



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

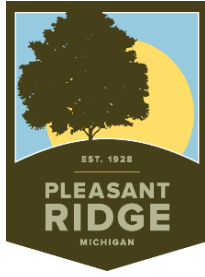
Regular Planning Commission Meeting
Monday, July 24, 2017

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, July 24, 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, April 24, 2017.
4. **PUBLIC DISCUSSION** – Items not on the Agenda.
5. Concept Plan discussion for the property commonly known as 23675 Woodward Avenue, Pleasant Ridge.
6. Zoning Ordinance discussion regarding solar power systems.
7. City Manager's Report.
8. Other Business.
9. 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
Monday, April 24, 2017**

Having been duly publicized, Chairman Treuter called the meeting to order at 7:04 p.m.

Present: Commissioner Corrigan, Martin-Campbell, McAuliffe, McCutcheon,
Schlesinger, Stiffman, Treuter.
Also Present: City Manager Breuckman, City Commissioner Perry.
Absent: None.

Minutes

PC-2017-1538

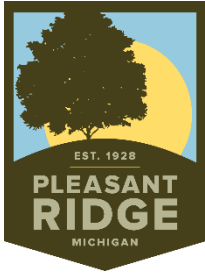
Motion by Commissioner McCutcheon, second by Commissioner Corrigan, that the minutes of the Regular Planning Commission meeting held Monday, January 23, 2017, be approved as amended.

Adopted: Yeas: Commissioner McCutcheon, Corrigan, Martin-Campbell, McAuliffe,
Schlesinger, Stiffman, Treuter.
Nays: None.

City Manager's Report

Discussion was held regarding new housing permits and the potential for some type of age in place housing or senior housing.

With no further comments or discussion, Chairman Treuter adjourned the meeting at 7:30 p.m.



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: City Commission
Date: July 19, 2017
Re: 23675 Woodward – Development Concept Review

Overview

The property owner has submitted a concept plan to the City for the 23675 Woodward Avenue building. This item is on the July 24 Planning Commission agenda as a discussion item, with the purpose of the discussion being for the Planning Commission and residents to be able to provide comment to the property owner before he submits the final site plan.

We sent mailed notice of this concept review meeting and a link to the proposed site plans and building elevations to all residents of Cambridge between Ridge and Woodward. This development would most directly impact the residents of East Cambridge, with particular concerns expected to be traffic and parking.

Review Comments

Following is a review of key elements of the proposed development:

1. **Existing Site.** The site contains an existing building, which is proposed to remain. The development would refurbish the existing building, add 1,100 sq. ft. of new office space, and add a 2nd and 3rd floor with a total of 4 new residential units.

The existing building could be re-occupied without requiring Planning Commission approval. The proposed addition triggers the requirement for site plan review.

2. **Consistency with the Master Plan.** The proposed development is consistent with the goals and strategies, and district recommendations of the Master Plan. Specifically:
 - a. It is consistent with the goal to “create a vibrant, diverse, mixed-use, mixed-density district along Woodward Avenue.” Creating a mixed use district with a combination of retail shops with upper level residential living units received the strongest support in the resident survey that was completed for the Master Plan. (refer to page 38 of the Master Plan).
 - b. The site is located in the Woodward Avenue Mixed Use Corridor District future land use category (Future Land Use Map, page 48).
3. **Parking.** A total of 16 parking spaces are proposed on the concept plan, with 6 spaces being located in the rear of the building off the alley, 6 spaces being located along Cambridge, and 4 new

parallel parking spaces located along Woodward. The site will also have access to the parallel parking spaces farther to the south along Woodward.

The parking requirement applicable to the site is one parking space per 250 sq. ft. of usable floor area for office uses, and 2 spaces per residential unit. Usable floor area excludes the area of stairwells, vestibules, restrooms, and mechanical rooms.

- a. Existing Building. The existing building has a floor area of 3,270 sq. ft., which equals about 2,600 sq. ft. of usable floor area. The parking requirement for the existing building is 10.4 spaces, which is rounded down to 10 spaces. Section 82-195(10) allows commercial buildings to reduce their parking requirement by one space for each 1,500 sq. ft. of gross floor area¹, which results in a reduction of two parking spaces. The total estimated parking requirement for the existing building is eight spaces.

The existing building has about seven parking spaces located in the rear off of the alley.

- b. Proposed Building. The proposed building would have an office floor area of 4,192, with a usable floor area of 3,120 sq. ft. The parking requirement for the office portion of the existing building is 12 spaces. With the two space reduction allowed by Section 82-195(10), the parking requirement for the office portion of the building is 10 spaces.

The residential portion of the building requires eight parking spaces, for **a total parking requirement of 18 spaces.**

The concept plans show a total of 16 parking spaces being provided.

- c. Parking Modifiers. The Zoning Ordinance allows for two modifiers to the parking requirements:
 - i. Shared Parking. Section 82-195(5) allows for the Zoning Board of Appeals to grant a parking exception in cases where the uses in a building have hours that do not overlap. This recognizes that some residents of the apartments will leave in the morning to drive to work, freeing up a parking space that can be used by an office employee. When the office employee leaves at the end of the day, the resident can return and use the parking space again.

Given that the site is deficient by two spaces as proposed on the concept plan, and eight parking spaces are required, there is a reasonable case to be made that a shared parking exemption is warranted.
 - ii. Bicycle Parking. Section 82-195(9) allows for a reduction of one parking space for every six bicycle parking spaces that are provided, up to a maximum reduction of 20%. If 12 bicycle parking spaces are provided, the site could achieve a reduction of 2 required parking spaces. Note that the bicycle parking reduction would bring the site into parking compliance as proposed.

