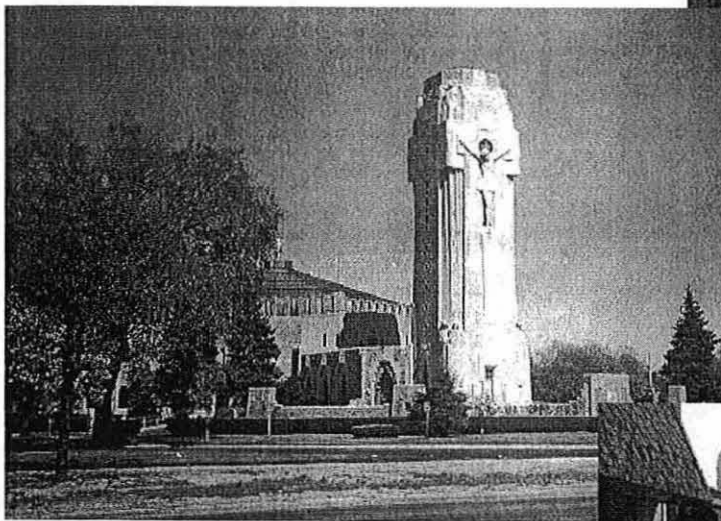


# Master Plan City of Royal Oak





# Master Plan City of Royal Oak

## Acknowledgments

### City Commission

Dennis Cowan, Mayor  
Michael Andrzejak  
Marie L. Donigan  
Laura J. Harrison  
Thomas E. Kuhn  
Ilene M. Lanfear  
Peter H. Webster

### Plan Commission

Dennis Cowan, Mayor  
Edward Anderson  
James Boismier  
Jim Farhat  
George Gomez  
Laura J. Harrison  
Sara Hofman  
Mike Kondek  
Christopher Lee

### Steering Committee

Michael Andrzejak\*  
James Boismier\*  
Susan Carter  
Dennis Cowan  
Jim Domanski\*  
Kathleen Klein  
Thomas Kuhn  
Ilene Lanfear  
Jeanne Sarnacki\*  
James Schneider  
Robert Stocker  
Pete Webster\*

### City Staff

Richard R. Beltz, Planning Director  
Mardy Hamilton, Planner  
Timothy Thwing, Deputy Director

### Assisted By

Carlisle/Wortman Associates, Inc.  
605 S. Main Street, Suite 1  
Ann Arbor, MI 48104

\*denotes alternate

Adopted by Plan Commission: August 24, 1999



# Master Plan City of Royal Oak

## Table Of Contents

### Introduction

What is planning? .....	1
How is the City authorized to plan?.....	1
Why plan for Royal Oak? .....	1
What process has been followed? .....	2
How is the Master Plan different from Zoning?.....	3
How has the community been involved? .....	3
Who is responsible for Planning and Zoning? .....	3

### Goals, Objectives, and Strategies

Neighborhood Preservation and Residential Land Use .....	5
Historic Resources .....	9
Downtown .....	10
Commercial Corridors .....	14
Woodward Corridor .....	17
Transportation/Circulation .....	21
Parks/Recreational Resources .....	23
Community Resources and Facilities .....	26

### Land Use Plan

Residential .....	29
Mixed Use .....	33
Commercial and Industrial .....	34
Parks and Open Space .....	35
Public/Institutional .....	35

### Implementation

Zoning Requirements .....	36
Zoning Map Adjustments .....	36
Zoning Ordinance Amendments .....	36
Neighborhood Preservation .....	37
Areas Adjacent to the Central Business District.....	38
Downtown Development .....	40
Commercial Entry Corridors .....	41
Woodward Corridor .....	41
Historic Preservation .....	41
Cultural Resources .....	41
Aging Population .....	42
Capital Improvements Program .....	42
Plan Education .....	42
Plan Updates .....	42

# Table Of Contents *continued*

## **Background Studies**

Regional and Metropolitan Setting.....	43
Past Planning Efforts.....	43
Population Trends and Projections.....	45
Population and Housing Characteristics .....	48
Economic Base.....	55
Community Facilities.....	58
Transportation.....	60
Existing Land Use.....	64
Existing Land Use Map I.....	66
Existing Land Use Map II.....	67
Sub-area Map .....	69
Summary of Implications for Planning.....	72

## **Visioning and Public Participation**

Visioning Workshops.....	74
Priority Visions.....	75
Concept Plan Workshops .....	78

## **Appendix I - Visioning Statements**

## **Appendix II - Master Plan Meetings: Plan Commission and Steering Committee**

### **List of Tables**

1 - Racial Composition in Royal Oak.....	50
2 - Residential Construction Permits Issues: 1980-1997 - Royal Oak.....	54
3 - Royal Oak Employers .....	57
4 - Roadway Segments Under County Jurisdiction - Royal Oak .....	60
5 - Royal Oak Visioning Workshops.....	75
6 - Summary of Subarea Issues.....	75

### **List of Figures**

1 - Royal Oak .....	43
2 - Population and Households: 1970-1998 - Royal Oak.....	45
3 - Population and Household Projections 1990-2020 - Royal Oak .....	46
4 - Population: 1990-1995 - Royal Oak and Surrounding Communities .....	47
5 - Household Size: 1970-1995 - Royal Oak .....	48
6 - Household Size: 1990-1995 - Royal Oak and Surrounding Communities .....	49
7 - Projected Persons Per Household: 1990-2020 - Royal Oak .....	49
8 - Age Distribution 1990 .....	50
9 - Median Age: 1980-1990 - Royal Oak and Surrounding Communities.....	51
10 - Educational Attainment 1990 - Royal Oak and Surrounding Communities .....	51
11 - Median Household Income: 1995 - Royal Oak and Surrounding Communities .....	52
12 - Average Housing Value: 1995 - Royal Oak and Surrounding Communities.....	53
13 - Year Housing Built in Royal Oak.....	53
14 - Residential Construction Permits Issued: 1992-1997 - Royal Oak.....	54
15 - State Equalized Value: 1990-1995 - Royal Oak .....	55
16 - Royal Oak State Equalized Value: 1995.....	56
17 - Population By Industry: 1990 - Royal Oak.....	57
18 - Existing Land Use: 1998 - Royal Oak.....	65

## **Appendix III - Resolution of Master Plan Adoption**

# **Master Plan City of Royal Oak**

## **Introduction**





---

# Introduction

---

## What is planning?

Planning is an activity that has been ongoing since the beginning of civilization. Quite simply, planning is preparation for a future event, activity or endeavor. Everyone conducts some type of planning in their daily lives. Where the issues are simple and the outcomes are clear, the plans can be simple. More complex issues and problems require plans to be more complex and detailed. It is relatively easy to propose plans for events that can reasonably be anticipated. It is much more difficult to prepare plans for events which are not anticipated. The most effective plans are those which are accurate enough to prepare for anticipated events, and flexible enough to provide guidance for events which are not anticipated.

In the process of planning, the following steps are involved:

- Identification of the problem or issue
- Setting of goals to be achieved
- Formulation of alternative solutions and evaluation of impacts
- Developing a plan of action

## How is the City authorized to plan?

The City of Royal Oak derives its authority to prepare a Master Plan from the Municipal Planning Act, P.A. 285 of 1931. The Act states:

*Section 6. The commission shall make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of the municipality. The plan, with the accompanying maps, plats, charts, and descriptive matter shall show the commission's recommendations for the development of the territory, including, among other things, the general location, character, and extent of streets, viaducts, subways, bridges, waterways, flood plains, water fronts, boulevards, parkways, playgrounds and open spaces, the general location of public buildings and other public property, and the general location and extent of public utilities and terminals, whether publicly or privately owned or operated, for water, light, sanitation, transportation, communication, power, and other purposes . . . The commission from time to time may amend, extend, or add to the plan.*

## Why plan for Royal Oak?

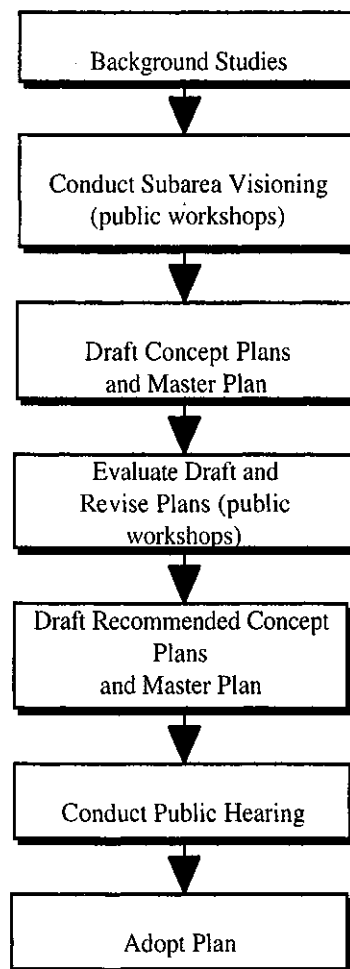
As the year 2000 rapidly approaches, there is a strong need to evaluate the physical development of the City. The current Master Plan was adopted in 1968 and has not undergone a major revision. Despite a perception that the City is fully developed, significant changes have occurred in thirty years:

- The construction of I-696 has provided a conduit for metropolitan traffic at the front door of Royal Oak
- Downtown has been transformed into a mixed use retail, service and entertainment district
- New housing has been built in response to a desirable residential environment (a total of 772 new dwellings since 1980, the majority of which has been owner occupied condominiums in multi-family complexes ranging from 3 to 124 units).

## What process has been followed?

The City's response to these changes has been to undertake a systematic process which involves analysis of the community, citizen participation, and revision of the Master Plan. The revised Master Plan will provide for the orderly development of the City, assist the community in its effort to maintain and enhance a pleasant living environment, and spark a vision toward the future.

The following flow chart depicts the Master Plan process as a whole, and at what points public input is obtained.



The revised Master Plan has the following characteristics:

- ☐ It is a **physical plan**. Although social and economic conditions are considered, the plan will be a guide to the physical development of the community.

- ❑ It provides a **long range viewpoint**. The Master Plan will depict land use and community development within a time frame of 20 years.
- ❑ It is **comprehensive**, covering the entire City and all the components that affect its physical makeup.
- ❑ It is the official **statement of policy** regarding such issues as land use, community character and transportation which impact the physical environment. As a policy guide, it must be sufficiently flexible to provide guidance for changing conditions and unanticipated events.

## How is the Master Plan different from Zoning?

**The Master Plan is not a Zoning Ordinance.** The Master Plan is the long range policy guide for the physical arrangement and appearance of the City. The Zoning Ordinance more specifically regulates the manner in which individual properties are used. The Zoning Ordinance is only one of a number of tools used to implement the Master Plan. Formulating a Master Plan is the first step in providing a sound and legal basis for revising the Zoning Ordinance and other regulatory Ordinances, investing in public capital improvements, and guiding private land use decisions.

## How has the community been involved?

The master planning program has relied on the involvement of and input from various stakeholder groups including neighborhood groups, citizens-at-large, non-residential property owners, business owners, outside planning consultants, City staff, City Commissioners, and Plan Commissioners. Public input was obtained through a series of workshop sessions conducted throughout the City. The public input process is described more fully in the Section entitled "Visioning and Public Participation."

## Who is responsible for Planning and Zoning?

The City of Royal Oak has a number of bodies that are actively involved in the planning and zoning decision-making process:

- City Commission - The City Commission is the chief governing body of the City. By Michigan Statute, the City Commission approves rezoning requests, zoning and text amendments, and subdivision plats.
- Plan Commission - The Mayor and one City Commissioner serve on the Plan Commission as required by the State Law Option adopted by the City. Six of the nine Plan Commission members are appointed by the Mayor and approved by the City Commission. Pursuant to City Ordinance, the remaining Plan Commission member is nominated by the City of Royal Oak School Board of Education. The Plan Commission is the principal recommending body to the City Commission on matters pertaining to the planning and development of the community. The Plan Commission approves site plans and special land uses and makes recommendations to the City on rezoning requests, zoning text amendments, and subdivision plats. Michigan statutes require a Plan Commission to prepare and adopt a Master Plan.
- Zoning Board of Appeals - The Board of Appeals serves to interpret provisions of the Zoning Ordinance when requested and determine when variances should be granted when practical difficulties with property make it impossible to meet the strict provisions of the Zoning Ordinance.



# **Master Plan City of Royal Oak**

## **Goals, Objectives, and Strategies**



---

# Goals, Objectives, and Strategies

---

This portion of the Master Plan identifies goals, objectives, and strategies for the City, thereby setting forth the basis for action. The identification of community visions will be the motivating force behind change. But more must be done to transform the vision into action. While vision statements are broad expressions of a desire for the future, goals, objectives and strategies progressively provide structure for future action.

Goals represent a desired outcome, objectives provide more specific direction, and the strategies are actions aimed at achieving particular objectives. Goals, objectives and strategies are organized according to the predominant issues/topics identified in the previous section and are described in the following pages:

- ❑ Neighborhood Preservation and Residential Land Use
- ❑ Historic Resources
- ❑ Downtown
- ❑ Commercial Corridors
- ❑ Woodward Corridor
- ❑ Transportation/Circulation
- ❑ Parks/Recreational Resources
- ❑ Community Resources and Facilities

---

# Neighborhood Preservation and Residential Land Use

---

**GOAL 1:** To recognize, preserve and enhance existing neighborhoods as the foundation of a strong community, and provide a balanced residential environment.

## **RATIONALE**

Neighborhood viability is one of the foundations of any community. Royal Oak has enjoyed substantial investment in its existing neighborhoods by both individuals and families expecting stable residential environments. Land use decisions must be balanced with and support the interests of existing neighborhoods, while still supporting housing opportunities to both new residents and residents who wish to remain in Royal Oak as their needs change.

