial District



Blighted building



Redevelopment of blighted building using Brownfield incentive

Insert Future Land Use Map Here

ONE-FAMILY DWELLING DISTRICT

The R-1 one-family dwelling districts are intended to provide an environment of one-family detached dwellings and accessory uses in structures within stable residential neighborhoods.

TWO-FAMILY DWELLING DISTRICTS

The R-2 two-family dwelling districts are intended to permit both one-family and two-family dwellings and compatible accessory uses and structures within stable residential neighborhoods.

MULTI-FAMILY RESIDENTIAL DISTRICTS

The RM-1 low-rise multi-family residential districts and the RM-2 mid-rise multi-family districts are intended to provide areas for multiple family dwellings and related uses, which will generally serve as zones of transition from lower-density residential districts to more intense use districts, while providing appropriate housing alternatives in a properly planned setting.

NEIGHBORHOOD BUSINESS DISTRICTS

The B-1 neighborhood business districts are intended to meet the day-to-day convenience shopping and service needs of persons residing in nearby residential areas.

GENERAL BUSINESS DISTRICTS

The B-2 general business districts are intended to accommodate more intensive businesses that cater to a larger consumer market than those typically found in neighborhood business districts. B-2 uses are generally characterized by an integrated or planned cluster of establishments served by a common parking lot.

LIGHT INDUSTRIAL DISTRICTS

The light industrial district regulations are established so as to apply to those light industrial areas and subdivisions developed to provide sites for manufacturing plants, warehousing, research laboratories and similar uses. Development is limited to uses that can be carried out in an unobtrusive manner, and maintain a compatibility with surrounding residential or commercial areas.

OFFICE BUILDING DISTRICTS

The O districts are intended to accommodate uses such as offices, banks, personal services, and a limited amount of retail. The O districts can serve as a transition between residential uses and more intensive uses and transportation corridors.

PLANNED CORRIDOR DEVELOPMENT DISTRICTS

The planned corridor development districts are designed to provide for a variety of retail and service establishments in business areas abutting major thoroughfares and so located and planned as to provide convenient customer parking, store servicing and pedestrian traffic movement within the business district and with a minimum of conflict with traffic on abutting streets. To assure optimum site planning relationships and minimum internal and external traffic conflict, each use will be reviewed as it relates to its site and abutting sites and as it relates to the entire district and abutting districts. This type of district is further created so as to provide a zone of transition between residential districts and major thoroughfares or expressways.

PLANNED TECHNICAL, RESEARCH, EDUCATION DEVELOPMENT DISTRICTS

The planned technical, research, education development districts are intended to accommodate research, technical, medical and educational activities which serve the needs of nearby regional establishments. The primary characteristic of uses allowed in this district is the pursuit of technical knowledge to serve the needs generated by those endeavors. Uses in this district shall be developed on larger parcels of land in a "campus-like" setting that creates a physical atmosphere of low-rise buildings accented with substantial landscaping.

PARKS

All City-owned parks and open space areas.

SCHOOLS

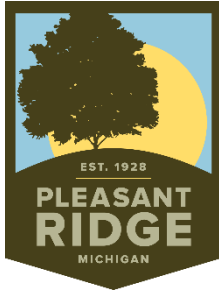
All public and private school sites currently in use.

GREENBELT

All City-owned greenbelt parcels utilized as a buffer to the residential districts.

MIXED USE

Sites that blend a variety of residential, cultural, commercial and service businesses that are functionally integrated within two to three story buildings and provide pedestrian connections throughout. These areas are typically characterized by ground-floor uses that include convenience retail, personal services, and restaurants with upper story residential units.



City of Pleasant Ridge

23925 Woodward Avenue, Pleasant Ridge, Michigan 48069
Phone: 248-541-2901 • Web: www.cityofpleasantridge.org

City Commission
Kurt Metzger, Mayor
Jay Foreman
Jason Krzysiak
Ann Perry
Bret Scott

City Manager
James Breuckman

January 23, 2017

Oak Park Planning Commission c/o Kevin Rulkowski
14300 Oak Park Boulevard
Oak Park, MI 48237

Re: City of Oak Park Master Plan Update Draft Review

Oak Park Planning Commissioners,

The City of Pleasant Ridge Planning Commission has completed its review of the draft Oak Park Master Plan update. In the course of their review, the Planning Commission found that the plan appears to be consistent with our future development plans in Pleasant Ridge. Specifically, it appears that the proposed Master Plan calls for preserving the established residential character of the neighborhoods along our shared border, which is consistent with our Master Plan.

Please note that the review draft of the plan that we received did not include a future land use map on page 84, and so our review is based on the text of the plan only.

Respectfully,

Chairperson, Pleasant Ridge Planning Commission