¹ The purpose of this reduction modifier is to acknowledge the on-street parking spaces along Woodward Avenue, which are shared by all parcels, and which help offset the parking demand for all parcels. The zoning language refers to commercial buildings, so the reduction only applies to the non-residential portion of this building.

The concept plan and the above estimated parking calculations demonstrate that there is a reasonable expectation that the site can meet the parking requirements through some combination of bicycle parking being provided in sufficient quantity to offset some of the parking requirement and/or ZBA approval of a shared parking exemption. This is expected to be true even if a few of the parking spaces along Cambridge are removed.

4. **Parking Layout.** A concern we have already heard from a number of Cambridge residents is the impact of the parking layout on the safety of the Cambridge/Woodward intersection. The concern is that the addition of the 90-degree parking spaces in between the sidewalk and the street will exacerbate traffic issues that already exist at that intersection. There are two major existing conditions that appear to be driving the concerns:
- a. Drivers exiting the gas station turning left onto Cambridge to then continue south on Woodward, sometimes jamming up the intersection.
 - b. High traffic volumes on Cambridge, particularly during the morning and afternoon pickup/dropoff events at Roosevelt when drivers exiting the school parking lot are routed down Cambridge to Woodward.²

If you review the concept plan, you will see that six parking spaces are proposed along Cambridge. Two of the spaces are proposed between Woodward and the first existing tree, and a further four spaces are proposed between the two existing street trees.

The screen grab from Google Earth on the following page provides a perspective on where the new parking spaces are located relative to the gas station driveway onto Cambridge. Using the first street tree west of Woodward on Cambridge, you can see that the two parking spaces next to Woodward will be directly across from the gas station. The four spaces between the street trees are out of the area of influence of the gas station driveway.

5. **Potential Parking Layout Modifications.**

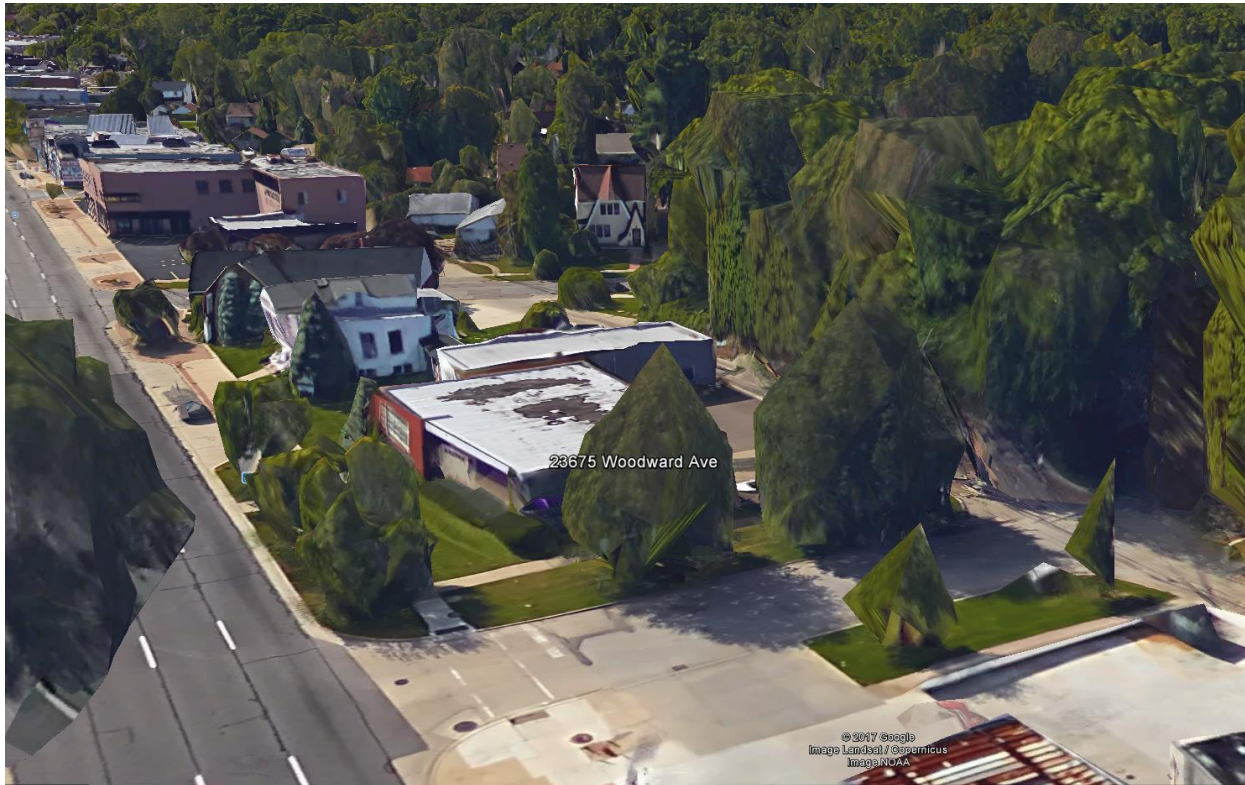
- a. Eliminating the two spaces that are closest to Woodward would remove some of the potential conflict between cars exiting the gas station, cars turning off Woodward, and cars backing out of the new proposed parking spaces. The four spaces that are to the west have a greater separation from Woodward and the gas station driveway, which means that turning movement conflicts are also reduced.
- b. The remaining potential parking movement conflict would be cars backing out of the Cambridge spaces to proceed west on Cambridge. This would require the cars to back out towards the intersection, increasing the likelihood of conflicts with cars coming out of the gas station or cars turning in off of Woodward.