---

## **OBJECTIVE 1.1**

***Preserve, maintain and enhance the character of existing neighborhoods.***

### **STRATEGIES**

- a. Establish clear and understandable boundaries on the Land Use Plan between established neighborhoods and non-residential areas.
- b. Support residential projects within neighborhoods that are compatible with existing density and architectural character by such methods as:
  - density based on the average density of the existing neighborhood;
  - setbacks which are comparable to the balance of the neighborhood;
  - spacing patterns of buildings from the street view consistent with the balance of the neighborhood;
  - location of garages limited to rear yards or side yards.
- c. Ensure that the sizes of any divided lots are compatible with existing neighborhood lots but not less than the minimum city code standard.
- d. Promote distinct neighborhoods organized around neighborhood parks, schools, and shopping.
- e. Implement overlay zoning techniques to address the areas in proximity to the downtown (see Implementation).

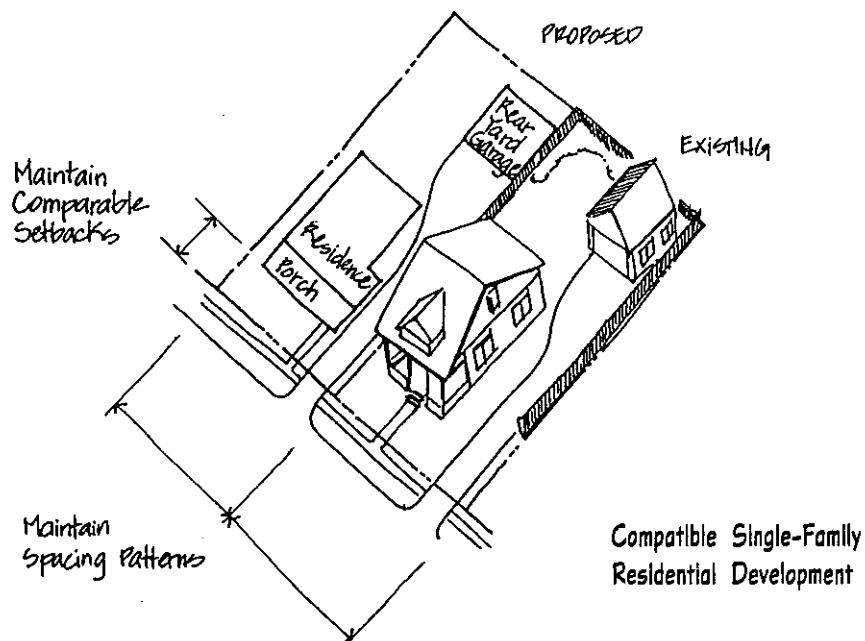


## OBJECTIVE 1.2

**Enhance the physical appearance and the economic value of existing neighborhoods.**

### STRATEGIES

- a. Establish design guidelines for new residential development and rehabilitation of existing residences which are compatible with existing conditions (density, setbacks, building spacings and rear and side garage locations.)
- b. Provide code enforcement of all residential properties.
- c. Explore the establishment of a neighborhood identification system such as unified street signs, entryway signs, and landscaping.
- d. Promote neighborhood enhancement programs and strategies such as preservation of mature trees, street tree plantings, neighborhood gardens, and sidewalk improvements.



---

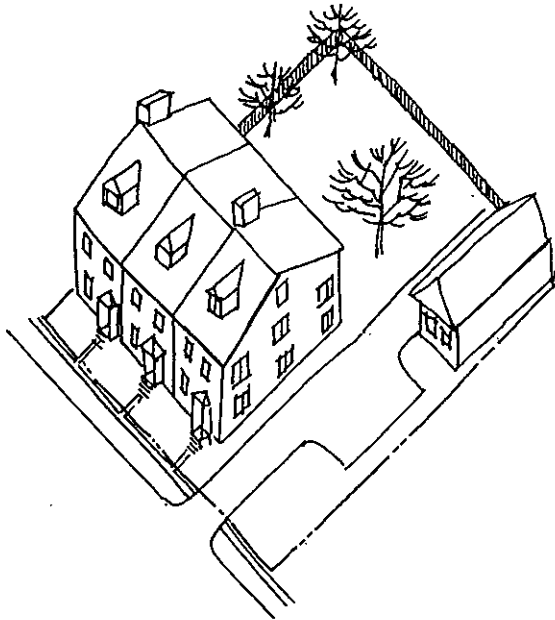
### **OBJECTIVE 1.3**

***Ensure that multi-family development/redevelopment is compatible with the surrounding neighborhood characteristics.***

---

#### **STRATEGIES**

- a. Limit height of buildings to no more than two and one-half stories, taking into consideration the height of surrounding established neighboring buildings.
- b. Require setbacks that are consistent with neighboring buildings.
- c. Set a reasonable maximum lot coverage.
- d. Establish design components, which respect the existing architectural character of the neighborhoods.
- e. Limit garage locations to rear and side yards.
- f. Support strict code enforcement of rental, residential and commercial properties.



#### **OBJECTIVE 1.4**

***Promote safety and security through the management of traffic volumes and speeds which are detrimental to residential neighborhoods.***

##### **STRATEGIES**

---

- a. Evaluate methods which slow down and discourage cut-through traffic but maintain continuous access for residents, fire, police and emergency personnel.
  - b. Evaluate feasibility of closing streets in proximity to areas which promote cut-through traffic (i.e. Woodward Corridor Study).
- 

#### **OBJECTIVE 1.5**

***Promote a "Walkable Community" environment that will facilitate pedestrian and bicyclist use.***

##### **STRATEGIES**

- a. Enhance pedestrian and bicycle access from surrounding neighborhoods with cross walks and consistent sidewalk ramps at key locations.
- b. Provide and maintain continuous sidewalks linking neighborhoods, schools, community facilities, and the Central Business District (CBD).
- c. Continue to support the City's maintenance plan for existing and new sidewalks.
- d. Discourage the use of drive-through traffic and multiple curb cuts that are a detriment to pedestrian oriented environment.
- e. Continue to work with railroads to provide safer crossings.
- f. Minimize the amount and speed of traffic through neighborhoods by using "traffic calming" devices.
- g. Promote neighborhood enhancement programs and strategies such as preservation of mature trees, street tree plantings, neighborhood gardens and sidewalk improvements.

---

# Historic Resources

---

**GOAL 2:** To encourage the preservation of the City's historic character through the identification and preservation of historically significant neighborhoods and other properties.

## **RATIONALE**

The City has many significant historic structures both in the downtown and in neighborhoods. Preservation efforts such as rehabilitation and adaptive reuse will contribute to the City's historic character and the community at large.

---

## **OBJECTIVE 2.1**

***Recognize and promote the community's historic resources.***

### **STRATEGIES**

- a. Study the community-wide inventory which identifies historically significant and contributing structures.
  - b. Support educational efforts to publicize historic structures and their importance to the fabric of the community.
  - c. Encourage voluntary participation in a program of identification and formal recognition of restored homes and other structures in acknowledged historical areas.
- 

## **OBJECTIVE 2.2**

***Encourage the maintenance and rehabilitation of historic structures and neighborhoods.***

### **STRATEGIES**

- a. Investigate potential incentives which will maintain the use of historic structures within neighborhoods as single family residences.
  - b. Where there are concentrations of historic structures, ensure that new development is compatible with the existing historic character of the area. Encourage an architectural theme which complements existing historic structures.
-

---

# Downtown

---

**GOAL 3:** To maintain and improve a healthy and vibrant mixed-use downtown center as a desirable business address that integrates expanded commercial, entertainment, office, residential, retail and service uses.

## **RATIONALE**

The future for downtown Royal Oak will be built upon its exciting combination of the traditional and the unique. A strong sense of it's past creates the foundation for change and enhancement. A vital mix of activities, along with a freedom of expression, will continue to give Royal Oak it's special flair and appeal as a shopping, entertainment, and living experience.

---

## **OBJECTIVE 3.1**

***Enhance the physical appearance of the downtown.***

### **STRATEGIES**

- a. Develop design guidelines and provide assistance to enhance our vibrant urban environment with specific consideration for building height, style, setbacks, signage and streetscape design.
  - b. Continue to improve public and private signage, and lighting, downtown.
  - c. Upgrade parking and parking lots with improved safe lighting, signage and incorporate separation by landscaping and decorative screening measures that ensure compatibility with neighboring residential areas where applicable.
  - d. Support strict code enforcement of commercial, residential and rental properties.
- 

## **OBJECTIVE 3.2**

***Enhance the mixed use environment downtown with emphasis on expanded retail, office, entertainment and housing compatible with neighboring residential areas.***

### **STRATEGIES**

- a. Encourage an expanded retail environment in the core of downtown, including, but not only, mixed-use retail options combined with office and upper level residential uses.
- b. Encourage small to medium development projects within the downtown.
- c. Encourage the relocation of uses not dependent on a downtown location and allow conversion to uses which are complementary to and compatible with a downtown environment.
- d. Encourage mixed use multi-level parking structures which provide the opportunity for retail and office ground floor and parking on upper floors.

- e. Create a central business overlay district which will permit increased building height for projects that include the following:
    - exemplary architectural and site design features;
    - an appropriate mix of retail, office and upper level residential uses;
    - provide increased off-street parking;
    - incorporate landscaping and/or decorative screening measures that ensure compatibility with neighboring residential areas.
- 

### **OBJECTIVE 3.3**

***Provide design guidelines for treatment of buffers to create a smooth transition between residential areas and non-residential uses.***

#### **STRATEGIES**

- a. Provide consistent screening of more intensive uses (i.e. multiple family, commercial/office uses) from residential neighborhoods through the use of walls, fences and/or landscaping.
    - Provide separation as well as an attractive physical barrier between the residential and non-residential uses as necessary to minimize disruptive light, noise, odor, dust, unsightly appearances and intrusive activity relative to the residential environment.
    - Buffer should consist of a landscape area along the residential boundary, with a decorative screen wall along the non-residential side of said buffer.
    - Landscape area should be planted with trees and shrubs to visually screen non-residential areas and provide an attractive boundary that encourages continued investment in the adjacent residential property.
    - Buffer and screening should be scaled in accordance with the scale of the non-residential use.
  - b. Establish alternative design treatments of existing alleys typically located between residential and commercial/office uses.
    - Attempt to create more space for screening of auto service, parking areas, and storage areas through the use of fences, walls, and/or landscaping.
    - Use alleys as second access to buildings providing parking and pedestrian ways through the use of alleyscape and courtyard amenities such as paving, landscaping, lighting, and street furniture.
- 

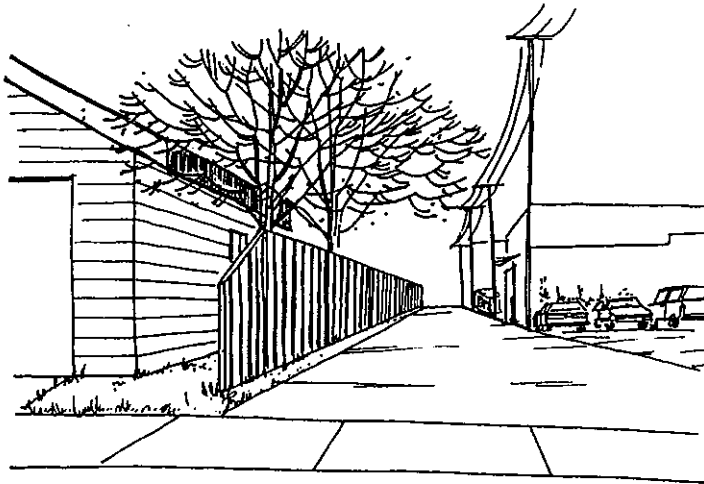
### **OBJECTIVE 3.4**

***Promote a pedestrian friendly environment.***

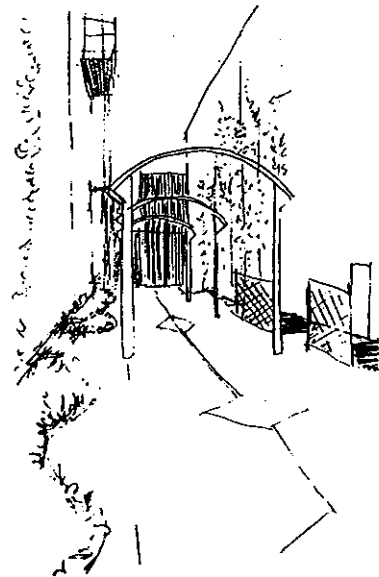
#### **STRATEGIES**

- a. Increase pedestrian and bike access from surrounding neighborhoods with cross walks and consistent sidewalk ramps at key locations.

- b. Provide continuous sidewalks linking neighborhoods, schools, community facilities, and the Central Business District.
  - c. Discourage uses that are a detriment to pedestrian oriented environment such as drive-throughs and uses, which require multiple curb cuts.
  - d. Continue to support the City's maintenance plan for new and existing sidewalks.
  - e. Continue to work with the railroads to provide safer crossings.
- 



Alternative Design Treatments for Alleys



### **OBJECTIVE 3.5**

***Create new and enhance existing public spaces.***

#### **STRATEGIES**

- a. Reorganize the Civic Center (City Hall/Library) as a community focal point around an open space/plaza used for outdoor concerts, community events and informal gatherings.
  - b. Expand Farmers Market to its fullest potential by attracting uses which serve as a destination point and one of the City's gateways while also improving the linkages between the Farmers Market and Downtown.
-



---

# Commercial Corridors

---

**GOAL 4: To Improve both the function and visual appearance of the major commercial corridors within Royal Oak while protecting and enhancing neighboring residential areas.**

## **RATIONALE**

Varied in terms of use, the appearance of the major commercial corridors leaves a lasting impression on both the casual visitor and the residents. The lack of defined entryways into the community, uncoordinated mix of uses, a multitude of curb cuts, proliferation of signs, predominance of paved surfaces and absence of landscaping all contribute to portions of many corridors that are visually unattractive.

