

Lew McDaniel

CITY OF ROYAL OAK

PROPOSED GENERAL DEVELOPMENT PLAN

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CITY MANAGER

BRUCE W. LOVE

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WILLIAM SHARPE

May, 1968

TO: Honorable L. Curtis Potter, Mayor and City Commission
FROM: City Plan Commission

Gentlemen:

The City Plan Commission is pleased to transmit this General Development Plan to direct the orderly growth and development of the City of Royal Oak.

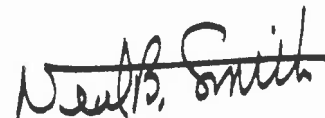
The plan provides a framework for all future improvements, both public and private, to achieve the goal of a well-balanced, desirable community.

The plan critically examines the needs of Royal Oak and provides the basis for workable solutions to today's problems and the problems of future years.

The plan will be continually reviewed and revised to plan for changing living habits, development standards and community requirements.

The Plan Commission acknowledges and appreciates the assistance in preparation of this plan given by the Mayor, the City Commission, administrative officials, public and private agencies, and many Royal Oak citizens. With your support, and with the collective efforts of Royal Oak's residential and business community, we are confident that the plan will guide the day-to-day decisions to keep Royal Oak a dynamic city, satisfying the living, working, and recreational needs of present and future citizens.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Neal B. Smith". The signature is stylized with a large, sweeping initial "N" and a long horizontal stroke extending to the right.

Neal B. Smith
Chairman

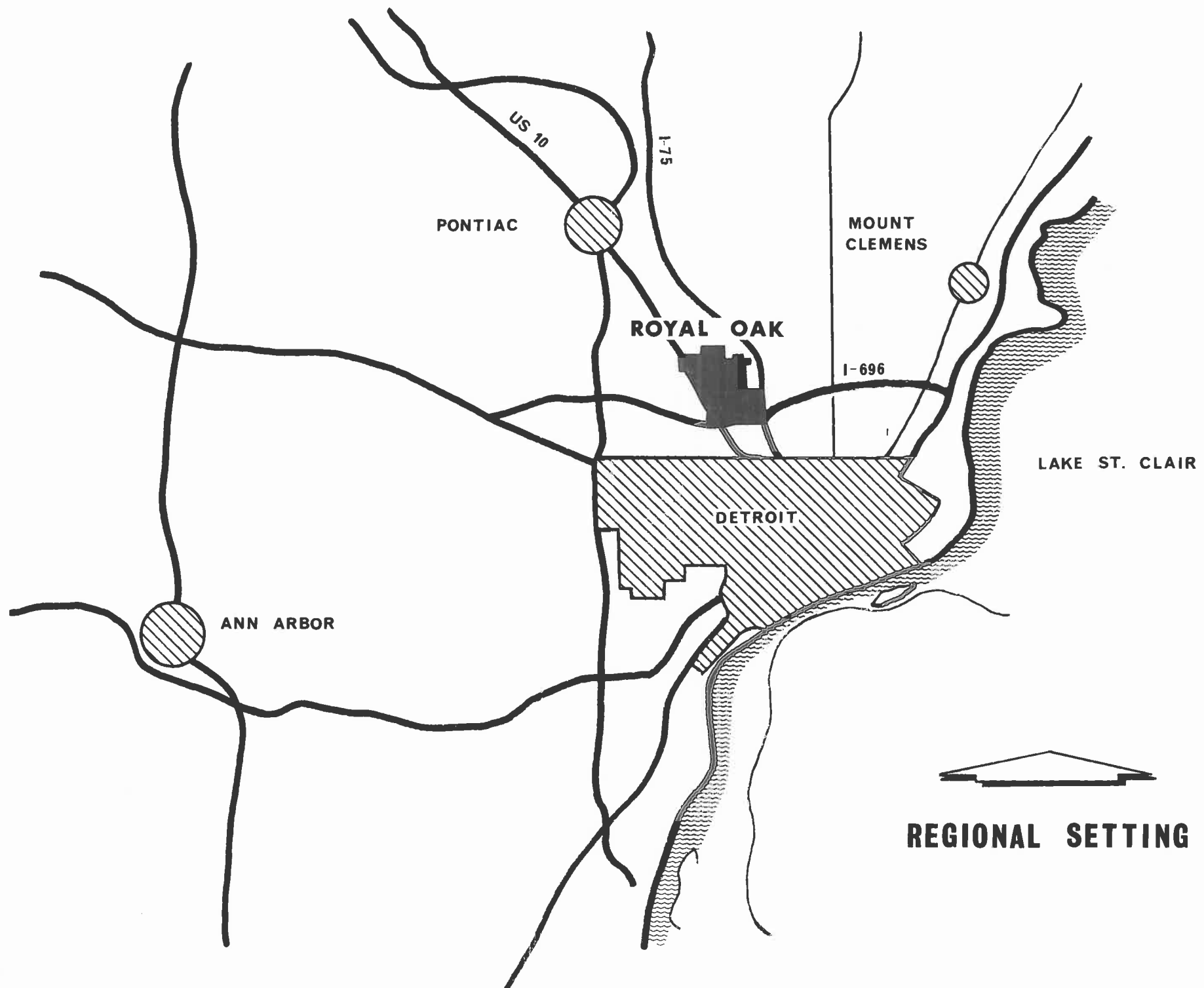
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ROYAL OAK at a GLANCE

LOCATION

State of Michigan, Detroit Metropolitan Area, south-east corner of Oakland County, two miles north of Detroit.

AREA

7,610.4 Acres or approximately 12 square miles.

POPULATION

1950 - 46,898

1960 - 80,612

1968 - 95,000 (estimate) 1970 ~~85,499~~ 86,238

Plan Projections 100,000 - 110,000

DEVELOPED

Approximately 95% of City

LAND USE

Approximately:

60% Residential

9% Public (includes Recreation and Education)

21.0% Rights-of-way

5% Commercial

5% Industrial

CHARACTER

Predominantly comprised of single family homes, the City has been a low-density bedroom community since its incorporation in 1921. Royal Oak, with present estimates, has the largest population of Oakland County cities; with a majority of the citizens employed outside the City limits.

ACCESS

Interstate-75 and Woodward Avenue provide excellent north-south movement, and the mile roads provide good east-west movement to and from the City. Proposed I-696 will provide major east-west access in the future.

GOALS and OBJECTIVES

Retain the character of Royal Oak as a low-density residential area and protect neighborhoods from encroachment of other uses.

Meet the demand for apartments by providing this type of residential unit in well planned complexes near intensive land use and major thoroughfares.

Discourage strip commercial development and promote consolidated commercial centers strategically located to efficiently serve the community.

Encourage a pedestrian mall within the Central Business District providing a focal point within the Central Business District and shopping convenience for the consumer.

Encourage consolidation and redevelopment of existing industrial lands; discourage marginal industrial development and promote sound development which will be of long-term benefit to the City's tax base.

Establish a civic center complex to effectively serve the governmental, judicial and cultural needs of the City.

Assure proper development of parks and recreation facilities to adequately fulfill the need for such facilities in the future.

Provide public facilities to efficiently serve the City today and in the future.

Eliminate existing inadequacies in the circulation system, thereby insuring that streets serve their primary function-to move people and goods safely and efficiently.

Provide continual enforcement of codes and ordinances to upgrade substandard structures and retain sound structural and environmental conditions.

GENERAL DEVELOPMENT PLAN

The General Development Plan (document containing City policy regarding future development) is a guide coordinating everyday decisions, affecting physical development, with future goals and objectives.

The General Development Plan consists of the following basic components:

LAND USE PLAN - indicates general location of residential, commercial and industrial land use.