A potential solution to this would be to angle the parking spaces so that cars would have to back out to the west, and then proceed east to the Woodward/Cambridge intersection. This

² This traffic routing was implemented to address dangerous and unsafe conditions created at the OxCam/Ridge intersection when school parents turned left out of the parking lot, and left again on Ridge. When traffic backs up onto Ridge there is not enough room to accommodate north and southbound traffic, yet drivers would do stupid things trying to zip around the logjam there. With kids trying to cross the street, it created an unsafe and dangerous situation. Routing all traffic down Cambridge does increase the traffic and backup at Woodward, but it has greatly reduced the number of drivers who do stupid things around the school where kids are walking.

would eliminate the potential conflict point of cars backing into the area of influence of the intersection.

This would mean that cars wishing to park in the Cambridge spots could turn on to Oakridge, proceed through the alley, and then turn right onto Cambridge to access the parking spaces.



Please note that I have forwarded the concept plan to the Traffic Improvement Association. Pleasant Ridge is a member of that organization, which provides traffic engineering services to its members. I have asked that they review the plan and provide us with comments. I have not received their comments back as of the time of writing this review memo, but I will forward their review comments to the Planning Commission as soon as I receive them, and we will work with the applicant to incorporate their recommendations into the final site plan.

6. **Accessibility of Cambridge Parking Spaces.** The other major concern we have heard from residents is that residents or employees working at the building will not be able to easily access the parking spaces along Cambridge during the morning and afternoon school rush when traffic backs up on Cambridge at Woodward. It is true that the parking spaces will be more difficult to access during these times. However, the Planning Commission should consider whether this is a disqualifying consideration, or if it will be up to the residents and employees of the building to adapt to and deal with the inconvenience of the morning and afternoon rush on school days.
7. **Traffic Volume.** A number of residents have commented that Cambridge carries a large traffic volume, and that this development will exacerbate that problem and therefore should be opposed.

- a. Baseline Traffic Data. In an attempt to provide the Planning Commission with data, we took traffic counts on Cambridge for a three day period this week (Tuesday, July 18 through Thursday, July 20). Our traffic counting device measures the volume and speed of traffic. I will present a complete accounting of the results of that measurement at the meeting on Monday after I can analyze the data. However, I can offer the following headline figures:

	Westbound	Eastbound	Total
Average Daily Traffic	494	397	891
AM Peak Hour (8-9 a.m.)	21	42	63
PM Peak Hour (5-6 p.m.)	45	24	69

Of course, it must be noted that the traffic counts were taking during summer when school traffic does not exist. However, the traffic counts provide a good baseline for what traffic will be outside of the 7:50-8:20am and 3:00-3:30pm time windows when school traffic is most heavy on Cambridge.

- b. Comparison of Traffic Volume. For context, following is a summary of average daily traffic volumes on local streets that have been surveyed in town to date:

Street	Location	Date of Survey	Average Weekday Volume
Ridge	100 ft. S of Cambridge	11/15	4,735
Ridge	100 ft. S of Oakland Park	07/16	3,704
Woodward Heights	400 ft. E of Indiana	04/15	2,854
Oakland Park	800 ft. E of Ridge	09/15	2,624
Sylvan	250 ft. E of Woodward	08/15	1,256
Millington	400 ft. E of Ridge	08/15	1,159
Oxford	850 ft. W of Woodward	05/15	1,152
Indiana	150 ft. N of Sylvan	07/15	892
Cambridge E	200 ft. W of Woodward	07/17	891
Cambridge W	300 ft. E of Oakdale	12/14	525
Maplefield	150 ft. N of Cambridge	05/15	424
Hanover	500 ft. W of Ridge	09/16	338
Wellesley	600 ft. E of Ridge	06/17	170

- c. Expected Trip Generation. To provide context for the expected impact of the development on traffic on Cambridge, the following table provides shows estimated daily trip generation rates for the existing and proposed new portions of the building based on the Institute of Transportation Engineers' Trip Generation Handbook, 9th edition:

Use	Trips
Office (existing)	36
Apartment (proposed)	27
Office (proposed)	13

The table shows that the existing office building would generate about 36 daily trips if occupied, and an additional 40 new daily trips if the proposed office and residential addition is built.

8. **Building Design.** The planning commission should also provide any input on the proposed design of the building at the meeting on the 24th.

Requested Action

The Planning Commission and residents should review the proposed concept plan and provide comments to the property owner.

SKETCH NO. SK-1

PROJECT NAME : PLEASANT RIDGE OFFICE

DATE : 07-17-17

PROJECT NO. : N/A

FROM SHT. : N/A



PARKING CALCULATIONS

RESIDENTIAL	4 UNITS	8 P/S
OFFICE	1/250 S.F.	12 P/S
BIKE RACK REDUCTION	-20%	-2 P/S
SF REDUCTION 1 PER 1,500 SF	11,905 G.SF / 1,500 = 7.9	-8 P/S
TOTAL REQUIRED		10 P/S
TOTAL PROVIDED		12 P/S

*REDUCE PARKING REQ. BY MAX 20% BY PROVIDING BIKE RACK

USABLE SQUARE FOOTAGE CALCULATIONS

1ST FLOOR TOTAL W/ PROPOSED	= 3,120 S.F.
PROPOSED 2ND FLOOR TOTAL	= 3,372 S.F.
PROPOSED 3RD FLOOR TOTAL	= 3,387 S.F.
TOTAL OFFICE	= 3,120 S.F.
TOTAL RESIDENTIAL	= 6,759 S.F.
TOTAL	= 9,879 S.F.