---

## **OBJECTIVE 4.1**

***Provide design guidelines for treatment of buffers to create a smooth transition between residential and non-residential uses.***

## **STRATEGIES**

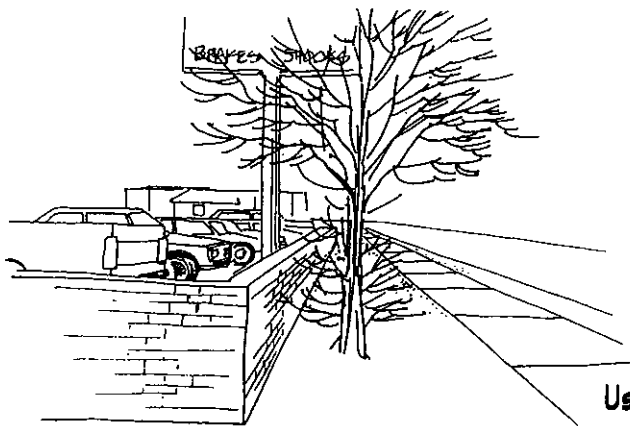
- a. Provide consistent screening of more intensive uses (i.e. multiple family, commercial/office uses) from residential neighborhoods through the use of decorative landscaping.
  - Provide sufficient setback as well as an attractive physical barrier between the residential and non-residential uses as necessary to minimize disruptive light, noise, odor, dust, unsightly appearances and intrusive activity relative to the residential environment.
  - Buffer should consist of a landscape area along the residential boundary, with a decorative wall along the non-residential side of said buffer.
  - Landscape area should be planted with trees, flowers, grasses, and shrubs to visually screen non-residential areas and provide an attractive boundary that encourages continued investment in the adjacent residential property.
  - Buffer dimension should be larger and the screening more intensive when the nature and/or scale of the non-residential use is more intensive than the residential use.
- b. Establish alternative design treatments of existing alleys typically located between residential and commercial/office uses.
  - Attempt to create more space for screening of auto service, parking areas, and storage areas through the use of decorative screening and/or landscape materials.
  - Use alleys as second access to buildings providing parking and pedestrian ways through the use of alleyscape and courtyard amenities such as paving, landscaping, lighting, and street furniture.

## **OBJECTIVE 4.2**

***Improve the visual appearance of the commercial corridors.***

### **STRATEGIES**

- a. Support land use decisions that enhance the economic, aesthetic and functional qualities of each corridor which do not detract from neighboring residential areas, and which are of compatible design, scale, and use to the neighboring residential areas.
- b. Develop stronger buffer standards between the right-of-way and parking areas through the use of decorative screening and landscaping materials.
- c. Reduce the number of curb cuts along the corridors.
- d. Encourage consolidated parking at side or rear of buildings, while ensuring continuous screening between commercial and adjacent residential areas.
- e. Develop streetscape amenities unique to each corridor with the use of consistent paving, furniture, landscaping, lighting, and signage.
- f. Continue the facade/building line north and south of downtown along Main Street to better integrate with the downtown and to create an entryway into the City.
- g. Continue efforts to improve signage along commercial corridors and to reduce the number of non-conforming signs.



**Use of Buffers: Walls and Landscaping**

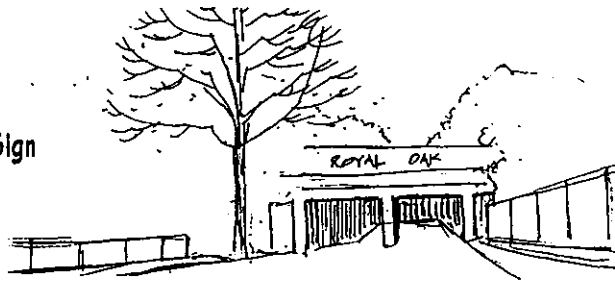
### **OBJECTIVE 4.3**

***Provide linkages between various community elements through enhanced corridors.***

#### **STRATEGIES**

- a. Identify and enhance major entryways/gateways into the City through the use of landscaping and identification signs such as Main St./ I-696, Woodward Ave./11 Mile Rd., Woodward Ave./12 Mile Rd., and 11 Mile Rd./I-75.
  - b. Encourage the use of corridors as linkages such as 11 Mile Road linking Woodward Ave. to civic areas downtown, and Main St. linking I-696 and downtown.
- 

Use of Overpass as Entry Sign



---

# Woodward Corridor

---

**GOAL 5:** To recognize the economic, social and cultural importance of the Woodward Corridor and pursue the improvements needed to enhance and maintain its vitality.

## **RATIONALE**

The economic health and physical improvement of the Woodward Corridor are vital not only to the City of Royal Oak but the entire area traversed by Woodward Avenue. While some improvements have occurred to individual properties, comprehensive strategies, such as the ones embodied in the Woodward Avenue Corridor Study, need to be actively pursued.

---

## **OBJECTIVE 5.1**

***Provide design guidelines for treatment of buffers to create a smooth transition between residential and non-residential uses.***

## **STRATEGIES**

- a. Provide consistent screening of more intensive uses (i.e. multiple family, commercial/office uses) from residential neighborhoods through the use of decorative landscape materials.
    - Provide setback as well as an attractive physical barrier between the residential and non-residential uses as necessary to minimize disruptive light, noise, odor, dust, unsightly appearances and intrusive activity relative to the residential environment.
    - Buffer should consist of a landscape area along the residential boundary, with a decorative screen wall along the non-residential side of said buffer.
    - Landscape area should be planted with trees and shrubs to visually screen non-residential areas and provide an attractive boundary that encourages continued investment in the adjacent residential property.
    - Buffer and screening should be scaled in accordance with the scale of the non-residential use.
  - b. Establish alternative design treatments of existing alleys typically located between residential and commercial/office uses.
    - Attempt to create more space for screening of auto service, parking areas, and storage areas through the use of fences, walls, and/or landscaping.
    - Use alleys as second access to buildings providing parking and pedestrian ways through the use of alleyscape and courtyard amenities such as paving, landscaping, lighting, and street furniture.
-

## **OBJECTIVE 5.2**

***Improve and maintain the overall appearance of buildings and streetscape.***

### **STRATEGIES**

- a. Utilize streetscape elements such as lighting, landscaping, furniture and signage to help visually unify areas and improve the pedestrian environment along the corridor.
  - b. Improve the appearance of strip buildings that have multiple tenants by unifying the individual storefronts through similar use of material, color, signage, lighting, etc., and encourage proper maintenance of said corridor properties.
  - c. Develop treatments for rear building elevation that improve the appearance of entrance and service areas.
  - d. Preserve, establish, and re-establish street trees and related landscape components in the corridor.
- 

## **OBJECTIVE 5.3**

***Provide sufficient, accessible, and attractive parking conditions for businesses along Woodward.***

### **STRATEGIES**

- a. Investigate methods of reorganizing existing parking areas to increase their efficiency and improve their appearance.
  - b. Screen adjacent residential neighborhoods from parking areas located behind businesses.
  - c. Investigate opportunities to increase parking through the removal of existing commercial buildings.
  - d. Consider the purchase of homes adjacent to the corridor for the provision of off street parking where appropriate.
-

#### **OBJECTIVE 5.4**

***Create a corridor that is distinctive, visually rich and well organized.***

##### **STRATEGIES**

- a. Develop a significant, unique, overriding design concept that reflects the importance of Woodward to the community, county and state.
  - b. Identify historic places, buildings, structures, locations and events important to Woodward and highlight them as features for the corridor.
  - c. Identify opportunities for "corridor scaled" public art/elements and public spaces at key locations along the corridor.
  - d. Identify individual communities and districts through the use of "gateways" and "landmarks."
  - e. Maintain and enhance existing open space and investigate opportunities for additional open space on or adjacent to the corridor.
- 

#### **OBJECTIVE 5.5**

***Improve safety and control of traffic speed and congestion.***

##### **STRATEGIES**

- a. Consolidate and reduce the number of ingress/egress points along Woodward while maintaining sufficient access to business parking.
  - b. Reduce conflict points between pedestrian and vehicular circulation.
  - c. Investigate signalization and traffic engineering methods such as IVHS (Intelligent Vehicle Highway Systems) that can improve safety and reduce traffic congestion.
- 

#### **OBJECTIVE 5.6**

***Encourage multi-modal use of the corridor.***

##### **STRATEGIES**

- a. Facilitate pedestrian movement between the east and west sides of Woodward through development/redevelopment of the corridor.
  - b. Incorporate a bicycle path network along or in areas adjacent to the corridor, with connections to existing community bike path systems.
  - c. Develop a network of existing and future parks and recreation facilities for the corridor and surrounding area.
  - d. Encourage public transit systems that support redevelopment of the corridor.
-

**OBJECTIVE 5.7**

***Maintain a healthy and vibrant retail and institutional mix that allows Woodward to be a sought after business address and phase out over time uses or buildings that have a negative impact on the corridor.***

**STRATEGIES**

- a. Promote uses and activities that maintain or increase the commercial tax base.
  - b. Identify negative or inappropriate uses along the corridor.
  - c. Identify buildings or sites with outmoded site characteristics and recommend creative redevelopment concepts for underutilized properties along the corridor.
  - d. Develop recommendations for the reuse of such parcels.
  - e. Investigate financing options for the redevelopment of such sites.
-

---

# Transportation/Circulation

---

**GOAL 6:** To provide a transportation system to facilitate the safe and smooth flow of motorized and nonmotorized vehicles and pedestrians.

## **RATIONALE**

An efficient and safe transportation system is vital to the quality of life in the City of Royal Oak for both residents and businesses.

---

## **OBJECTIVE 6.1**

***Ensure that the roadway system is safe, efficient and adequate to meet the needs of City residents and businesses.***

### **STRATEGIES**

- a. Establish a priority system of street improvements, which improve traffic flow and safety, relieve congestion and are coordinated with commercial corridor improvements.
  - b. Promote safety improvements at problematic intersections.
  - c. Limit the numbers of egress/ingress access and service drives and encourage shared drives along major corridors.
- 

## **OBJECTIVE 6.2**

***Promote a "Walkable Community" environment that will facilitate pedestrian and bicyclist use.***

### **STRATEGIES**

- a. Enhance pedestrian and bike access from surrounding neighborhoods with cross walks and consistent sidewalk ramps at key locations.
- b. Provide and maintain continuous sidewalks linking neighborhoods, schools, community facilities, and the Central Business District.
- c. Discourage the use of drive-through traffic and multiple curb cuts that are a detriment to pedestrian oriented environment.
- d. Continue to support the City's maintenance plan for existing and new sidewalks.
- e. Continue to work with railroads to provide safer crossings.
- f. Minimize the amount and speed of traffic through neighborhoods by using "traffic calming" devices.



- g. Promote neighborhood enhancement programs and strategies such as preservation of mature trees, street tree plantings, neighborhood gardens and sidewalk improvements.
- 

### **OBJECTIVE 6.3**

***Promote non-motorized transportation and use of public transit.***

#### **STRATEGIES**

- a. Encourage pedestrian orientation and provide safe pedestrian linkages through sidewalks between neighborhoods, parks, schools and commercial areas.
  - b. Increase opportunities for biking within the City by developing a bicycle master plan with designated bike routes and appropriate connections.
-

---

# Parks/Recreational Resources

---

**GOAL 7** To provide recreation land in the form of community parks, neighborhood parks and mini-parks and recreational facilities which are convenient, accessible and meet the needs of Royal Oak residents.

## **RATIONALE**

The desirability of Royal Oak as a residential community is enhanced by its excellent parks and recreational facilities. Parks and recreation services contribute to the economic and social well being of the community. Increased demands will be placed on parks and recreation services as population and resident expectations increase.

---

## **OBJECTIVE 7.1**

***Provide recreation land in the form of community parks, neighborhood parks and mini-parks, which is convenient and accessible to all residents.***

### **STRATEGIES**

- a. Provide balanced geographical distribution of parks.
  - b. Provide neighborhood park or mini-park facilities wherever available in deficient areas.
  - c. Encourage new development and existing projects, where applicable, to reserve park and open space.
- 

## **OBJECTIVE 7.2**

***Provide fields and facilities that meet the community wide recreation needs of Royal Oak residents.***

### **STRATEGIES**

- a. Provide high quality recreation fields and facilities for organized team play at community parks.
  - b. Organize a steering committee to investigate the feasibility of developing an outdoor City-owned swimming facility with a range of amenities including outdoor shallow depth areas and ancillary facilities.
  - c. Expand promotion of current swimming programs held at school facilities. Coordinate with School District to consider expansion of swimming programs.
-

---

**OBJECTIVE 7.3**

***Provide, promote, and encourage the establishment and maintenance of non-motorized trails.***

**STRATEGIES**

- a. Create a multi-purpose pathway system in several parks throughout the City that can be used for walking, jogging, rollerblading, rollerboarding, etc. and other pedestrian activities.

---

**OBJECTIVE 7.4**

***Eliminate existing barriers to recreation facilities and programs by creating barrier-free facilities and adopting a policy of "inclusive recreation."***

**STRATEGIES**

- a. Provide recreation and leisure opportunities to all residents.
- b. Ensure that each play setting and activity area is accessible, that accessible play components are placed wherever possible, and that similar play opportunities are provided to citizens with disabilities.
- c. Improve accessible routes of travel, connecting parking areas, drop off points, and provide safe access to activity areas and accessible activities.
- d. Provide a means of getting on and off the equipment for children with a range of mobility impairments.
- e. Ensure that landscape areas, gardens, picnic areas, parking areas, park facilities, and significant natural features are accessible.
- f. Encourage consultation between operator, manufacturer or designer, and people with and without disabilities who reside in the community.