COMMUNITY FACILITIES PLAN - indicates general location of necessary public facilities such as parks, schools, municipal buildings, fire and police facilities.

CIRCULATION PLAN - delineates the various street types necessary to effectively serve anticipated land use. It provides for efficient and safe movement of traffic in and around the study area.




In addition to these components the plan usually contains special study sections regarding critical elements of one or more of the basic components. Examples of such sections found in this plan are those regarding the Civic Center and Central Business District Mall.

The following material presents the General Development Plan for Royal Oak. Although the basic components and special study sections are interrelated they are, for simplicity of presentation, discussed separately.

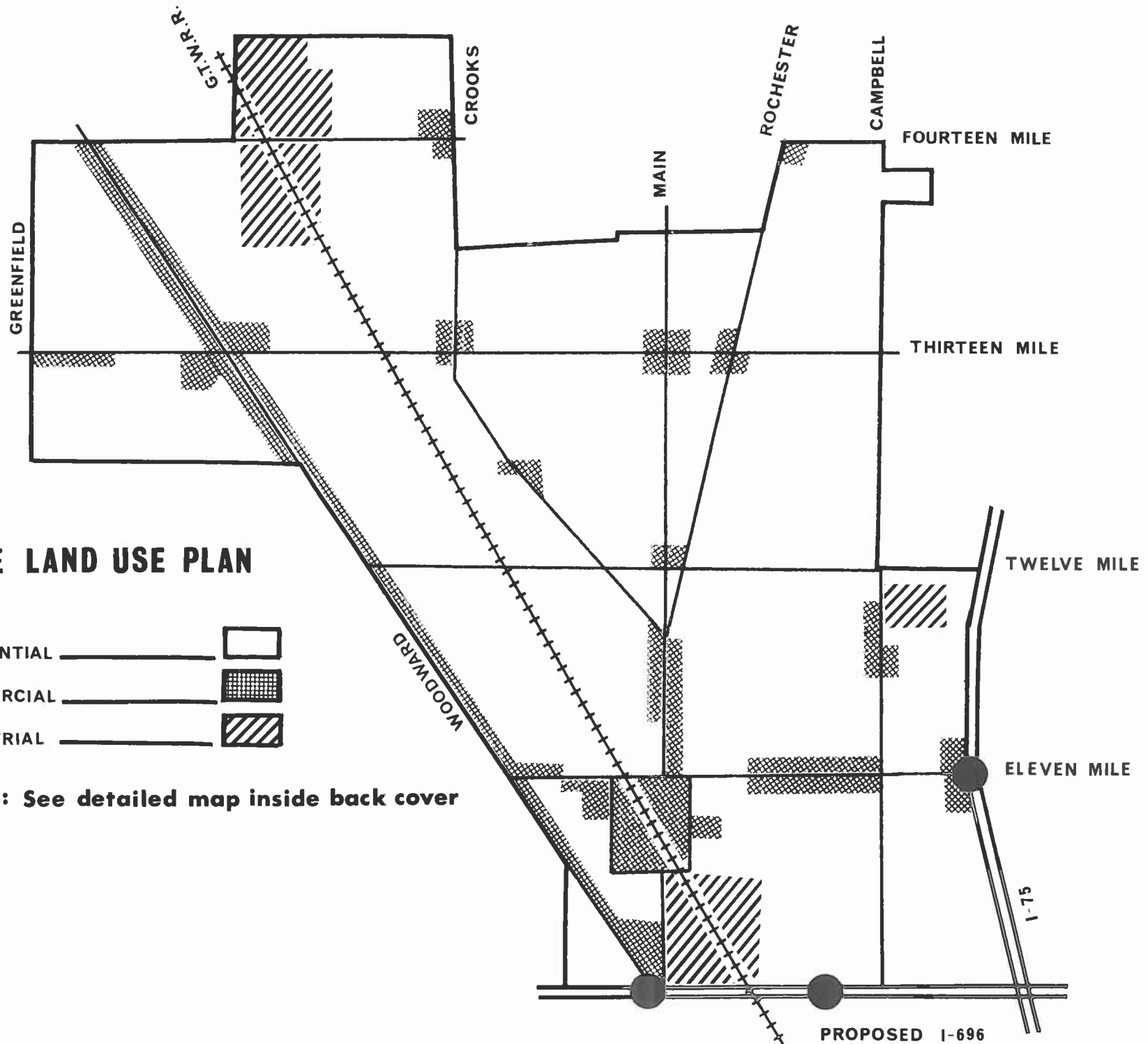
LAND USE PLAN

The Land Use Plan, one component of the General Development Plan, depicts general location of future residential, commercial and industrial land use. It functions as a policy making guide coordinating everyday decisions affecting land development to long-range goals and objectives.

FUTURE LAND USE PLAN

- RESIDENTIAL 
- COMMERCIAL 
- INDUSTRIAL 

NOTE: See detailed map inside back cover



RESIDENTIAL

Residential land use is discussed in terms of density, these consisting of low, medium and high density development. Low density is 6-8 dwelling units per acre, medium density 14-18 and high density 20-25 dwelling units per acre.

PROBLEMS

Mixed land use is prevalent in a few low density residential areas. (This has resulted in commercial and industrial traffic using local residential streets as access routes, creating adverse effects upon the desirability of these areas as a place to live.)

Lack of maintenance to both structure and yard has led to deterioration within some neighborhoods.

Improper location of medium and high density residential development in close proximity to low density use has resulted in incompatible mixtures of residential land use.

Medium and high density residential areas, with access to other than primary and secondary thoroughfares, has created increased traffic volumes and congestion along local, low density, residential streets.

OBJECTIVES

Discourage mixed land use and incompatible development in and around low density residential neighborhoods.

Promote medium and high density residential areas near intensive land use and major arterials only.

Promote sound residential environment through continual enforcement of codes and ordinances and detailed analysis of proposed site development.

PROPOSALS

Establish a high density residential "ring" around, and adjacent to, the Central Business District with access to primary thoroughfares. (See "Central Business District Ring")

Review and amend residential standards of the Zoning Ordinance, adopt an up-to-date housing code, and establish a systematic code enforcement program for the City.

CENTRAL BUSINESS DISTRICT RING

The Central Business District "Ring" concept proposes multiple development adjacent to the Central Business District. Location near intensive land use and major thoroughfares is proper for high density multiple use and provides opportunity for residents to locate within convenient walking distance of shopping and transportation facilities.