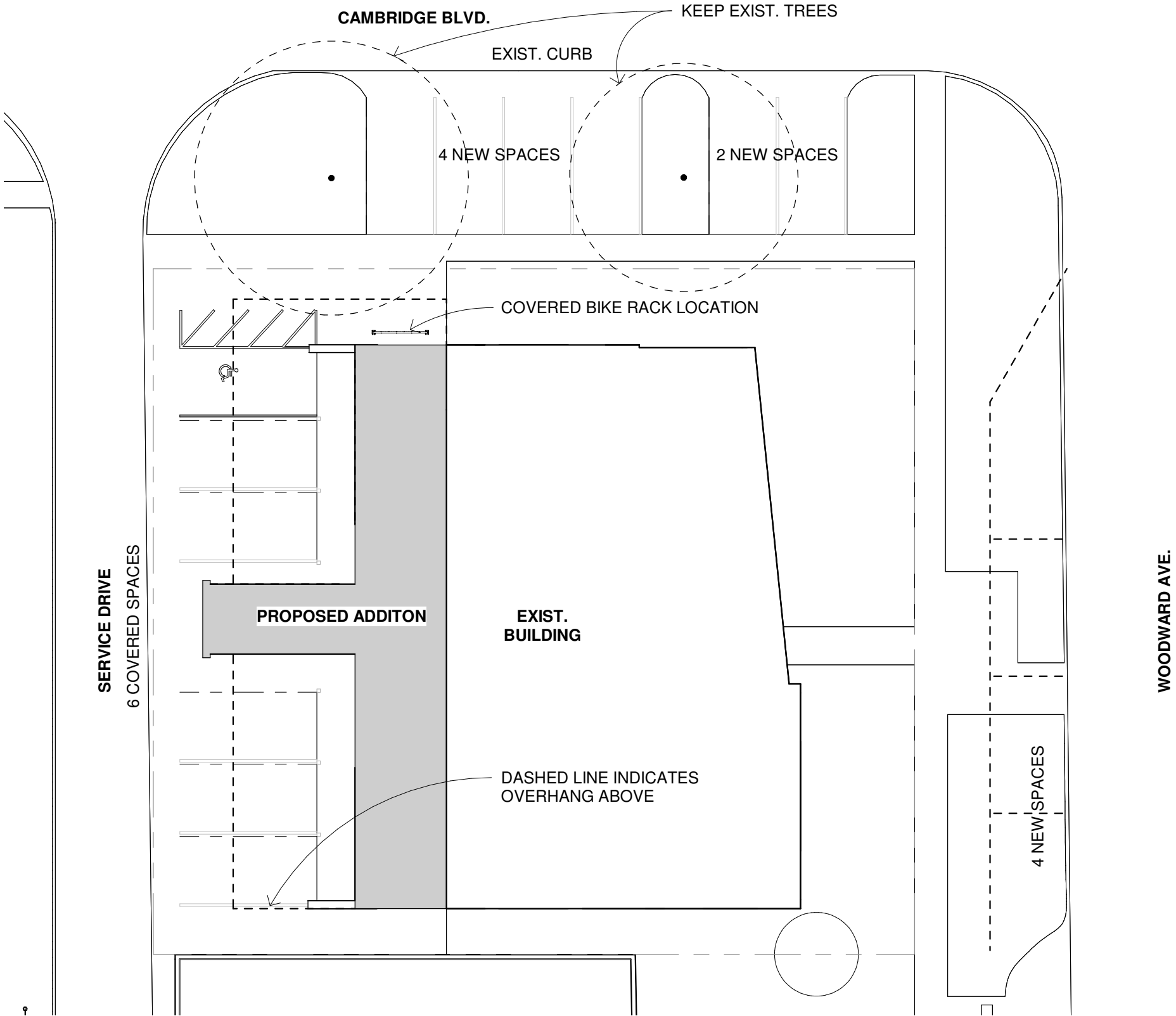
GROSS SQUARE FOOTAGE CALCULATIONS

PROPOSED OFFICE ADDITION	= 1,100 S.F.
PROPOSED 2ND FLOOR ADDITION	= 3,891 S.F.
PROPOSED 3RD FLOOR ADDITION	= 3,822 S.F.
TOTAL OFFICE	= 4,192 S.F.
TOTAL RESIDENTIAL	= 7,713 S.F.
TOTAL	=11,905 S.F.

LOT COVERAGE CALCULATIONS

LOT AREA	= 9,000 S.F.
MAX. ALLOWABLE LOT COVERAGE (40%)	= 3,600 S.F.
EXIST. BLDG. FOOTPRINT	= 3,092 S.F.
PROPOSED ADDITION FOOTPRINT	= 1,100 S.F.
TOTAL BUILDING FOOTPRINT	= 4,192 S.F.
% LOT COVERAGE	= 46.6%