---

**OBJECTIVE 7.5**

***Increase parking capacity of parks.***

**STRATEGIES**

- a. Review current parks for parking deficiencies and establish a plan of long-term goals to rectify these deficiencies.
-

---

# Community Resources and Facilities

---

**GOAL 8** To provide community facilities and services which contribute to the overall improvement of the community and goals of the Master Plan and meet the needs of the Royal Oak community.

## **RATIONALE**

Providing basic facilities and services is an essential role of local government. However, well planned and strategically located community facilities can contribute to the advancement of other community goals. As with other public services, demand for improved community facilities will increase as community expectations increase.

---

## **OBJECTIVE 8.1**

*Provide Master Plan goals for consideration in the planning, programming, construction, and maintenance of community facilities.*

### **STRATEGIES**

- a. Incorporate evaluation of Master Plan goals in the preparation of a future City Capital Improvement Plan.
  - b. Encourage dialog regarding planning with other governmental units and neighboring cities.
- 

## **OBJECTIVE 8.2**

*Develop new or improve upon existing community facilities that contribute to the community visions embodied in the Master Plan.*

### **STRATEGIES**

- a. Continue developing the downtown civic plaza as a focal point for public services and gatherings.
- b. Maintain and improve Farmers Market.

---

**OBJECTIVE 8.3**

***Increase awareness of Royal Oak's rich cultural and artistic heritage; celebrate and expand cultural expression; and encourage cultural institutions to develop and grow.***

**STRATEGIES**

- a. Promote Royal Oak's arts and cultural institutions and programs. .
  - b. Promote Royal Oak's arts, architecture and cultural assets to advance Royal Oak as a community and tourist destination.
- 

**OBJECTIVE 8.4**

***Encourage understanding and support for the unique needs of our aging population and the value they provide to our entire community.***

**STRATEGIES**

- a. Support the voluntary choice of older residents who wish to remain in their homes.
- b. Encourage projects that address the services and housing needs of our aging population.
- c. Encourage design standards that accommodate the special needs of these residents.
- d. Encourage consideration of the needs of our aging population in making decisions regarding Royal Oak's civic, cultural and recreational services.
- e. Support the review of current housing options for our aging population.

# **Master Plan City of Royal Oak**

## **Land Use Plan**





---

# Land Use Plan

---

The Land Use Plan Map presented on the following pages illustrates the proposed physical arrangements of land use for the City of Royal Oak. The Land Use Plan serves to translate community goals into a narrative and graphic illustration. It is based largely upon the existing land use, current zoning planning analysis, and the desires of the residents of the City of Royal Oak as expressed in the visioning workshops which were conducted to solicit public input.

The plan is prepared to serve as a policy for the City regarding current issues, land use decisions, investments in public improvements and future zoning decisions. The plan is intended to be a working document which will provide for the orderly development of the City, assist the community in its effort to maintain and enhance a pleasant living environment, while fostering economic development and redevelopment where needed.

The land use plan is based upon comments and opinions gathered during the planning process including numerous meetings with the Steering Committee and City staff, and the public input obtained from the visioning workshops. To this extent, it reflects general policy toward development and redevelopment within the City. The land use plan is based on equal consideration of a number of factors. These factors include:

- *Citizen opinion and input*
- *Existing land use*
- *Existing zoning*
- *Existing plans*
- *Population projections and characteristics*
- *Community facilities and parks*
- *Economic outlooks*
- *Socio-economic considerations*
- *Traffic and circulation*
- *Utilities*
- *Compatible uses*
- *Community goals, objectives, and strategies*

The proposed land use categories were developed in an effort to create a long term plan for the development and redevelopment of the City of Royal Oak. These classifications and their general location are described in more detail below:

## Residential

### **Low Density Single Family Residential**

*Low Density Single Family Residential provides for single family detached dwellings on individual lots requiring a minimum of 13,000 square feet of lot area provided for each dwelling.*

This designation is intended to provide an environment of lower-density, single family detached dwellings, along with other related facilities such as parks and schools. There are only a few areas of low density single family residential in the City including the south side of Fourteen Mile east of Rochester Road, the Lakeside Drive neighborhood between Main Street and Rochester Highway, the Vinsetta Park neighborhood south of Twelve Mile between Woodward and the Railroad, and north of Thirteen Mile between Main Street and Quickstad Park.



# Future Land Use Plan

## City of Royal Oak, Michigan

### North Portion of City

July 15, 1999

#### LEGEND

- Single Family Residential - Low Density
- Single Family Residential - Medium Density
- Single Family Residential - Attached - Detached
- Multiple Family Residential
- Mixed Use - Residential/Office/Commercial
- Mixed Use - Residential/Office/Institutional
- General Commercial
- Central Business District
- Industrial
- Public/Institutional
- Parks and Open Space



Carlisle/Wortman Associates, Inc.  
Community Planners and Landscape Architects  
Ann Arbor, Michigan



# Future Land Use Plan

## City of Royal Oak, Michigan

### South Portion of City

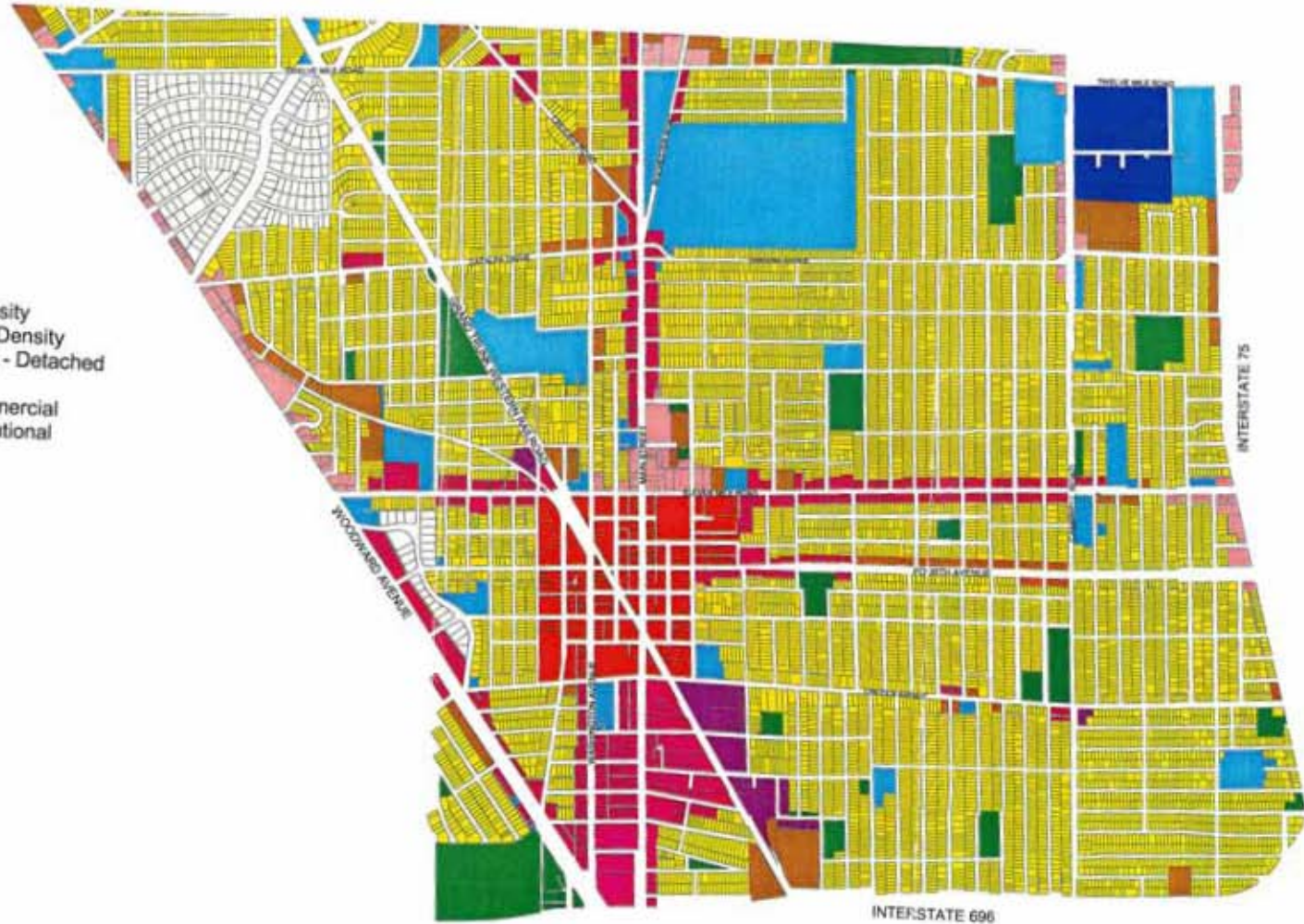
July 15, 1999

#### LEGEND

- Single Family Residential - Low Density
- Single Family Residential - Medium Density
- Single Family Residential - Attached - Detached
- Multiple Family Residential
- Mixed Use - Residential/Office/Commercial
- Mixed Use - Residential/Office/Institutional
- General Commercial
- Central Business District
- Industrial
- Public/Institutional
- Parks and Open Space



Carlisle/Wortman Associates, Inc.  
Community Planners and Landscape Architects  
Ann Arbor, Michigan



**Medium Density Single Family Residential**

*Medium Density Single Family Residential provides for single family detached dwelling requiring a minimum of 5,000 square feet of lot area provided for each dwelling.*

This designation is intended to provide an environment of medium-density, single family detached dwellings, along with other related facilities such as parks and schools. Aside from the neighborhoods identified above as Low Density Single Family, the remaining single family detached neighborhoods in Royal Oak are comprised of medium density single family residential housing.

These existing medium density single family residential neighborhoods include but are not limited to Arlington Park, Beverly Hills, the northern portion of Vinsetta Park, Forest Heights, Kensington-Highland, Lawson Park, Marks Park, Maudlin Park, Maxwell Park, Memorial Park, North Shrine Area, Connecticut Street Area, Oak Run, Oakview, Quickstad Park, Southpointe, Starr Park, Sullivan Park, and Wendland Park.

**Attached/Detached Single Family Residential**

*Attached/Detached Single Family Residential provides for single family attached and detached dwellings requiring a minimum of 4,000 to 5,000 square feet of site area provided for each dwelling.*

This category is intended to provide a transitional residential designation between single family residential as described above and more intense land uses such as office, commercial, or multiple family residential, and to allow a mix of housing types, including both attached and detached residential developments.

There are existing areas in the City developed at this density including the duplexes between Webster and Glenwood east of the Railroad, on the west side of Campbell Road, on the east side of Rochester Road, and on both sides of Fourth Street. This designation can accommodate a wide variety of single family developments.

**Multiple Family Residential**

*Multiple Family Residential is intended to provide for multiple family dwelling units requiring a minimum of 2,400 to 4,800 square feet of site area provided for each dwelling depending on the number of bedrooms in each dwelling unit.*

This designation to allow a higher density residential environment such as apartments, condominiums, and townhouses. High density residential can generate significant amount of traffic and therefore should be directly adjacent to a major thoroughfare. There are many areas of existing multiple family residential uses throughout the City, the largest being the Coventry Parkhomes Condominiums development in the northern portion of the City, and the new developments along I-696 along the southern border of the City including Main Street Square development and the Maryland Club development. Small pockets of other multiple family uses exist throughout the City. Both single and two family residential uses are permitted in this district. High density residential serves as a transition between non-residential districts and lower density residential uses and should be developed at a density no greater than nine to eighteen units an acre or 2,400 to 4,800 square feet of lot area per unit. No new areas of multiple family residential have been designated in the City.

## Mixed Use

Two categories of mixed use are provided, each with a different emphasis. The mixed use designation is intended to provide for a dynamic environment of compatible uses. This designation will provide for a transition between more intensely developed commercial areas and residential areas and/or between busy thoroughfares and residential areas.

### **Mixed Residential/Office /Public/Institutional**

*Mixed Residential/Office/Public/Institution is intended to provide for a mixture of residential, public/institutional uses, professional office, general office, and business and personal service uses, but would not include retail commercial uses. Such uses may be located in combination with one another within a single building. Upper floor residential would be encouraged.*

This land use designation is designed to maintain and promote the flexible redevelopment of certain areas of the City with a mixture of residential, public/institutional and office uses.

Areas of mixed residential/office uses are proposed for the south of Downtown on the east side of the Railroad, portions along Woodward Avenue, and areas along major roadways such as the north side of Thirteen Mile between Woodward and Greenfield Road. There are additional small pockets located on the northwest corner of I-75 and Fourth Street, the northeast corner of Normandy and Crooks Roads, and the west side of Crooks just north of Poplar Street.

Office uses allowed would be those compatible with residential uses. It is proposed that the City consider a new mixed residential/office zoning district which would allow single family and attached/detached residential housing as permitted uses, while multiple-family, schools, churches, day care and office uses would be allowed as special uses. This mixed residential classification may also provide locations for smaller scale senior housing developments that are compatible with adjacent neighborhoods. The intensity of the residential and office uses allowed would depend upon site characteristics. Upper floor residential would be encouraged.

### **Mixed Residential/Office/Commercial**

*Mixed Residential/Office/Commercial is intended to provide for a mixture of residential, office, and lower intensity commercial uses. This designation allows for any combination of residential, office or local commercial use. Upper floor residential above retail or office would be encouraged.*

This land use designation is also designed to maintain and promote the flexible redevelopment of certain areas of the City. The emphasis of this designation is a combination of residential, office, and local commercial uses.