PROBLEMS

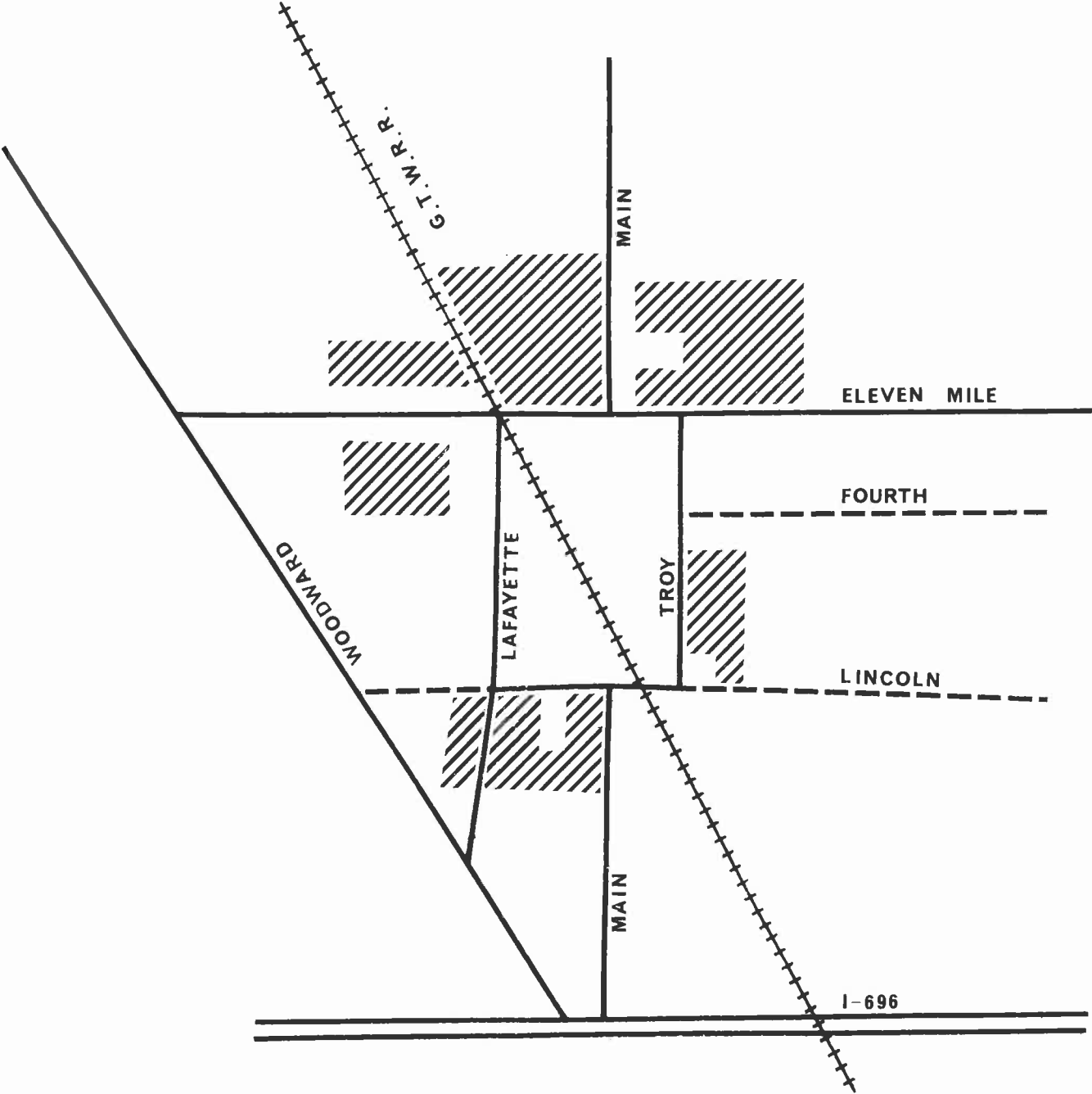
The general area surrounding the Central Business District is one of the oldest residential areas in Royal Oak. It contains mixed land use and many structures which are beginning to show signs of blight.

There has been an interest to purchase properties within this area and develop these for high density residential use. Such attempts at development have often resulted in piecemeal multiple development on small parcels of land. If permitted to continue, this form of development will result in small, unrelated, multiple developments with inadequate useable open space, and awkward off-street parking layouts.

PROPOSALS

Plan proposals stipulated under "residential land use" on the preceeding page apply to the Central Business District ring. In addition, development of the high density residential "ring" should occur, as a minimum, on a block-by-block basis only, not by development of individual lots.

CBD RING LOCATION MAP



COMMERCIAL

Commercial development has been classified as neighborhood and community centers. Neighborhood centers serve local areas of the community offering products which the consumer usually prefers not to compare with competitive goods. Community centers serve a city-wide or somewhat larger area, offering products and services which consumers usually prefer to compare with competitive products and dealers.

PROBLEMS

Existing commercial development has often occurred as strip development which does not provide convenient shopping facilities.

Numerous access drives providing ingress-egress to strip commercial development, along major thoroughfares, interfere with efficient flow of traffic.

Off-street parking is deficient at many commercial establishments.

The Central Business District is divided by several busy streets making shopping a chore, rather than a pleasure, for the consumer.

Commercial areas have become hodge-podges of signs and lack the aesthetic qualities desired by the pedestrian.

Within recent years, although population, family incomes, and total retail sales have increased, it appears that many areas of retail sales have declined in their share of the potential dollar market. This indicates increased sales have not kept pace with increases in population or family incomes.

OBJECTIVES

Encourage consolidated commercial centers strategically located to adequately serve residents. Consolidated development enhances ease of shopping for the pedestrian.

Require necessary off-street parking facilities for proposed establishments and those contemplating expansion.

Provide a major commercial center having ease of access for auto and pedestrian, which enhances the pleasurable aspects of shopping.

Discourage poor development through detailed review of proposed site development and continual enforcement of codes and ordinances.

PROPOSALS

Establish a Central Business District pedestrian mall with peripheral parking and ease of access. (See "Central Business District Mall")

Continue support of special accessory parking to the rear of Woodward Avenue commercial establishments where such off-street parking is feasible.

Review and amend commercial standards of the Zoning Ordinance. Investigate the feasibility of a systematic review of commercial structures to see that they are maintained adequately.

CENTRAL BUSINESS DISTRICT MALL

The Central Business District Zone is designed to serve the central retail marketing function of the City, and to provide for professional and office activities, governmental and cultural activities and high density residential facilities.

The Central Business District "mall" is intended to provide a central commercial nucleus within the City which will separate pedestrian and vehicular traffic, enhance ease of shopping, and provide an attractive commercial environment for the pedestrian.

PROBLEMS

Generally the Central Business District is not pedestrian (consumer) oriented. Inefficient circulation of vehicular traffic, restricted movement of pedestrians, an agglomeration of signs, and lack of landscaping and attractive street furniture have combined to create anything but an efficient commercial center designed for convenient and pleasurable shopping.