46.6%>40% 4,192 - 3,600 = 592 S.F. OVER MAX ALLOWABLE



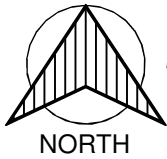
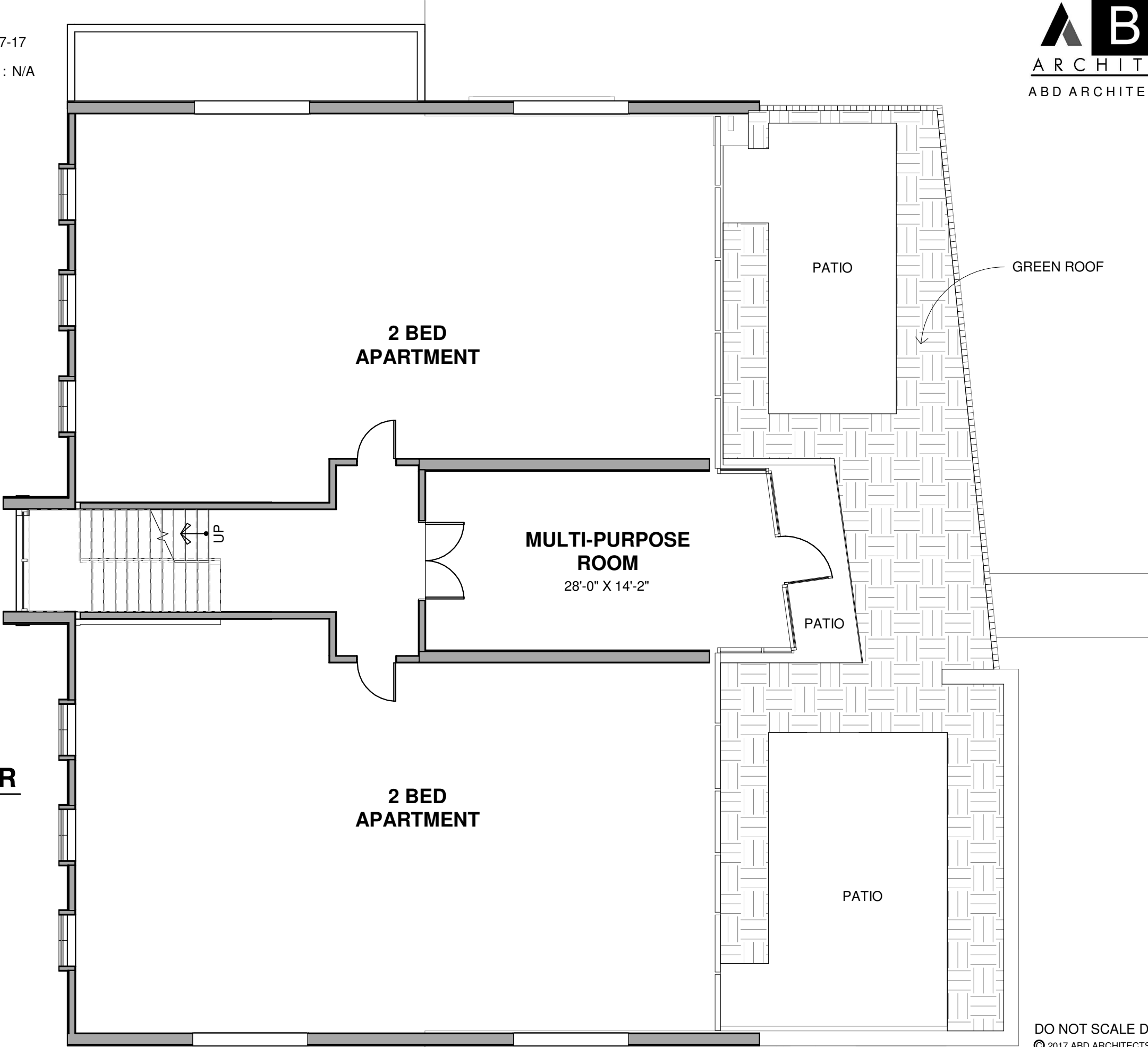
SKETCH NO. SK-3

PROJECT NAME : PLEASANT RIDGE OFFICE

PROJECT NO. : N/A

DATE : 07-17-17

FROM SHT. : N/A



1
SK-3

SECOND LEVEL FLOOR

SCALE : 1/8" = 1'-0"