Mixed residential/office/commercial use areas are proposed for areas adjacent to the Central Business District, such as south of Downtown along Main Street including the hotel development area along I-696, the area between Main Street and the Railroad south of Lincoln, the area surrounding Oakland Community College south of Lincoln, and the Fourth Street area to Alexander Street. Additional areas of the mixed residential/office/commercial designation are located along commercial corridors such as portions of Woodward Avenue south of Lincoln Avenue, the west side of North Main Street south of Twelve Mile Road, the west side of Campbell Street between Bellaire and Gardenia Streets, the northwest corner of Twelve Mile and Crooks Roads, the southwest

corner of Thirteen Mile and Woodward Avenue, the south side of Thirteen Mile between Beaumont Hospital and Greenfield Road, and areas along Rochester Highway near Thirteen Mile Road.

It is proposed that the City consider a new mixed-use residential/office/commercial zoning district which would allow residential uses as permitted uses, while office schools, churches, day and local commercial uses would be allowed as a special use based upon site specific conditions. This mixed-use residential classification may also provide locations for senior housing developments such as independent living, assisted living and congregate care. Upper-floor residential in combination with non-residential uses would be encouraged.

## **Commercial and Industrial**

### **General Commercial**

*General Commercial is intended to provide suitable locations for general retail and service establishments. These types of commercial uses are generally developed along major roads. Uses typically found include larger supermarkets, discount stores, department stores, appliance and furniture stores, and specialty shops. These types of land uses rely on a market area much larger than that of the local commercial areas and can provide either convenience and/or comparison goods.*

*General Commercial may take the form of either a shopping center or groups of buildings sharing common access, architectural style and design elements. The General Commercial designation also includes special retail and service uses, such as garden sales, building supplies, and auto dealerships.*

General commercial land uses are restricted to primarily the Woodward Avenue corridor, with an additional area in the northwest portion of the City north of Meijer Drive, and between Coolidge Highway and the Railroad north of the industrial area along Fourteen Mile Road.

### **Central Business District**

*Central Business District is exclusive to the commercial center of the City of Royal Oak. This designation is intended to promote the center of the City as a special business area offering a range of convenient commercial, specialty shops, personal services, housing, restaurants, business, governmental, office, and banking uses.*

The Central Business District is exclusive to the commercial center of the City of Royal Oak which is the area between West Street, Eleven Mile Road, Troy Street and Lincoln Avenue with an additional area extending east to Knowles Street and north of Fourth Street. The CBD designation is designed to provide for pedestrian accessible mixed uses consisting of a variety of retail, banking, office, residential, civic, and service uses in the Downtown area. It should provide for the comparison shopping, entertainment, convenience, cultural, and service needs for the entire City of Royal Oak area. This district includes and promotes uses which would provide convenient pedestrian shopping along a continuous retail frontage. Automotive related services and other uses which tend to interfere with the continuity of retail frontage and hinder pedestrian circulation are discouraged.

## **Industrial**

*Industrial uses are considered warehousing, research, designing and manufacturing. Such uses are intended to be enclosed within a building and external effects are not to be experienced beyond their property boundaries. Outdoor storage is intended to be minimal. Such areas should be located on roads capable of adequately accommodating necessary truck traffic, and should be isolated from residential areas.*

The industrial designation is designed to primarily accommodate warehousing, research, laboratory, and light manufacturing whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. Outdoor storage is intended to be minimal. This category is also designed to provide, by special use approval, locations for general industrial activities such as those which involve the use of heavy machinery, extensive amounts of contiguous land, service by railroad lines or major thoroughfares, processing of chemicals or raw materials, assembly, generation of industrial waste, noise, odor, or traffic problems or similar characteristics. These uses would require service by large trucks. All industrial uses should be adequately screened from adjacent residential uses. The areas planned for industrial include the area east of Delemere Boulevard south of Fourteen Mile, the areas south of Bellaire Street east of Campbell, the area between Twelve Mile and Bellaire Street, and the area west of Delemere Boulevard and north of Fourteen Mile Road.

## **Parks and Open Space**

*Parks and Open Space is intended to provide public and private parks, recreation and open space systems.*

This classification includes existing parks as specified in the City's 1999 Parks and Recreation Master Plan located throughout the City, as well as the City cemetery.

## **Public/Institutional**

*Areas designated as Public/Institutional land uses are intended to accommodate such activities as governmental and public buildings, schools, and churches.*

This designation includes government service buildings such as City Hall, Farmers Market, library, etc.. It also includes elementary, middle, and high schools, Oakland Community College, and Beaumont Hospital.



# **Master Plan City of Royal Oak**

## **Implementation**



---

# Implementation

---

The Master Plan is a statement of goals and strategies designed to plan for preservation, growth and redevelopment. The Plan forms the policy basis for the more technical and specific implementation measures that will follow after adoption of the Plan. The Plan will have little effect upon future planning unless adequate implementation programs are established. This section identifies actions and programs which will be useful if the plan is to be followed.

## Zoning Requirements

Zoning is the development control that is most closely associated with implementation of the Master Plan. Originally zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes which include:

- To promote orderly growth, preservation and redevelopment in a manner consistent with land use policies and the Master Plan.
- To promote attractiveness in the City's physical environment.
- To accommodate special, complex or unique situations through such mechanisms as planned unit developments, overlay districts, or special use permits.
- To promote the proper relationship between potentially conflicting land uses (i.e. industrial uses adjacent to residential areas).
- To preserve and protect existing land uses, where appropriate.
- To promote the positive redevelopment of underutilized areas of the City.

The zoning ordinance and official map, in themselves, should not be considered as the major long range planning policy of the City. Rather, the Master Plan must be regarded as a statement of planning policy and zoning should be used to assist in implementing that policy.

## Zoning Map Adjustments

Certain areas of the City have been designated for a land use classification in the Master Plan which may conflict with either existing zoning or existing land uses. The Master Plan recommendations will provide guidance as to the proper zoning. The Plan Commission and City Commission will further study and make decisions in regards to which areas warrant City initiated rezoning.

## Zoning Ordinance Amendments

The zoning ordinance text and the zoning map have undergone over 240 collective amendments since their original adoption in 1957.

This is not an unusual situation. Ordinances are not static documents and, therefore, should be prudently modified to reflect changes in community needs, conditions, and/or City policy. Unfortunately, isolated text changes often are made without fully assessing their relationship to other critical portions of the text. The end result is troublesome regulatory gaps, or worse, conflicting regulations.

An initial review of the current zoning ordinance has identified the need to address the following specific issues:

- improved alphabetical subject index and comprehensive table of contents with articles, sections, and sub-sections;
- consolidation of requirements into logical functional area;
- streamlined district regulations, including elimination of unnecessary repetition;
- presenting information in schedule and/or chart form whenever possible, and utilizing graphics to illuminate critical points;
- review of zoning districts to evaluate pertinent differences between districts;
- give consideration to elimination of some district and to the addition of others, as may be desirable;
- incorporate techniques such as overlay districts to address specific conditions;
- updating of performance/protection and design standards, including formulation of an environmental provisions section as a means of consolidating these types of requirements;
- updating of all design standards (parking, landscape, buffering/screening, setbacks, signs, etc.) to reflect current planning practices;
- improved site plan review process, including clear, concise information to be submitted for review, expansion of review standards, and consideration of an administrative review process for minor site plan amendments;
- improved special land use review process, including succinct identification of objectives, provision of clear, concise standards designed to meet objectives, and review/amendment of approval process, if desirable.

## **Neighborhood Preservation**

The residents in Royal Oak take great pride in their neighborhoods. The integrity of many areas has been threatened by past zoning and development practices that have resulted in projects that some consider to be incompatible with existing neighborhoods.

New development projects, if not properly done, can have a dramatic impact on the character and viability of existing neighborhoods. However, other action such as the division of platted lots into smaller lots and the granting of variances, provide more subtle but lasting change within a given area. Finally, the consistent enforcement of regulatory codes and Ordinances can have a long term positive effect on neighborhoods.

A series of steps can be taken which involve both regulatory and administrative measures:

- Adopt Neighborhood Design Standards - Many of the controversies that have arisen in Royal Oak have been as a result of new residential design which is incompatible with the scale, density and character of existing neighborhoods. By incorporating neighborhood design standards within the Zoning Ordinance, the existing character of neighborhoods can be better maintained to prevent new developments and additions to existing structures which are incompatible.

The intent of the design guidelines is to ensure building designs are compatible with the characteristics of the neighborhood in terms of scale, mass, building patterns, facade articulation, and incorporating design elements of prevalent neighborhood architectural style; and that building additions are compatible with the principal structure. This will allow for modern design and modern interpretation of neighborhood architectural styles.

- Increase Housing and Property Maintenance Code Enforcement - Evident through the Visioning Workshops and Concept Plan review process was the desire from a broad spectrum of the community for the City to increase enforcement efforts. While it would be expedient to target only rental properties, a credible and equitable effort would have all properties abide by minimum standards.

Stepping up housing and property maintenance enforcement will involve the evaluation of existing codes to determine necessary revisions. Furthermore, additional staff will be necessary to increase enforcement efforts.

- Review of Lot Division/Combination Requirements - Lot size compatibility with existing neighborhood standards can be incorporated in the Zoning Ordinance. Procedures outlining a compatibility determination process will ensure that lot divisions do not create incompatible building sites.

## **Areas Adjacent to the Central Business District**

Many issues associated with the Master Plan involved the residential area adjacent to the downtown. Generally, a new viability of existing single family residential neighborhoods has taken place. In the past, the multiple family use authorization adjacent to the Central Business District arose out of era in which the viability of single family residential uses adjacent to and in close proximity of the Central Business District was in serious question.

A significant and material change of circumstances then took place, namely:

- The location of Royal Oak as a focal point within the Southeast Michigan area was provided with accessibility, and thus became functional with the construction of I-696.

- A revitalization of the Central Business District created a dramatic change in the character of the downtown area, and, consequently, a change in the relationship with the surrounding residential area.
- A new and substantial demand and viability for the existing single family uses has been established, bringing about a renewal and regeneration of the life of the City.

Allowing the expansion of Existing Two-Family and/or Multiple Family Uses within what remains as predominantly single-family residential neighborhoods will undermine the new viability, and, thus, frustrate the re-establishment of the City as a mature community area which has been able to make meaningful progress toward renewal and regeneration.

Moreover, expansion of Existing Two-Family and/or Multiple Family Uses may result in the destruction of the neighborhoods in which they are situated, and, thus, result in a long-term blighting effect.

It has been determined that, as a matter of policy, the Existing Two-Family and Multi-Family Uses within the predominantly single family area of the City adjacent to the Central Business District should be permitted to exist as special land uses, although it must be recognized that an authorization for additional Existing Two-Family and Multi-Family Uses within such area would be detrimental and destructive of the neighborhoods.

### **Definitions**

To better describe land use and land use changes in these supplemental areas, the following definitions are provided:

*Existing Two-Family and/or Multiple Family Uses* shall be those two-family and multi-family uses that meet the following two criteria:

1. An occupancy permit has been issued for the residences within the structure.
2. A license has been issued for more than one residence within the structure under the City's Landlord Tenant Ordinance.

*Material Modification* shall mean a modification that results in any one or more of the following:

1. An increase of density;
2. A modification of the exterior appearance of the structure; and/or
3. A modification that will have some other demonstrable adverse impact upon one or more single family residential users in the neighborhood.

### **Establishment of Overlay District**

A Single Family Residential Overlay District situated adjacent to the Central Business District should be established, consisting of the area shown on the Single Family Overlay Map. Within such Overlay District special regulations should be established relative to the Existing Two-Family and/or Multiple Family Uses and the Existing Commercial Uses fronting on N. Washington Avenue.

### **Existing Two-Family and/or Multiple Family Uses**

By means established in the Zoning Ordinance, Existing Two-Family and/or Multiple Family Uses within the Single Family Residential Overlay District should be granted the status of being uses which conform with the use, setback and density provisions of the Zoning Ordinance, and, therefore, should not become burdened with customary "nonconforming use" status, i.e., destruction by act of God should not prohibit reconstruction of the same use with the same setback and density provided that building and safety codes are met. However, such grant of conforming status should be subject to the condition that all additions and Material Modifications should conform with construction codes and all other ordinance requirements of the City with the exception of the use and setback restrictions of the Zoning Ordinance specifying single family residential use.

Properties within the Single Family Residential Overlay District that do not have Existing Two-Family and/or Multiple Family Uses should not, as part of the amendment of the zoning ordinance, be granted the status of being uses which conform with the use and density provisions of the Zoning Ordinance.

### **Existing Commercial Uses**

By means established in the Zoning Ordinance, existing commercial uses fronting on N. Washington Avenue within the Single Family Residential Overlay District should, for a limited period of time, be permitted to apply for the status of being uses which conform with the use, setback and parking provisions of the Zoning Ordinance, and, therefore, should not become burdened with customary "nonconforming use" status, i.e., destruction by act of God should not prohibit reconstruction of the same use with the same setback and parking, provided that building and safety codes are met. However, a grant of conforming status should be subject to the condition that all additions and Material Modifications should conform with construction codes and all other ordinance requirements of the City with the exception of the use and setback restrictions of the Zoning Ordinance specifying single family residential use.

### **Mixed Use - Residential/Office Service/Professional Office Area**

It is recognized that, within the Mixed Use-Residential/Office Service/Professional Office area, all land may not be immediately rezoned in conformance with this Master Plan designation. However, as a long-term goal, it is the intent of the City to achieve uniform conformance of the property within the area.