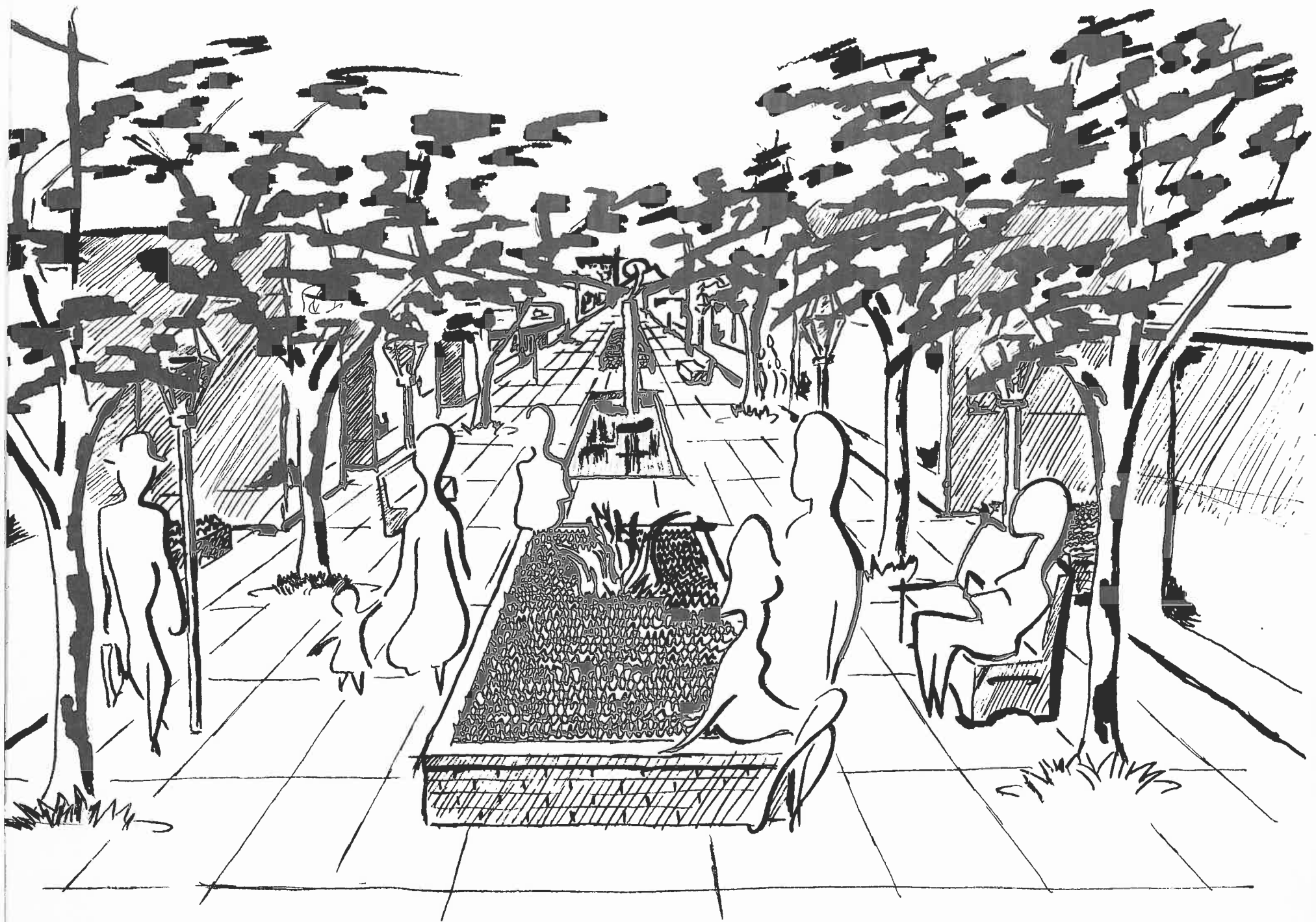
PROPOSALS

Establish policy regarding a Central Business District "mall" located along Washington Avenue generally from Fourth to Sixth Streets.

Have the design of a pedestrian mall developed by a qualified Urban Design Consultant.

Eliminate vehicular traffic, within the mall area, along Washington Avenue and re-route this traffic.

Provide ease of vehicular access to adequate off-street parking areas surrounding the mall. (Consideration should be given to possible use of parking structures.)



INDUSTRY

Three industrial areas exist in Royal Oak, two of which are located in the northwest and southern portions of the City, along the Grand Trunk Western Railroad. The third is near the intersection of Campbell and Twelve Mile Roads. Industrial development has been limited in Royal Oak. However, the future growth outlook is optimistic especially with Interstate 75 and proposed I-696 bounding the City's east and south boundaries respectively. Quality of future development will only be as good as community standards regulate.

PROBLEMS

Obsolete subdividing has resulted in substandard industrial lots which afford inadequate space for expansion and promote awkward development.

Insufficient yard area, resulting from crowded development; lack of aesthetic qualities; and loading-unloading activities taking place from the public right-of-way, thus hindering traffic flow; are prevalent in some of the City's industrial areas.

Functional off-street parking is deficient at many industrial developments.

OBJECTIVES

Encourage consolidation of industrial land to provide lots reasonable for development.

Discourage poor development through detailed review of proposed site developments, and continual review, updating, and enforcement of codes and ordinances.

PROPOSALS

Review industrial zoning standards and investigate the feasibility of adopting an industrial code to assure adequate maintenance of structure and yard areas.

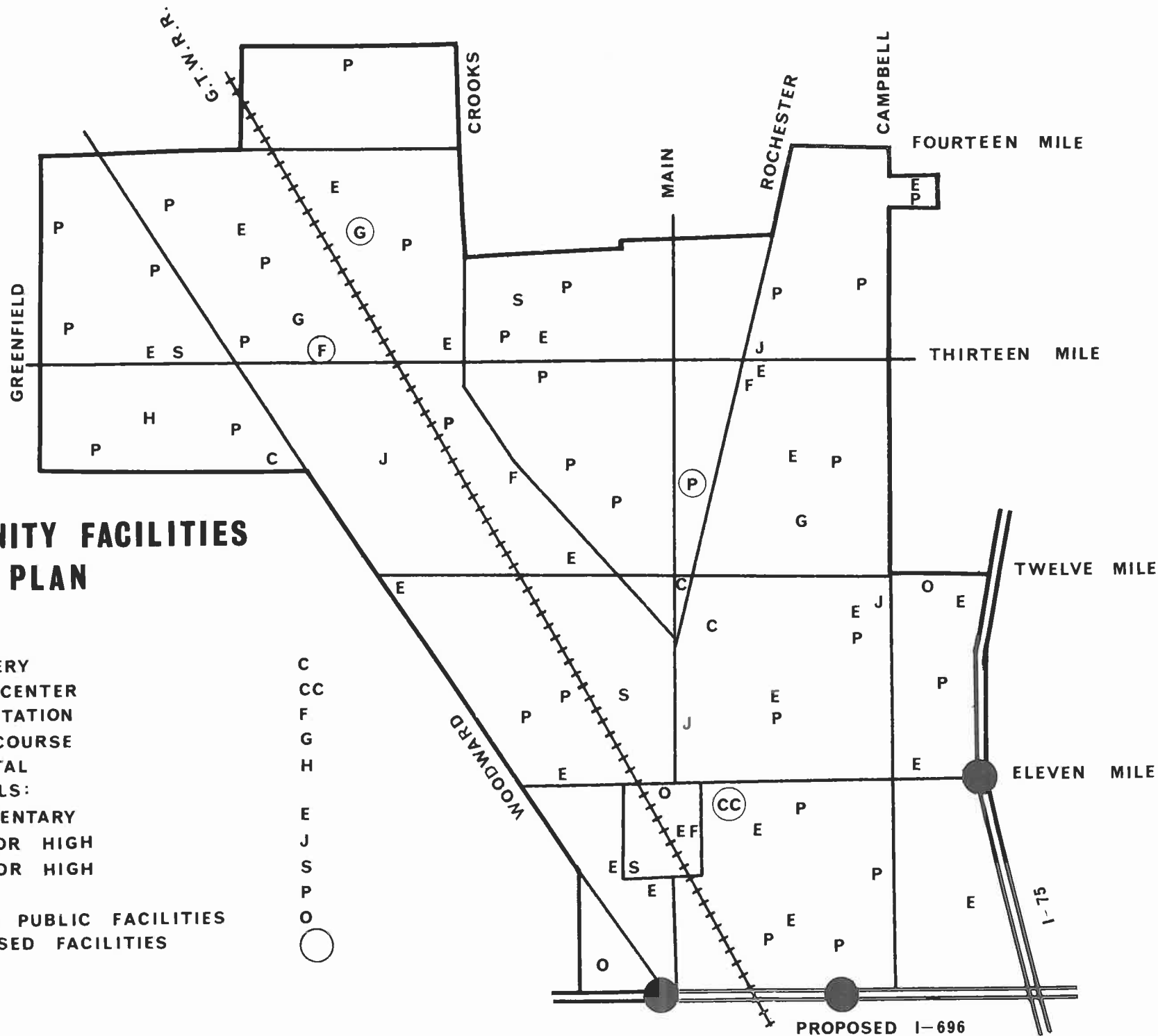
Promote side and rear yard loading docks, keeping this activity off the public street.

COMMUNITY FACILITIES PLAN

The Community Facilities Plan, second of the three components of the General Development Plan to be discussed, depicts general location and type of facilities necessary to functionally serve existing and anticipated development. This plan serves as a guide coordinating short-run expenditures for community facilities with long-range needs.