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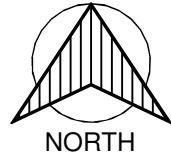
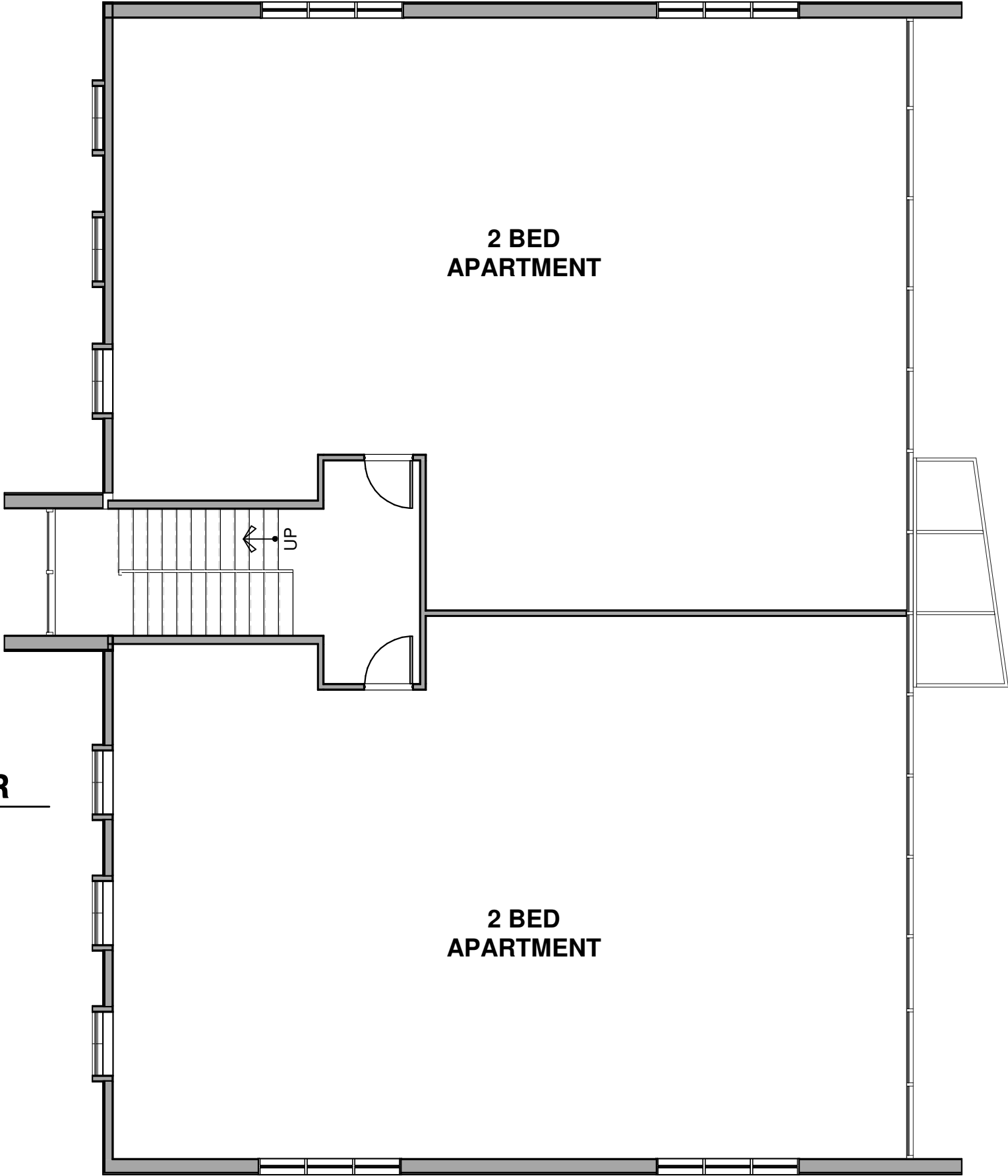
SKETCH NO. SK-4

PROJECT NAME : PLEASANT RIDGE OFFICE

PROJECT NO. : N/A

DATE : 07-17-17

FROM SHT. : N/A



1
SK-4

THIRD LEVEL FLOOR

SCALE : 1/8" = 1'-0"

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SKETCH NO. SK-5

PROJECT NAME : PLEASANT RIDGE OFFICE

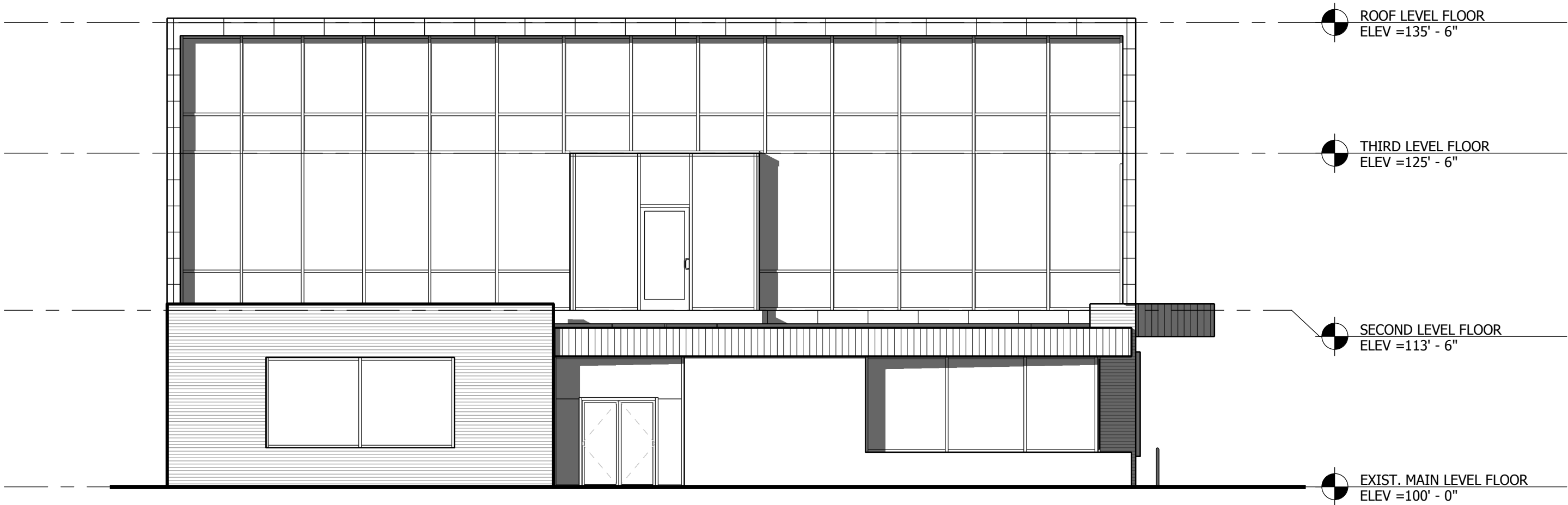
DATE : 07-17-17

PROJECT NO. : N/A

FROM SHT. : N/A



MAXIMUM BUILDING HEIGHT - 40'