## **Downtown Development**

Any community that strives for improvement must have a strong relationship between City officials and various business development organizations (i.e. Downtown Development Authority and Chamber). Important issues related to the retail mix, parking, need for civic plaza space, relationship to Farmers Market, and the relationship between downtown and the neighborhoods were raised throughout the Master Plan process. As a result, important discussions were initiated between City officials and business leaders. An ongoing process will help ensure implementation of the key concepts of this Plan.

## **Commercial Entry Corridors**

Throughout the Visioning Workshops strong preference was expressed about improving the image and identity of the City's main corridors. Stronger linkages need to be developed between I-696 and downtown and Woodward and downtown.

The City should undertake a study of the Main Street, Eleven Mile, and Twelve Mile entry corridors which would outline long range strategies for traffic management as well as visual components such as parking setbacks, landscaping and signage.

In addition to visual improvements within key corridors, review of amendments to the zoning ordinance in the commercial zoning districts should address the following policies:

- a stronger buffer between the public right-of-way and required on site parking areas
- reduce the number of curb cuts along the major commercial corridors
- greater amounts of landscape material be provided for new commercial development along the major corridors
- the character and importance of entry corridors

## **Woodward Corridor**

The Woodward Corridor provides a vital economic and transportation corridor within the community. Extensive study in the form of the Woodward Avenue Corridor Study has already been completed. No further study is recommended. The Woodward business community and City officials should discuss implementation of the Woodward Plan with specific emphasis on demonstration projects that will improve parking, manage access, and enhance buffering between commercial uses and the adjacent neighborhoods.

## **Historic Preservation**

Strong preference for identifying and preserving historic structures has been expressed by residents. However, a plan for preserving historic structures should be supported by the preparation of a detailed inventory currently underway. Efforts to identify both significant historic structures and neighborhoods should be pursued in the context of a historic preservation master plan.

## **Cultural Resources**

The words "culture" and "cultural" are defined as the collective, shared history of thought and work of the people who have made Royal Oak what it is today and what it seeks to be tomorrow—a complex and fascinating blend of people, experiences and heritages. The collective culture of Royal Oak consists of the visual, performing, literary and media arts, science and technology, humanities, architecture, customs and other means of expression.

It is the goal of the City to ensure that Royal Oak's Cultural Institutions are an integral part of the Master Plan consideration and to support arts and cultural organizations that seek funding from State and Federal agencies. It is the responsibility of the arts and



cultural organizations to share in the effort for ensuring that the cultural needs of our citizens are included in the Master Plan and to seek opportunities to assist the City in accomplishing the Goals of the plan.

## **Aging Population**

We recommend that the Royal Oak Senior Citizen Advisory Committee continue its history of advocacy and play a leadership role in the development of a Senior Master Plan Committee. This committee will review community based housing options which encourages "housing in place" and make recommendations for consideration, approval and implementation within Royal Oak. An evaluation of the need to expand and/or modify staffing and new services to Royal Oak's aging population should also be considered.

## **Capital Improvements Program**

Capital improvements programs consider the funding and timing of all municipally related capital needs including such items as roadways, utilities, parks and recreation, and major public building expansions/improvements. Yearly ongoing review provides the opportunity to keep the plan up to date and add new projects. Efforts should be made to coordinate capital improvement plans with the Master Plan to help identify priorities for needed improvements.

## **Plan Education**

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures which make citizens more aware of the planning process and the day to day decision making which affects implementation of the Plan. A continuous program of discussion, education and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

## **Plan Updates**

The Plan should not become a static document. The City Plan Commission should attempt to re-evaluate and update portions of it on a periodic basis. The land use portion should be reviewed annually and updated at least once every three to five years.



# **Master Plan City of Royal Oak**

## **Background Studies**



---

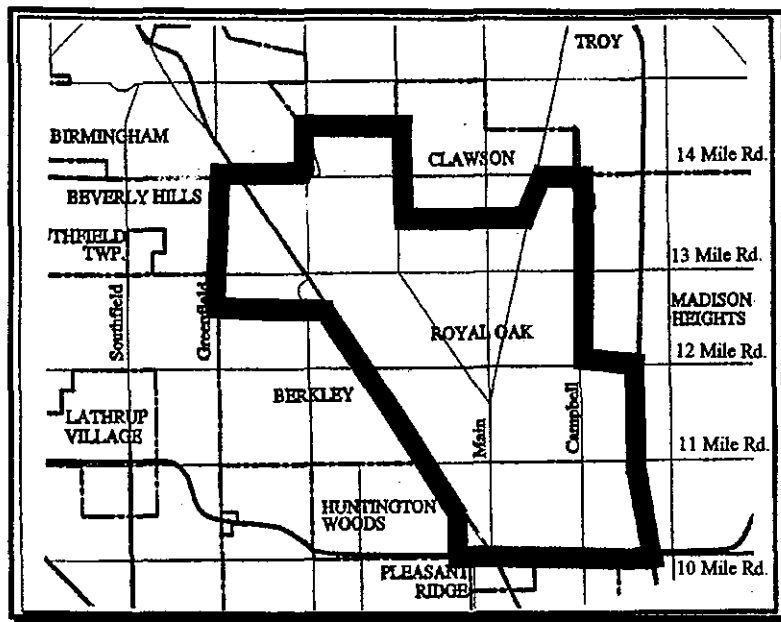
# Background Studies

---

## Regional and Metropolitan Setting

The City of Royal Oak is located approximately two and one half miles north of Detroit. First laid out in 1838, Royal Oak was a typical railroad town located halfway between Pontiac and Detroit. Its location along Woodward Avenue contributed to the early growth of the city. A unique feature about Royal Oak in comparison to other Detroit suburbs is that it is a self-contained community with its own downtown and residential neighborhoods. The City is now described as having: a vibrant downtown and commercial districts; mature, established neighborhoods; a significant number of historic structures located within both neighborhoods and commercial districts; and, an exemplary system of community and neighborhood parks. The map below illustrates the location of Royal Oak in relation to surrounding communities.

**Figure 1**  
**Royal Oak**



### Implications for Planning:

- Consideration of what is occurring in adjacent communities is integral to the planning process;
- Coordination should occur with adjacent communities to benefit the entire area.

## Past Planning Efforts

The City of Royal Oak has initiated various planning efforts in the past. The Master Plan adopted in 1968 has been amended 6 times. The latest amendment occurred in 1996. The following list indicates other significant planning efforts and studies that have occurred in the past which have

been made available to Steering Committee and Plan Commission members during the Master Plan process:

❑ **General Development Plan (Master Plan): 1968**

The General Development Plan was adopted in 1968 to coordinate and guide decisions regarding the physical development of the community. The 1968 Plan calls for low density residential at 6-8 dwelling units per acre, medium density residential at 14-18 dwelling units per acre, and high density at 20-25 dwelling units per acre.

❑ **Strategy for Improving the Eleven Mile Road Corridor: 1989**

This plan examined the land uses and conditions of the Eleven Mile Road Corridor between Troy and Campbell Streets. Recommendations included 14 programs and strategies to improve the physical appearance and enhance the commercial vitality of the commercial corridor.

❑ **Parks and Recreation Master Plan: 1999**

The scope of this plan included an analysis of all existing City-owned parks and recreation programs. The plan was intended to establish goals and objectives so that a basis was set forth for future decision making in regards to future improvements. Furthermore, the DNR requires a community to have an up-to-date Recreation Plan in order to qualify for grant programs. The plan includes an action plan which spells out which improvements should occur over a five year period.

❑ **Downtown Royal Oak Master Plan: 1994**

This document was a plan prepared for the Downtown Development Authority (DDA) to assist the Board in planning activities for the future. It contains strategies for the following issues: market growth, land use and development, urban design enrichment, and cooperative downtown management. A Vision for the future was achieved from interviews, an interactive workshop, and observation and research.

❑ **Downtown Parking Study and Master Plan: 1995**

This study researched the existing parking situation in the downtown area and made recommendations for improvement or expansion of: parking operations, valet service, signage, trolley, marketing, additional parking, and financing.

❑ **Woodward Avenue Corridor Study: 1995**

This study was a cooperative effort between the six communities along Woodward Avenue from Eight Mile Road to Quarton Road, and Oakland County. The following topics were covered, each with extensive recommendations: the median, open space, buildings and parking, districts and gateways, signs, transportation, financing improvements, history, market potential, creation of the Woodward Avenue Action Association (WA3), and promoting the corridor.

**Implications for Planning:**

- Past plans should be utilized in all current and future planning efforts;
- The City should update and re-evaluate the City Master Plan on an ongoing basis

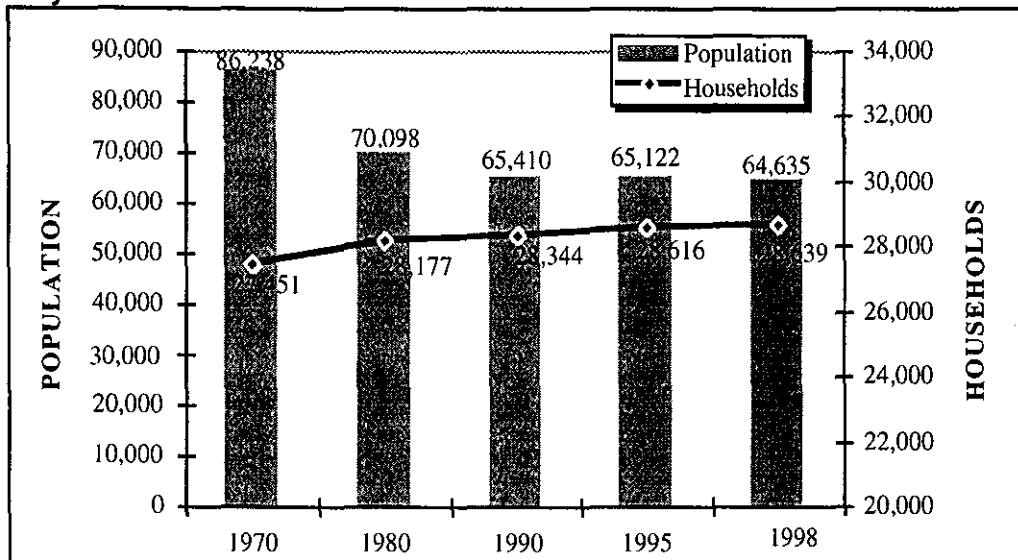
# Population Trends and Projections

## Historical Trends

The City of Royal Oak has historically been moderately sized. The population peaked in the year 1970 with 86,238 people, and has decreased to 64,635 people (SEMCOG estimate) in 1998. Although the population has declined by 25% since 1970, the number of households has increased slowly, indicative of a smaller number of people per household, and reflecting the additional housing built in the City since 1970.

The following graph depicts the population trends for the City of Royal Oak from 1970 to 1990, and the SEMCOG population estimates for 1995 and 1998.

**Figure 2**  
**Population And Households: 1970-1998**  
**Royal Oak**



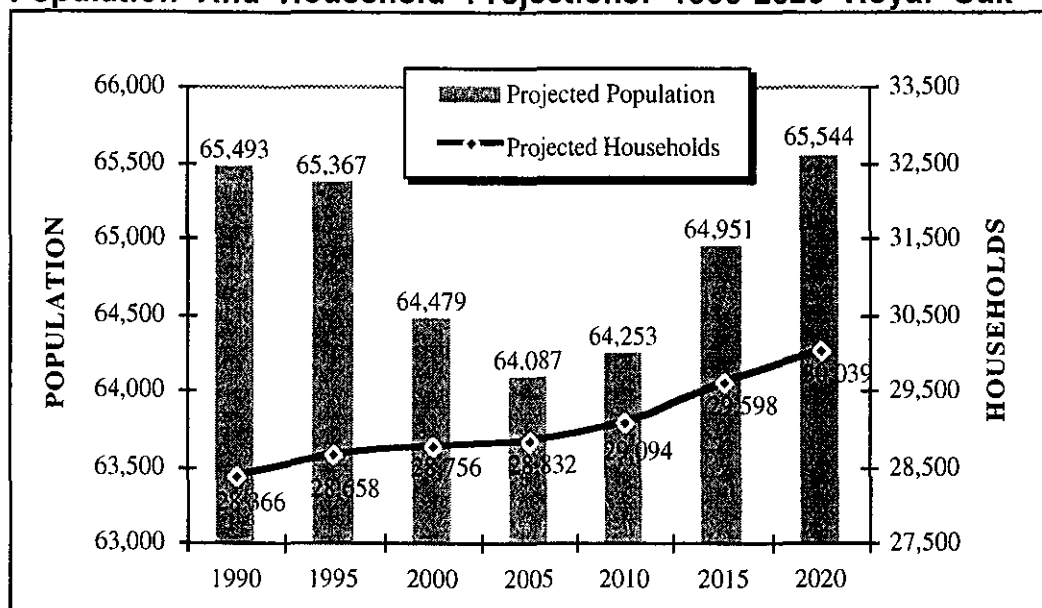
SOURCE: U.S. Census, 1990, and SEMCOG "Population and Housing Estimates 1995-1998"

## Projections

Population for the City of Royal Oak is projected to decrease slightly (2%) between 1990 and 2005, and then projected to rise slowly to 65,544 by the year 2020. Projections are based on a variety of inputs including demographic and housing data and regional and historical trends. The number of households is projected to steadily increase (5.8%) by the year 2020.

The following graph depicts population projections for the City as estimated by the Southeastern Michigan Council of Governments (SEMCOG) to the year 2020. Also shown is the number of households projected.