COMMUNITY FACILITIES PLAN

CEMETERY
CIVIC CENTER
FIRE STATION
GOLF COURSE
HOSPITAL
SCHOOLS:
ELEMENTARY
JUNIOR HIGH
SENIOR HIGH
PARKS
OTHER PUBLIC FACILITIES
PROPOSED FACILITIES



CIVIC CENTER

A civic center in Royal Oak would bring together governmental, cultural and certain community activities in one functional complex to efficiently serve the present and future needs of the City. The existing City Hall, Library and Police buildings are a beginning to realizing such a complex. Possible expansion might include additional administrative facilities, a community building containing an auditorium and meeting room facilities, an outdoor bandshell, judicial building, parking structure, and integration of a community college complex.

PROBLEMS

Existing administrative and judicial facilities are being used to capacity and will soon be insufficient for this critical governmental function.

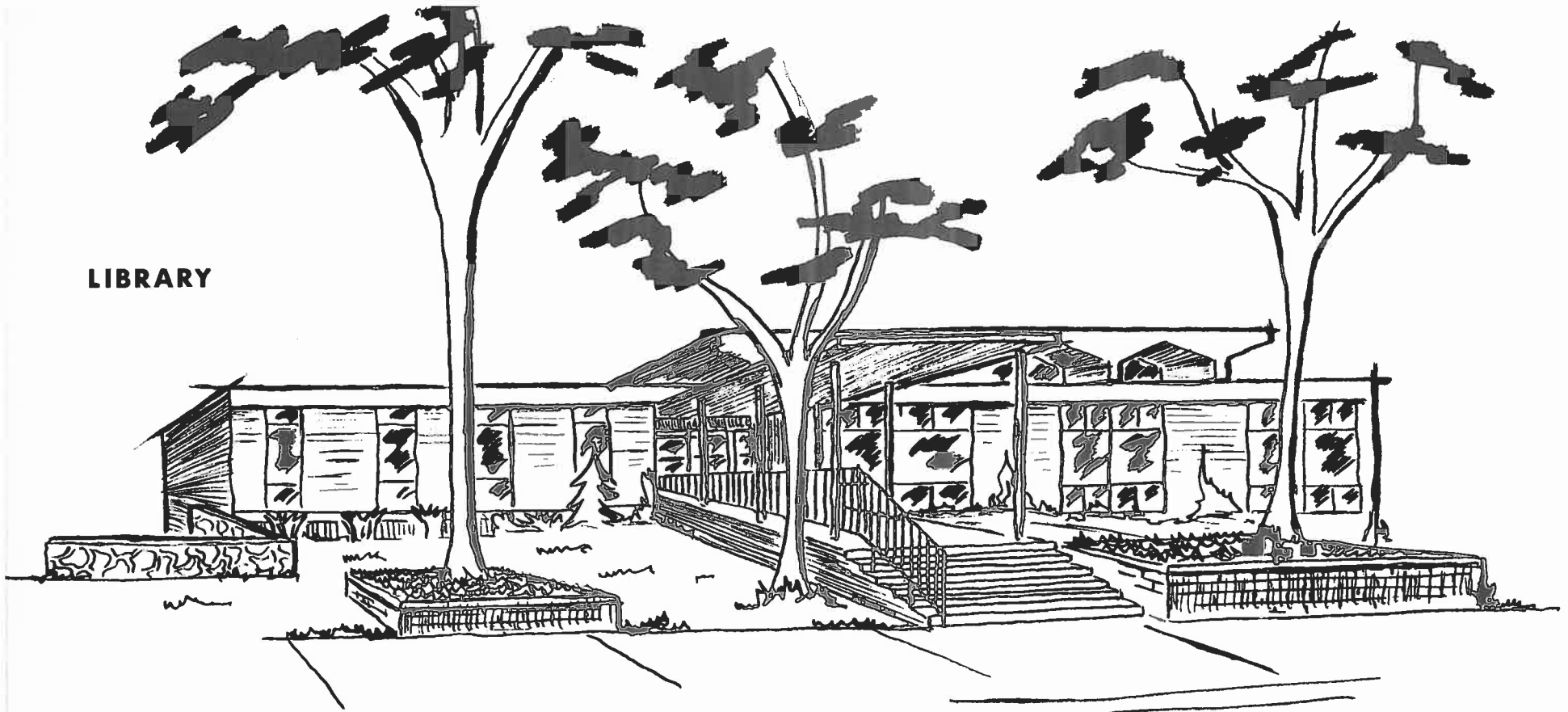
A community building serving all-purpose needs of residents is needed in the City.

PROPOSALS

Establish policy regarding a civic center, incorporating the pedestrian mall concept, within the general area bounded by Eleven Mile Road, Knowles Avenue, Third Street, and Williams Street.

Have a qualified Urban Design Consultant determine needs and costs, and design the civic center complex.

LIBRARY



CITY HALL - POLICE BUILDING



PARKS and RECREATION

Parks and recreation facilities have been classified as neighborhood facilities (playgrounds and playlots within convenient walking distance of residential areas) and community facilities (neighborhood playfields and facilities serving the total population and readily accessible by automobile).

National standards point out a deficiency in total land supply available for recreation purposes in Royal Oak. Although most of the large tracts for parks and recreation are located in the northern one-half of the City, a need exists for locating a large park in the southern half of Royal Oak to serve that part of the population more readily. However, a problem more serious than a total land supply and its distribution is prevalent, and that is the development of the City's existing facilities. One of a community's greatest assets is its supply and development of parks and recreation land - an asset which Royal Oak has been remiss in capitalizing on.

A recreation development program has recently been adopted by the City Commission. This program was tailored to meet the needs of the City's recreation land, using the existing supply of parks and recreation land. In analyzing the total community structure, there are certain possibilities, however, which could result in a better use of parks and recreation land. From a total community planning concept, these would involve the following:

PROPOSALS

Eventual relocation of Memorial Park as a major community park. This land is better suited for intensive commercial use. (The northern part of this facility should be retained for a neighborhood park). Prior to termination, provisions should be determined for relocating those facilities presently in use at Memorial Park. Sale proceeds could do a great deal in accomplishing the goals and objectives of the adopted program for recreation. Finally, prior to sale, plans should be finalized and acceptable as to how the land is to be reused, in order to obviate poor development of this valuable piece of property.

If additional recreation land is deemed necessary, Wagner Park might be expanded to the south, consolidating properties sparsely developed and thereby causing a minimal problem of relocation. This area is the geographical and population center of the City, and is readily accessible to most of Royal Oak's residents. It also has a great deal of natural beauty which should be preserved, and is topographically complimentary to the existing park site.

Sufficient land, other than Elks Park, is not available elsewhere within the City for an additional nine holes of golf. An alternative would be to acquire lands outside the City limits. If the policy is not to provide additional golf facilities, Elks Park should be retained for recreation purposes and developed accordingly. However, policy should be definitely determined regarding this land prior to its being used for other recreation services and opportunity for golf course expansion becomes nullified.

A community building should be established in Wagner Park to serve the active recreation needs of the younger generation throughout Royal Oak.

SCHOOLS

There are presently two senior high, four junior high, and eighteen elementary public schools in the City. Supplementing these are two parochial senior high schools and four elementary schools. These facilities are adequate to handle anticipated enrollments under present conditions. However, changing educational concepts, specifically the desirability of smaller class size, increased special education classes, and counseling services, may necessitate alterations to existing facilities and the establishment of new schools.

PROPOSAL

Encourage school-park arrangements whereby school and recreation facilities compliment one another and better serve community needs. Such development can only occur through continued cooperation between School and City administrations.

LIBRARY

The main library, located at the corner of Eleven Mile Road and Troy Avenue, complimented by the operation of the bookmobile, is sufficient to serve existing population demands.