2 EAST ELEVATION
SK-5 SCALE : 1/8" = 1'-0"

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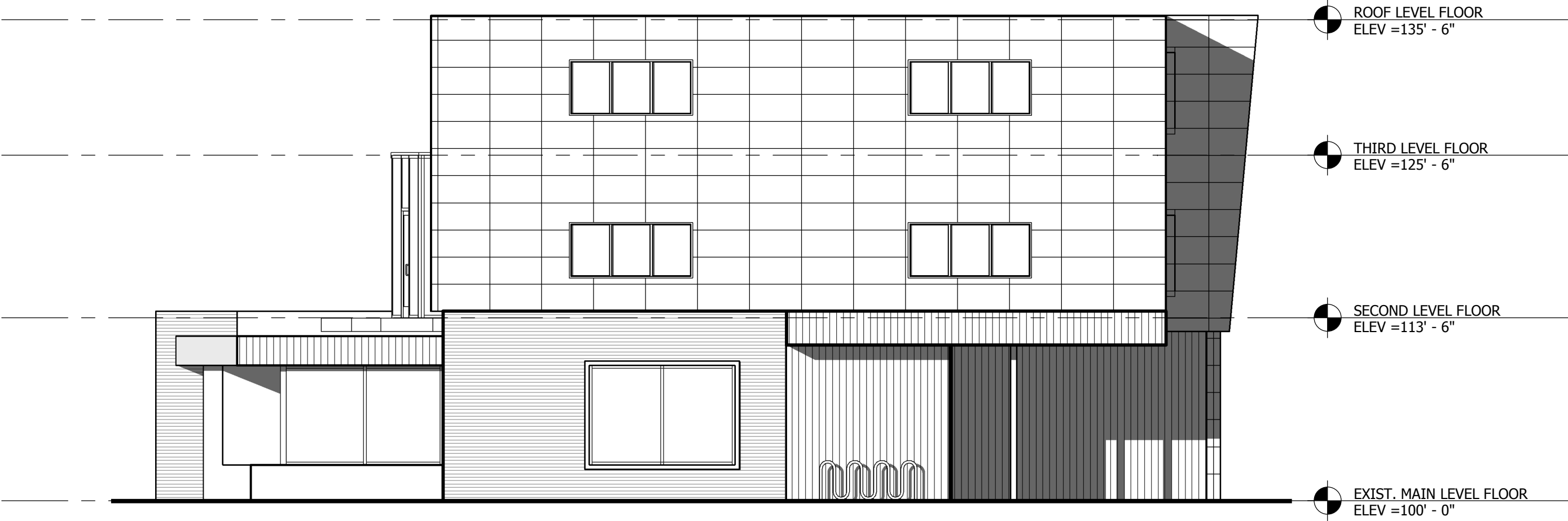
SKETCH NO. SK-6

PROJECT NAME : PLEASANT RIDGE OFFICE

DATE : 07-17-17

PROJECT NO. : N/A

FROM SHT. : N/A



1 NORTH ELEVATION
SK-6 SCALE : 1/8" = 1'-0"

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SKETCH NO. SK-7

PROJECT NAME : PLEASANT RIDGE OFFICE

DATE : 07-17-17

PROJECT NO. : N/A

FROM SHT. : N/A



MAXIMUM BUILDING HEIGHT - 40'



1
SK-7 **WEST ELEVATION**
SCALE : 1/8" = 1'-0"

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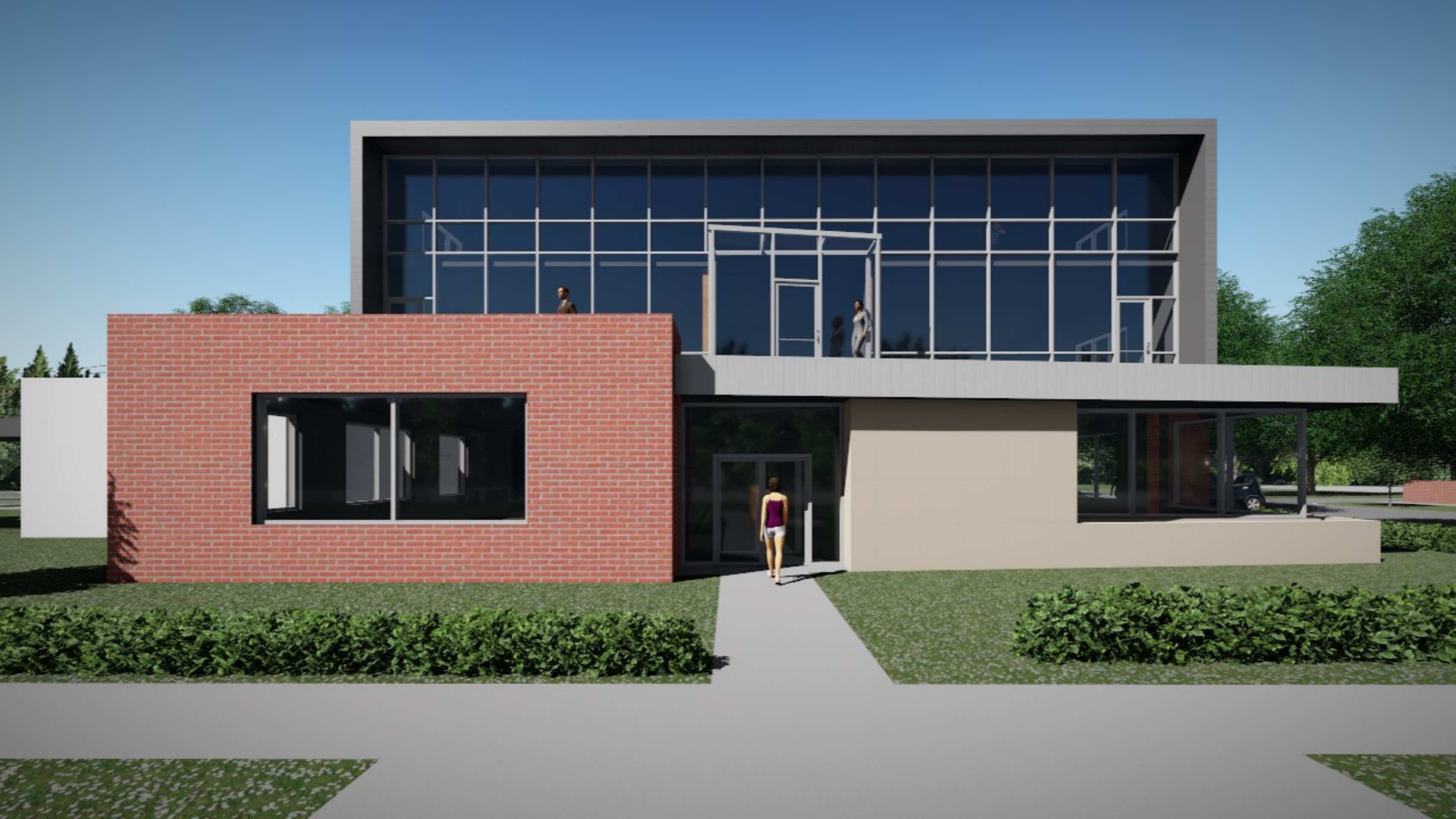
