**Figure 3**  
**Population And Household Projections: 1990-2020 Royal Oak**



SOURCE: SEMCOG "1997 Regional Forecast"

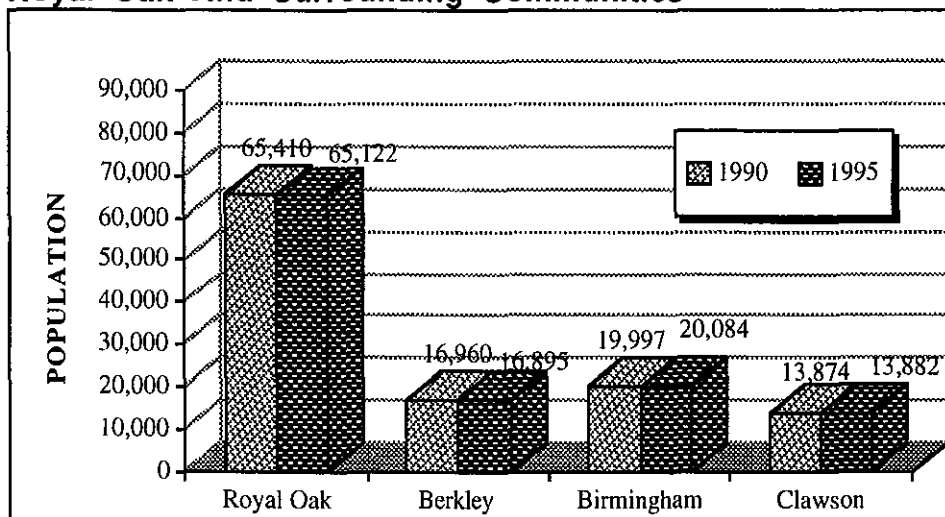
### Population Comparisons

Population changes between 1990 and 1995 have been small for Royal Oak and surrounding communities. Royal Oak and Berkley both experienced a slight decrease in population, while Birmingham and Clawson experienced slight increases. These slight changes are reflective of the fact that all of these communities are relatively built out in comparison to other more rural communities in Oakland County, and have rather stable population bases.



The following graph compares 1990 and 1995 population figures for Royal Oak and surrounding communities

**Figure 4**  
**Population: 1990-1995**  
**Royal Oak And Surrounding Communities**



SOURCE: U.S. Census, 1990 and SEMCOG "Population and Housing 1995"

**Implications for Planning:**

- The City can expect a relatively stable population base in the future

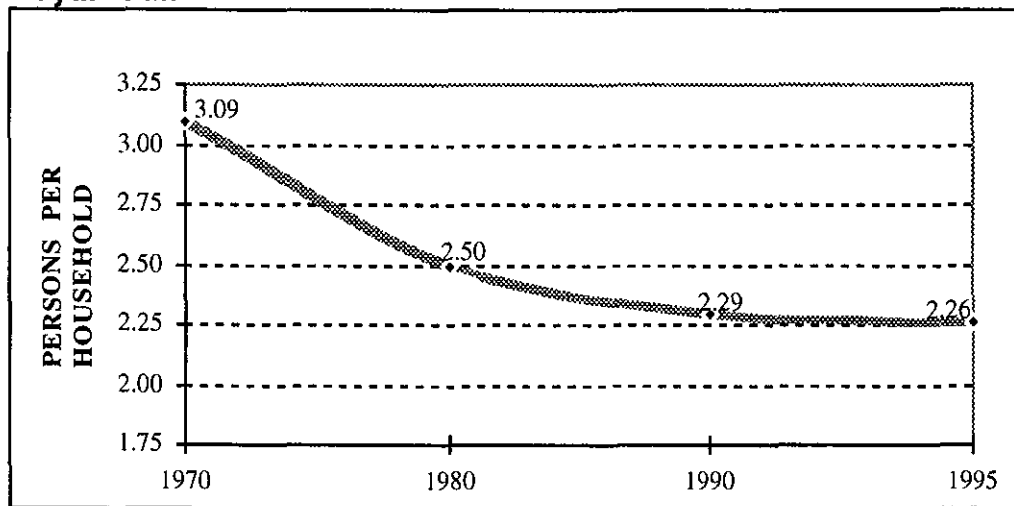
# Population and Housing Characteristics

## Household Size

Household size has decreased from 3.09 persons per household in 1970 to 2.26 persons per household estimated by SEMCOG for 1995. The largest decrease occurred between 1970 and 1980, where the household size decreased by 19%. This compares with an 8.4% decrease between 1980 and 1990. Overall, this is consistent with state and national trends of decreasing household size.

The following graph depicts the changes in household size from 1970 to 1995.

**Figure 5**  
**Household Size: 1970-1995**  
**Royal Oak**

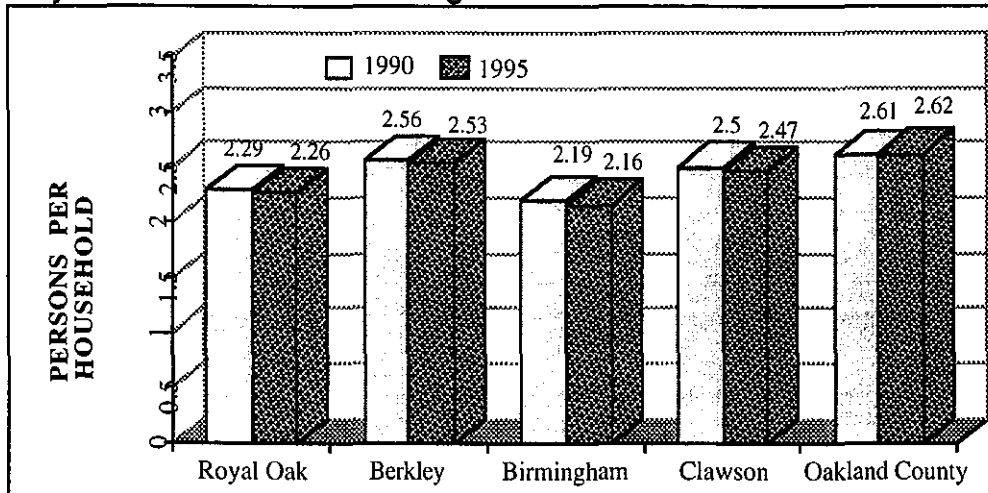


SOURCE: U.S. Census, 1990 and Oakland County Community Profiles, 1996

Royal Oak has a smaller household size than Berkley, Clawson, and Oakland County as a whole. Surrounding communities have also experienced a decrease in household size since 1990, as typical of the more mature communities. Household size for the County as a whole has increased, indicative of all of the new development occurring in the northern and western suburbs, and the increasing number of families with children locating in these areas.

The following chart shows the changes in household sizes for Royal Oak and surrounding communities between 1990 and 1995 (SEMCOG estimate).

**Figure 6**  
**Household Size: 1990-1995**  
**Royal Oak And Surrounding Communities**

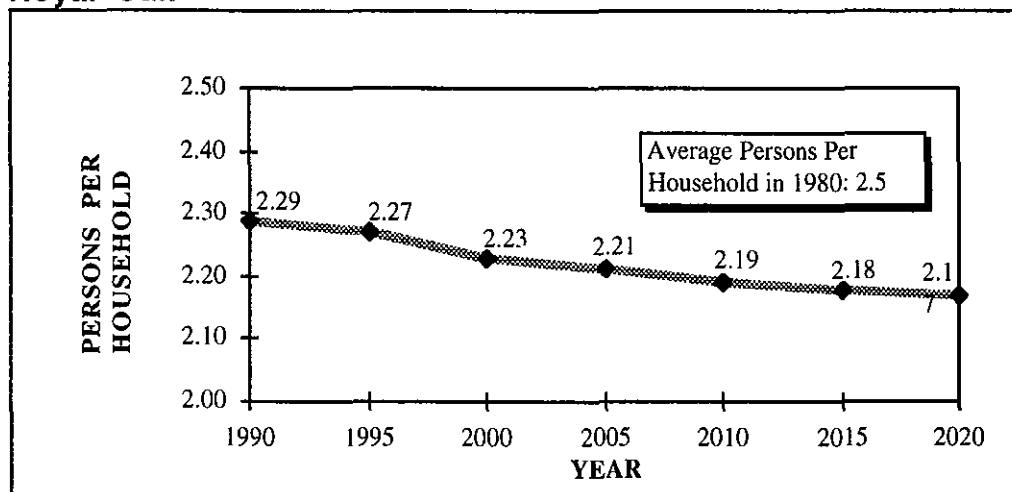


SOURCE: U.S. Census, 1990 and SEMCOG "Population and Housing 1995"

Household size for Royal Oak is expected to continually decrease, with a projected 2.17 persons per household by the year 2020 (a 13% decrease since 1980, and a 30% decrease since 1970). This trend is consistent with the national trend of decreasing household size as families wait longer to have children, are having fewer children in general, and single parent families increase.

The following graph depicts the projected household size for Royal Oak.

**Figure 7**  
**Projected Persons Per Household: 1990-2020**  
**Royal Oak**



SOURCE: U.S. Census, 1990 and SEMCOG "1997 Regional Forecast"

### Gender, Race, and Age Composition

As of the 1990 Census, 47% of the population of Royal Oak is male, and 53% is female. Racial composition is predominantly white, as depicted in the following table.

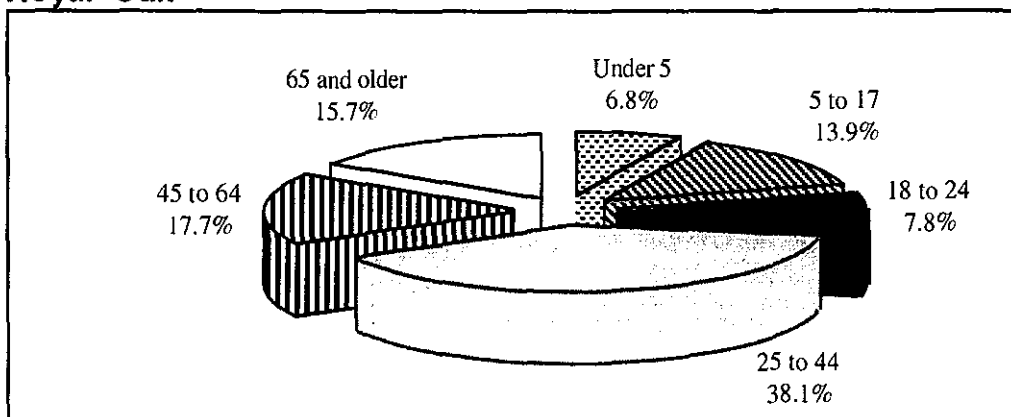
**Table 1**  
**Racial Composition In Royal Oak**

POPULATION BY RACE	PERCENT %
White	97.1%
Black	0.5%
Asian	1.1%
Hispanic	1.1%
Other	0.2%

SOURCE: U.S. Census, 1990

In comparison to Oakland County as a whole, the County has more residents under the age of 17, and Royal Oak has more residents over 45 years of age. This is indicative of an aging population in addition to a majority of households without children, a trend projected to continue to increase over time. Age distribution in Royal Oak is depicted in the following graph.

**Figure 8**  
**Age Distribution 1990**  
**Royal Oak**

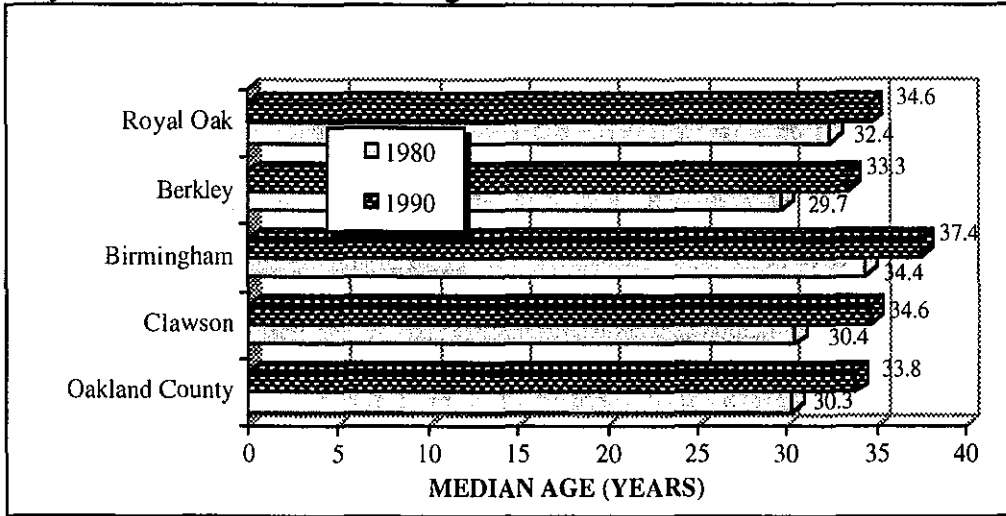


SOURCE: SEMCOG "Community Profile", 1997

The median age of Royal Oak residents has increased from 1980 to 1990 by 6%. The City has a number of residents over the age of 65 which contributes to a higher median age. Surrounding communities have also experienced an increase in median age. As the "baby boomer" generation continues to age, median age will steadily rise.

The following chart depicts the median age of Royal Oak residents in comparison to adjacent communities.