PROPOSAL

In the future (15 - 20 years) two branch libraries, serving the northeast and northwest portions of the City, could be established. These should be located in the general areas of Thirteen Mile Road and Rochester Road, and along Thirteen Mile Road west of Woodward Avenue, preferably adjacent to or within the Northwood Shopping Center. Each branch would contain approximately 20-30,000 volumes and serve a one mile radius.

POLICE

Police operations are located at the corner of Troy Avenue and Third Street. The existing police building was opened during the fall of 1964 and is sufficient to serve future needs of Royal Oak.

FIRE

The City presently has four fire stations which is an adequate number to serve existing and anticipated demands. Three of the four stations require improvements.

PROPOSALS

Fire Hall #1, at the corner of Troy Avenue and Sixth Street is the main station. The structure is adequate, however, insufficient off-street parking is provided for employees. It is proposed the City acquire the remaining portion of the block bounded by Troy Avenue, Williams Street, Sixth Street and Fifth Street. This would provide room for employee parking and a fireman training center which the City does not have.

Fire Hall #2, near the intersection of Crooks Road and Webster Road, is adequate to serve future needs.

Fire Hall #3, at the corner of Rochester Road and Lawrence Avenue, requires expansion to effectively serve the City.

Fire Hall #4, at Thirteen Mile Road and Woodward Avenue, is proposed to be moved to City property along the north side of Thirteen Mile Road, between Shenandoah Drive and Bembridge Road. This will remove the fire hall from a congested intersection, affording ease of access and sufficient area for proper development of the fire hall.

DEPARTMENTS of PUBLIC WORKS and PARKS and GROUNDS

The Departments of Public Works and Parks and Grounds are located near the Twelve Mile Road and Campbell Road intersection. The existing site is adequate to serve future needs, however, expansion of buildings for both departments is necessary.

PROPOSALS

The existing Department of Public Works garage should be expanded to house machinery presently stored outside.

A new garage structure for Parks and Grounds is necessary to supplement the existing structure. This new structure should also contain office facilities to replace existing offices.

MUNICIPAL PARKING FACILITIES

The City provides approximately 1400 parking spaces in eleven municipal lots. Although this parking is adequate to serve existing needs any removal of on-street parking within the Central Business District, or development activity such as a Central Business District "Mall", will require additional off-street parking. The feasibility of a municipal parking structure on one or more of the existing municipal lots to serve this need should be investigated in the near future.

SEWER and WATER

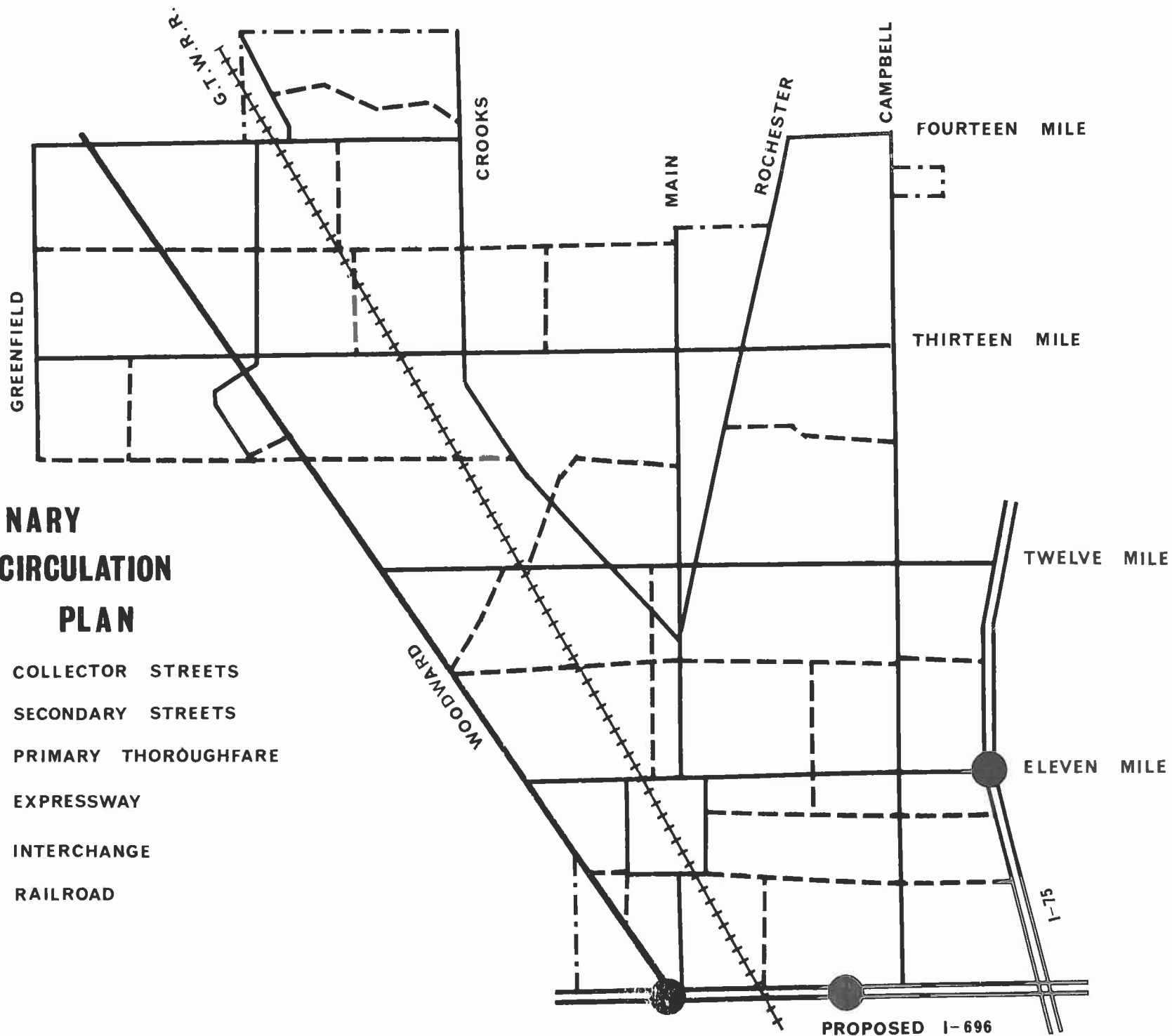
One hundred percent of Royal Oak is served with water and sewer facilities which will adequately serve future development anticipations.

PRELIMINARY CIRCULATION PLAN

The Preliminary Circulation Plan indicates those transportation media, and their general location, required to move people and goods safely and efficiently and to service land use within the study area.

PRELIMINARY CIRCULATION PLAN

- COLLECTOR STREETS
- SECONDARY STREETS
- PRIMARY THOROUGHFARE
- === EXPRESSWAY
- INTERCHANGE
- + + + + + RAILROAD



STREET FUNCTIONS

EXPRESSWAYS

Expressways are controlled-access highways designed to move inter-city traffic safely at high speeds. Acceleration and deceleration lanes are provided for access to and from these facilities. Two expressways are included on the Preliminary Thoroughfare Plan. (Interstate 75 paralleling Royal Oak on the east and proposed Interstate 696 along the southern boundary).

MAJOR THOROUGHFARES

Major thoroughfares have been indicated on the map as primary and secondary; Woodward Avenue being the single primary in the City. Primary and secondary thoroughfares serve the same purpose, moving vehicles from community to community as well as from one section of the City to another.

COLLECTORS

The Collector is intended to connect local streets with major thoroughfares and should be designed to discourage fast moving, through traffic.

LOCAL STREETS

Local streets afford access to abutting properties and should be designed to carry only local traffic.