From: Jenni Jacobs

Sent: Wednesday, July 19, 2017 12:44 PM

To: James Breuckman

Subject: Notice of Potential Development at 23675 Woodward

I am responding to the notice regarding the potential development at 23675 Woodward. I am not in favor. I live on Cambridge Blvd It is strictly a residential street. Traffic and parking are already an issue with the school at the end of the road. My driveway is always blocked. Traffic is not allowed down Oxford for the school-Why? Only traffic is allowed down Cambridge and that doesn't seem to make sense. I am not in favor as this will make the situation worse for us residents.

Thank you,

Concerned Resident



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: Planning Commission
Date: July 20, 2017
Re: Solar Energy System Regulations

Overview

The City has recently been working on an Energy Management Plan that has focused primarily on energy efficiency and renewable energy upgrades to City facilities. However, as part of the energy management planning process, we conducted a survey to determine what residents in the City have done and would like to do with energy efficiency and renewable energy projects at their homes. There is strong interest in these kinds of efforts.

However, the City's designation as a Federal Historic District, and our historic architectural character in general mean that we must be cognizant of the aesthetic impact of solar energy systems in the community.

Background

Another factor is that the City is in discussions with the Southeast Michigan Regional Energy Office (SEMREO) to participate in an aggregate solar purchasing program. SEMREO has partnered with a solar installer and a supplier, and is now in the process of working with Cities located primarily along the Woodward corridor in southeast Oakland County to roll out the program.

An important step for us to take as a City if we are going to try to promote and forward renewable energy installations is to take a careful look at our regulatory standards for solar energy systems. Currently, our Zoning Ordinance only allows solar energy systems when they are not visible from the street. This is a requirement that was intended to balance the historic character of the City with the needs of new technology. However, solar panels are not a permanent change and can be added or removed without impacting the integrity of the historic structures in the City.

Solar Access. The issue with the prohibition on street-visible solar panels is that nearly all of our local streets run east-west (only Oakdale, Maplefield, and Ridge run north-south). Solar energy systems function best when they have a south facing elevation, which means that close to half of our residents are effectively precluded from installing a solar energy system on their house because their south-facing building façade faces the street.

Before the City makes efforts to participate in SEMREO's aggregate solar purchasing program, we first must examine our current standards. If we agree that our existing standards are appropriate and that we

should not allow solar energy systems that are visible from the street, then we must accept that we are effectively preventing nearly half of our residents from installing such systems.

Existing Regulations

Our existing solar energy system regulations are found in Section 82-204 of the Zoning Ordinance. They are:

Solar panels shall be permitted in all districts as a special use subject to the following:

- (1) Placement of ground mounted solar energy equipment is not permitted within the required front yard setback.*
- (2) Ground-mounted solar panels shall only be located in a side or rear yard and shall meet or exceed required yard set backs and shall be located to minimize any glare to adjacent properties.*
- (3) Roof mounted solar energy equipment shall be located so as not to increase the total height of the structure above the maximum allowable height of the structure on which it is located, in accordance with the applicable zoning regulations.*
- (4) Solar panels requiring a frame and/or brackets for mounting on the roof shall not be visible from the public right-of-way.*

Considerations

The following should be considered by the Planning Commission regarding solar energy system regulation:

Location.

- Panels in locations that are not visible from the street – permitted by right?
- Panels in locations that are visible from the street – should these be permitted by right, by special land use approval, or prohibited.

Design.

- Retain existing design standards.
- Require that any street facing panels have all black or nonmetallic colored brackets, trim, etc.

Process

We suggest that we proceed by first, discussing this with the Planning Commission. A logical next step would be to create and conduct a survey of residents to gather their input and opinion on whether solar panels should be allowed on roof sections that are visible from the street. The Planning Commission can then consider regulatory standards based on the input we receive.