STREET FUNCTIONS

LOCAL STREET



COLLECTOR STREET



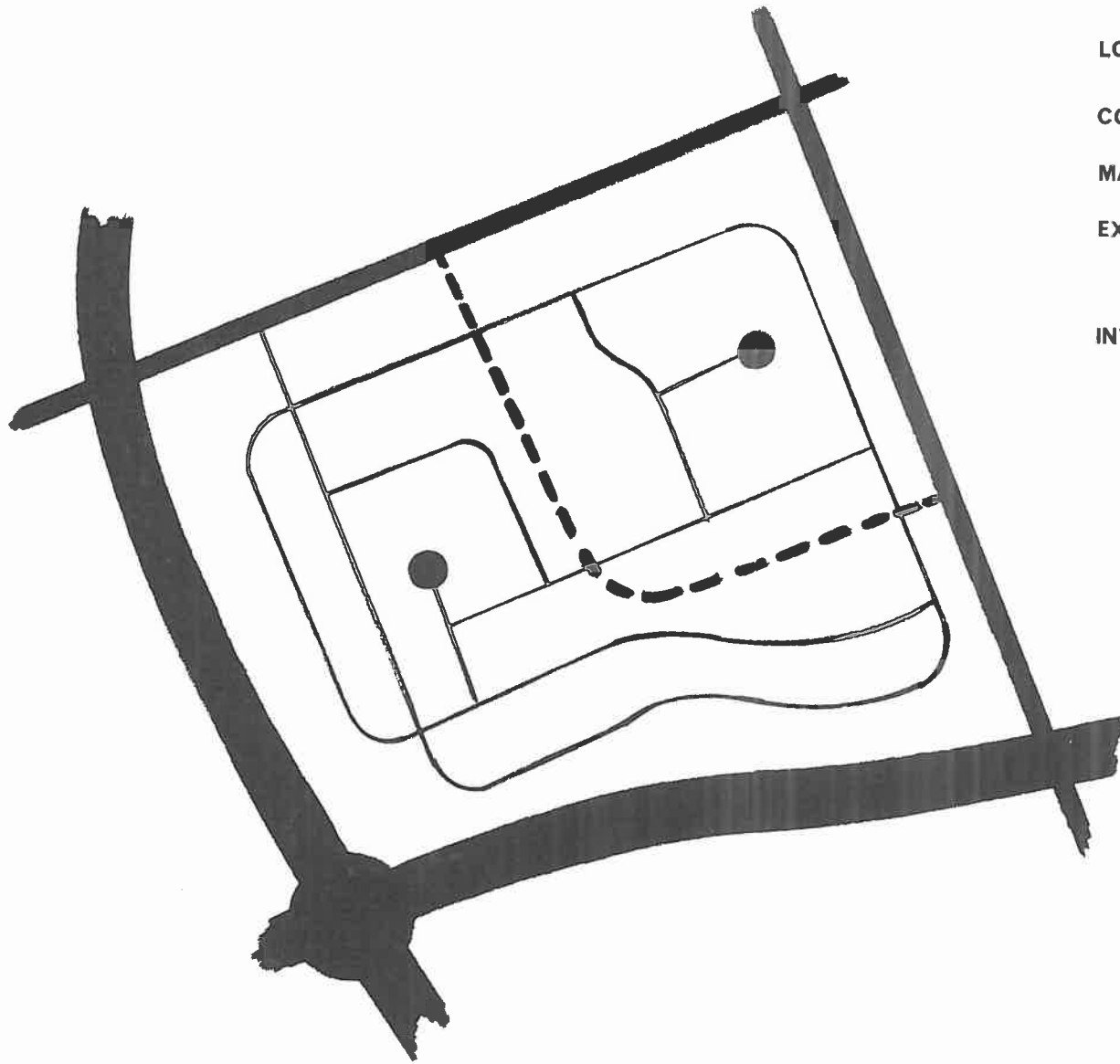
MAJOR THOROUGHFARE



EXPRESSWAY



INTERCHANGE



The Preliminary Thoroughfare Plan indicates those streets which serve the functions described on the preceding page. The majority of these currently perform their indicated functions.

PRELIMINARY PROPOSALS

EXPRESSWAY

Interstate 696 along existing Ten Mile Road

MAJOR THOROUGHFARE

Loop system circumventing the major shopping area (Removal of vehicles from a portion of Washington Avenue.

COLLECTORS

Lafayette Avenue functioning as a street providing access from Woodward Avenue to the Central Business District.

A collector east of G.T.W.R.R. providing access between Lincoln Avenue and the service drive of I-696, to the proposed industrial area.

Trafford Road providing access from Woodward Avenue to Webster Road.

Marais Avenue connecting Normandy Road and Thirteen Mile Road, and providing access to Kimball High School and surrounding parks.

A collector at the Beaumont Hospital area connecting Thirteen Mile Road and Webster Road.

Parmenter Boulevard between Coolidge Highway and Crooks Road.

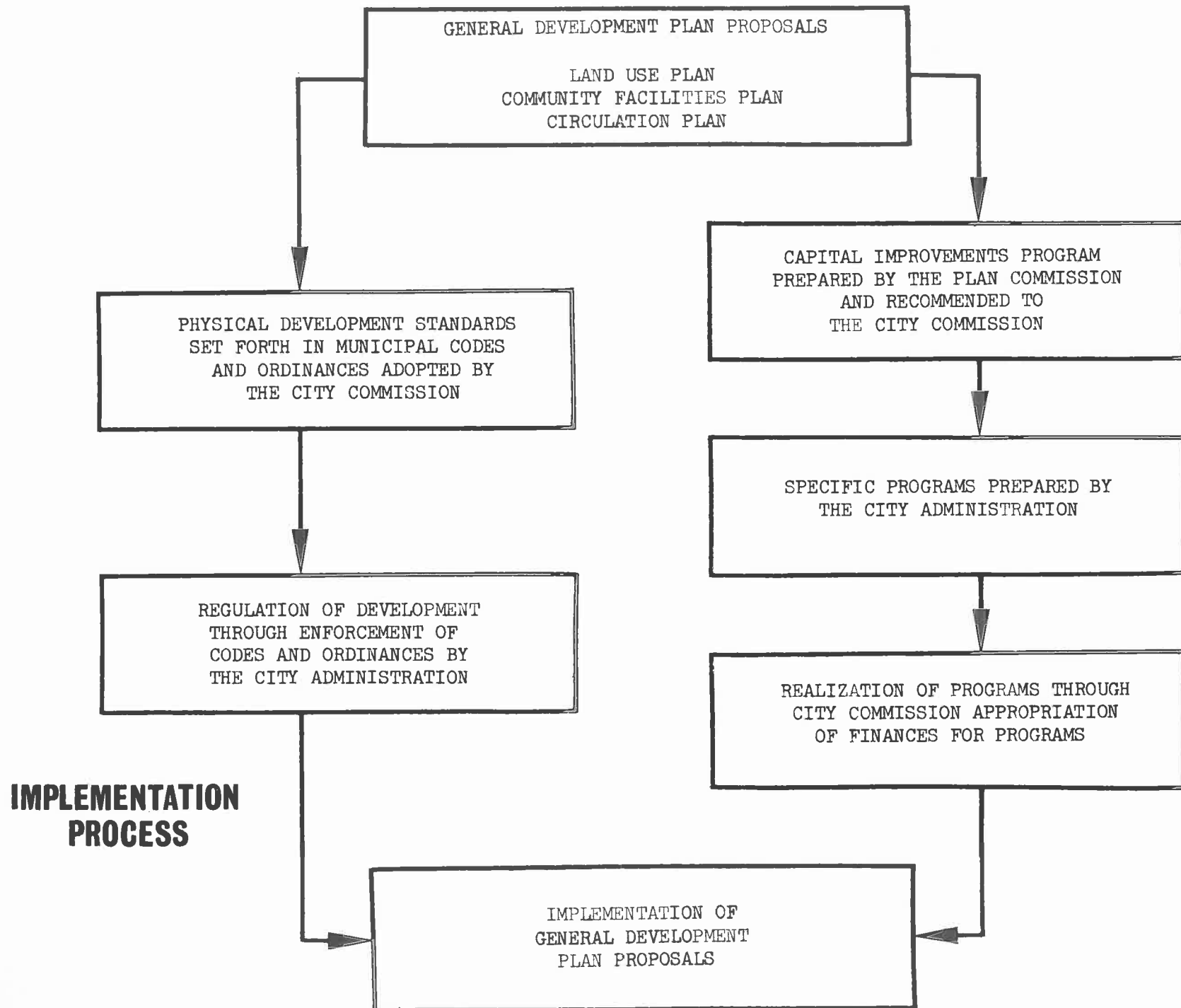
Detailed proposals regarding necessary street and intersection improvements and traffic control measures for short and long range improvements will be forthcoming in the traffic study to be completed by the traffic consulting firm contracted by the City of Royal Oak. These proposals, when implemented, will improve circulation within and around the Central Business District and throughout the City.

IMPLEMENTATION

of the

GENERAL DEVELOPMENT PLAN

The General Development Plan is a guide intended to coordinate decisions affecting development within the community keeping these in harmony with long-range development goals. To achieve this, the citizens, policy makers, and developers must understand the plan and adopt and enforce proper codes, ordinances and programs which will lead to sound urban development in the future.



RESPONSIBILITIES FOR PLAN IMPLEMENTATION

CITY PLAN COMMISSION

It is the Plan Commission's responsibility, by State Statute, to advise the governing body regarding sound community growth. Primary among their responsibilities is the preparation and adoption of a General Development Plan, based on community needs and desires, in addition to reviewing development controls and proposals in order that they conform to plan objectives.

CITY COMMISSION

Being representatives of the community at large the City Commission has the responsibility to adopt those regulatory measures and programs necessary to achieve plan objectives.

CITY MANAGER and ADMINISTRATION

The administration should see that short-term actions are in line with long-term goals, and are completed as efficiently and economically as possible.

ZONING BOARD OF APPEALS

This quasi-judicial body is responsible for hearing appeals for relief from terms of the Zoning Ordinance. The Board should understand the Development Plan and grant relief only where situations, stated by law, exist and such action is in accord with objectives of the Plan.

CITIZENS

The General Development Plan is for the citizens of Royal Oak. The document promotes those goals held by the public and translates these to plan proposals which will achieve public goals. It is therefore the public's responsibility to take part in public hearings, expressing their thoughts to the policy makers to insure appropriate actions are taken to realize desirable development. Too many times citizens are content not to take part at a public hearing unless proposed actions adversely affect them. Consequently those few citizens objecting at a hearing appear to relate the attitudes of the public. Simply combining into neighborhood associations and sending a representative or submitting a letter is sufficient to express attitudes at a public hearing. It is public apathy and indifference above all else that can make the community as one of haphazard and chaotic development.

IMPLEMENTATION TOOLS

ZONING

Zoning is one of the major tools by which the goals of the development plan are achieved. The Zoning Ordinance is based upon the General Development Plan and regulates height, bulk, density and location of development through various zoning districts. Zoning changes, and relief from Ordinance standards, should not be made indiscriminately as long-term damage may result. Changes should be made after careful examination indicates such change will benefit the community and not just an individual property owner.

CAPITAL IMPROVEMENT PROGRAM

The Municipal Planning Commission Act, Act 285, P.A. 1931, M.S.A. 5.2999 states:

For the purpose of furthering the desirable future development of the municipality under the master plan (General Development Plan) the City Planning Commission, after the Plan Commission shall have adopted a master plan, shall prepare coordinated and comprehensive programs of public structures and improvements. The Plan Commission shall annually prepare such a program for the ensuing six years, which program shall show those public structures and improvements in the general order of their priority, which

in the Plan Commission's judgement will be needed or desirable and can be undertaken within the six-year period. The above comprehensive coordinated programs shall be based upon the requirements of the community for all types of public improvements, and, to that end, each agency or department of such municipality concerned with such improvements shall upon request furnish the Plan Commission with lists, plans and estimates of time and cost of public structures and improvements within the purview of such department.

The proposed improvements of the first six years of the C.I.P. are usually programed in detail as to specific timing, costs, and methods of finance. This is not done for the total C.I.P. since long-range improvements are constantly reviewed, sometimes altered, and their costs may fluctuate.

The Plan Commission prepares the Capital Improvements Program and recommends to the City Commission those priorities necessary to implement proposals of the General Development Plan. The City Commission then reviews those recommendations and appropriates monies to accomplish the necessary objectives.

BUILDING CODE

The building code regulates new building construction, setting standards for quality of materials and construction techniques and is not retroactive. Building code provisions can assure construction of sound structures and should be reviewed periodically to stay abreast of building techniques.

HOUSING CODE

Supplementing the building code, the housing code regulates residential structures setting standards for occupancy, necessary facilities, and maintenance. Like the building code, it should be reviewed and updated from time to time. A similar code should be adopted for commercial and industrial structures as well as residential.

OTHER CODES

A number of Codes and Ordinances regarding safety and health factors are in effect in Royal Oak. These should be continually reviewed to assure modern standards are being used.

SYSTEMATIC CODE ENFORCEMENT PROGRAM

A systematic code enforcement program is designed to maintain and improve structural conditions and prevent blight in the City. This type of program establishes a continual, systematic canvassing of all structures, by trained inspectors, to assure compliance with municipal codes and ordinances. At present such a program does not exist in Royal Oak, however, study is presently being undertaken as to the most feasible type of program and its administration for the City.

PLANNING DEPARTMENT

LEWIS E. McDANIEL

DIRECTOR

OWEN E. WINNIE

PLANNER I

JÖSEPH W. SUTSCHEK

PLANNER I

AGNES T. KRILL

CLERK-STENO II

EDWARD E. VETTEL (FORMER STAFF MEMBER)

Memorandum To:

The Honorable Mayor and City Commission
City of Royal Oak, Michigan

Subject:

Exempt Property Report

Listed below is the information requested on all exempt property in the City exclusive of street and alley right-of-ways.

Statistics from the Planning Department shows the area of the City to be 7,610.4 Acres, of which 21% is streets and right-of-ways. This leaves 6,012.2 Acres upon which the following statistics are based.

	<u>UNIT</u>	<u>ACREAGE</u>	<u>PER CENT</u>
1.	City	433.40	7.20
2.	School	210.93	3.51
3.	County	7.19	0.12
4.	State	41.87	0.70
5.	Churches	89.20	1.48
6.	Railroad	2.81	0.05
7.	Cemetery	117.24	1.95
8.	Hospital	101.00	1.68
9.	Miscellaneous	40.47	0.68
	<u>Total</u>	<u>1,044.11</u>	<u>17.37</u>

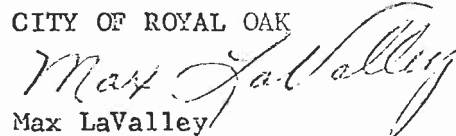
Below is a general breakdown of the miscellaneous classifications

D.A.V. Memorial Home
Royal Oak Optimist Club Park
Specially Adapted Housing
Junior Achievement
S.E.O.C. Water Authority
American Legion Post #253
Canadian Legion Maple Leaf Post #84
Y.M.C.A.
Post Office
Zoo
V.F.W.
Telephone Company

If you have any further questions on the above, please contact me.

Respectfully submitted,

CITY OF ROYAL OAK


Max LaValley
City Assessor