**Figure 9**  
**Median Age: 1980-1990**  
**Royal Oak And Surrounding Communities**



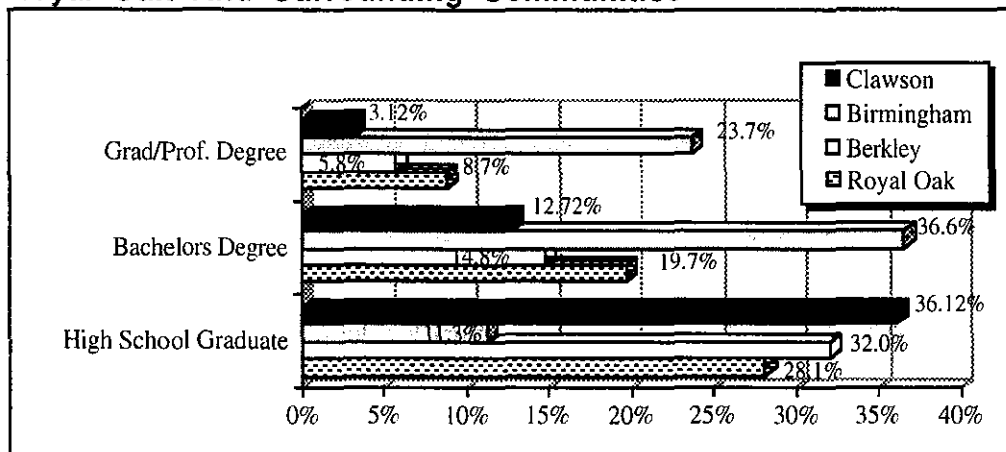
SOURCE: SEMCOG "Community Profile"

### Educational Achievement

Royal Oak has a well-educated population with 28.4% of the population having at least a bachelors degree or higher.

The following graph depicts educational attainment levels for Royal Oak residents in comparisons to surrounding communities.

**Figure 10**  
**Educational Attainment 1990**  
**Royal Oak And Surrounding Communities**



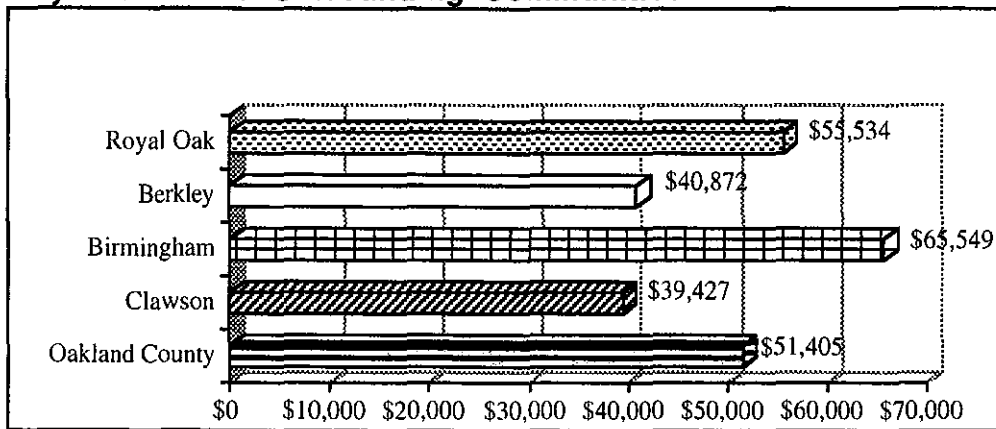
SOURCE: SEMCOG "Community Profile"

## Income

The median household income in Royal Oak in 1995 was estimated by Oakland County to be \$55,534. This was higher than the neighboring communities of Berkley or Clawson, as well as Oakland County as a whole, but lower than that of Birmingham. Median per capita income in 1997 was estimated at \$20,122, an increase from the 1990 level of \$18,065. The 1997 per capita income is comparable with the average for Oakland County.

The following graph depicts median household income for Royal Oak and surrounding communities.

**Figure 11**  
**Median Household Income: 1995**  
**Royal Oak And Surrounding Communities**



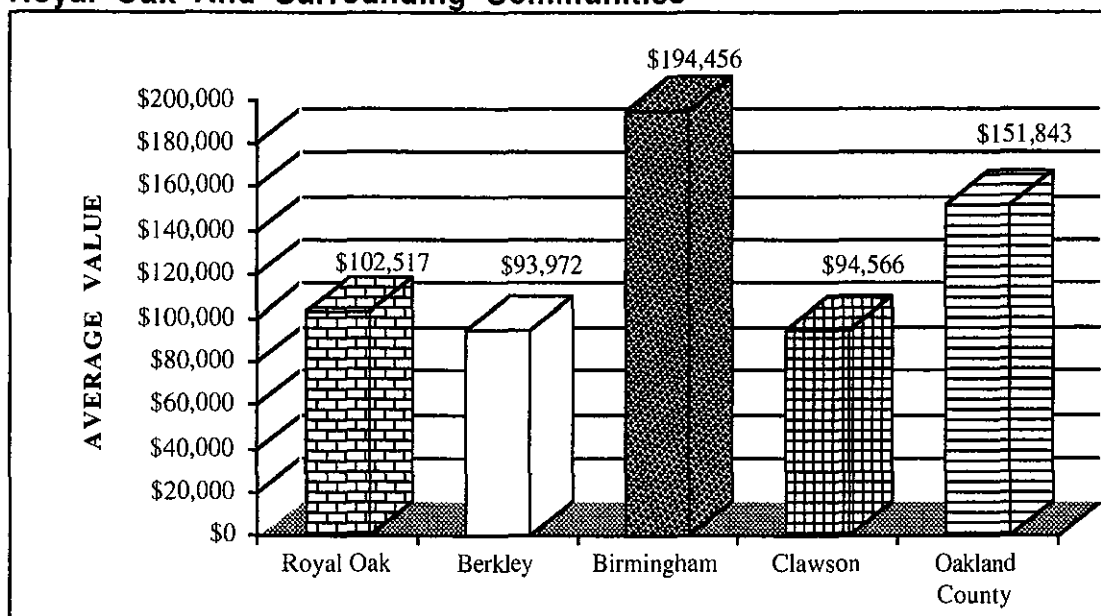
SOURCE: Oakland County "Community Profile"

## Housing Value

Although dated, the 1990 Census revealed that the majority of the housing in Royal Oak (72%) was valued in the \$50,000 to \$99,000 range, with 17% valued over \$100,000, and 11% valued less than \$49,999. The 1990 median value was \$74,900. Since 1990, housing values have increased. The 1995 average housing cost in Royal Oak was \$102,517 (Oakland County Community Profile, 1996). Average housing costs in Royal Oak rank above those in Berkley and Clawson, but below Birmingham and Oakland County as a whole.

Housing values for Royal Oak and surrounding communities are depicted in the following graph.

**Figure 12**  
**Average Housing Value: 1995**  
**Royal Oak And Surrounding Communities**



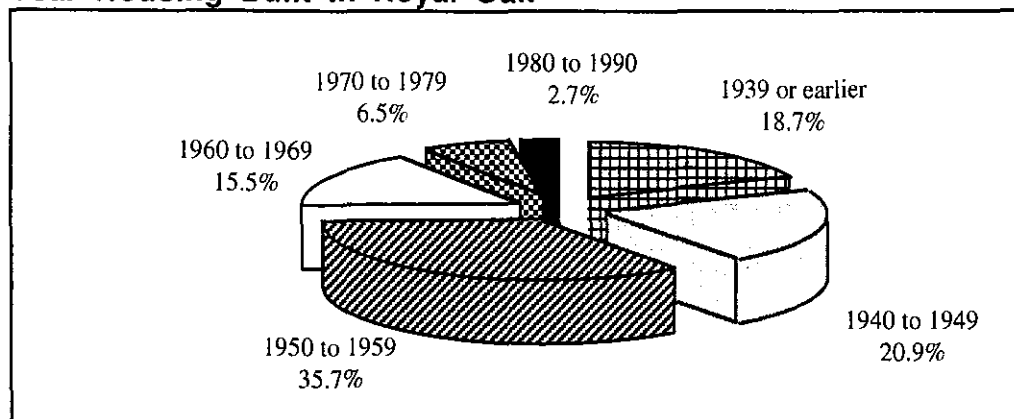
SOURCE: Oakland County "Community Profile"

### Housing Characteristics

Based upon 1990 Census data, the largest percentage (35.7%) of housing in the City was constructed between 1950 and 1959. However, a large percentage of housing (39.6%) was constructed prior to 1949. These figures are indicative of an older suburb, where much of the housing was built prior to World War II. Mature trees in most of the neighborhoods reflect the older nature of these neighborhoods with distinct architecture and a variety of housing styles.

The following chart reveals when housing was built in the City of Royal Oak by decade.

**Figure 13**  
**Year Housing Built In Royal Oak**



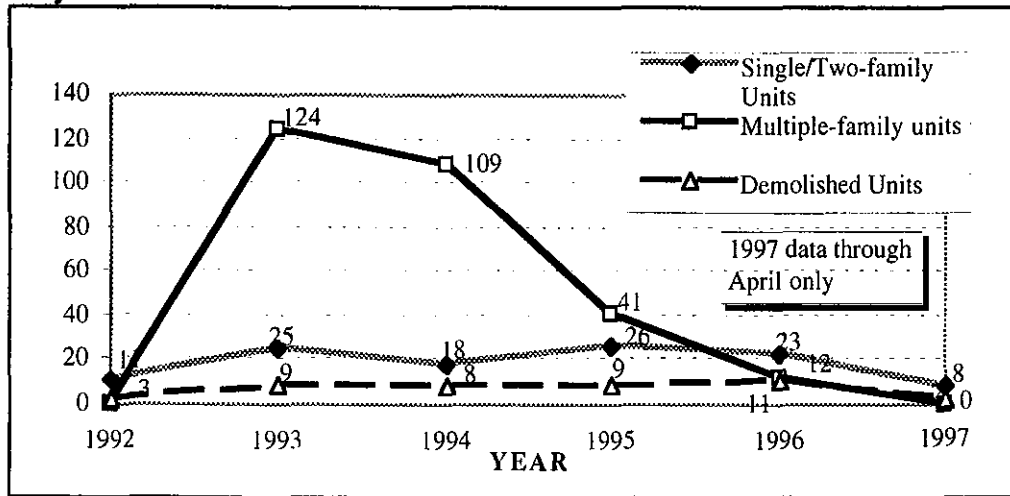
SOURCE: U.S. Census, 1990

## Residential Construction

Redevelopment of areas of the City into higher density housing has been a common occurrence over the last 5 years, indicative of the high quality of life the City has to offer and subsequent market conditions which facilitate such development. Most of the new construction has been in owner-occupied condominium developments.

The following graph depicts building permit activity for development of single and two family housing, multi-family housing, and demolitions.

**Figure 14**  
**Residential Construction Permits Issued: 1992-1997**  
**Royal Oak**



SOURCE: SEMCOG "Residential Construction in Southeast Michigan" 1992-1997

The net gain of housing units from 1980 to 1990 was 196 units, compared to 383 new units from 1990-1997 which is nearly twice as many units over a smaller time period. However, more demolitions occurred between 1980 and 1990 than between 1990 and 1997.

The following graph depicts residential construction trends since 1970.

**Table 2**  
**Residential Construction Permits Issued: 1980-1997**  
**Royal Oak**

	1980-1990	1990-1997
<b>SINGLE FAMILY</b>	171	128
<b>TWO-FAMILY</b>	76	4
<b>MULTI-FAMILY</b>	88	305
<b>DEMOLITIONS</b>	139	54

SOURCE: SEMCOG "Residential Construction in Southeast Michigan" 1980-1997



### **Implications for Planning:**

- Decreasing household size will slow population increases and have implications on the types of new housing that will be needed in the City;
- An aging population will increase the demand for senior housing and services;
- The amount of older housing stock in the City will require proactive and ongoing rehabilitation measures.

## **Economic Base**

### **Regional Influences**

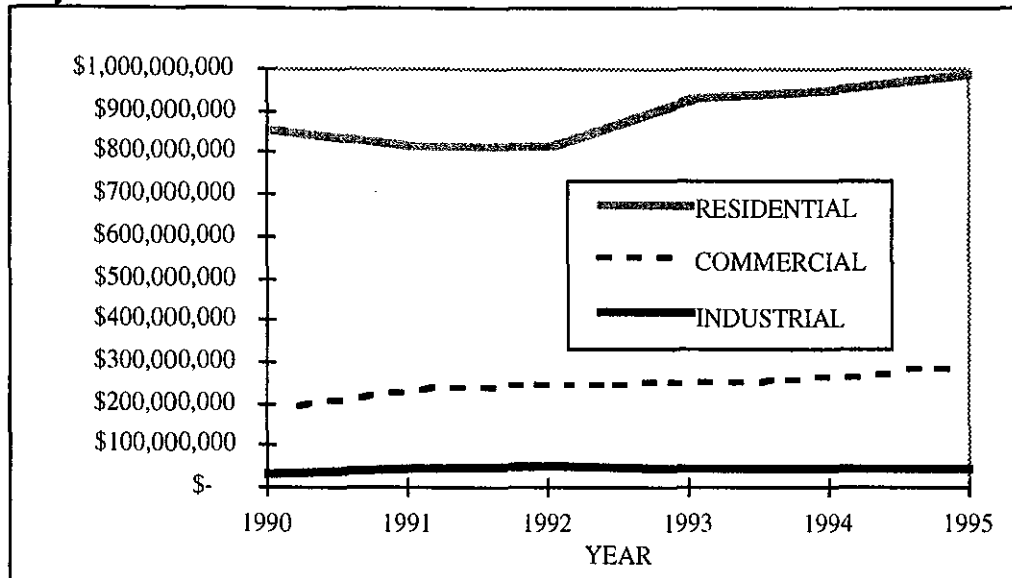
Royal Oak is within a short distance to major regional job and trade centers located in Detroit, Southfield, and Troy. As job growth in these areas continues, Royal Oak's central location and high quality of life will continue to attract new residents.

### **Tax Base**

Residential property has continued to be the largest tax generator for the City of Royal Oak, indicative of the large number and quality of neighborhoods in the City. Commercial and Industrial SEV's (State Equalized Value) have remained relatively stable after a slight increase in 1991. Although the Residential SEV experienced a slight decline between 1990 and 1992, it increased steadily from 1992 to 1995.

The following chart shows the SEV between 1990 and 1995.

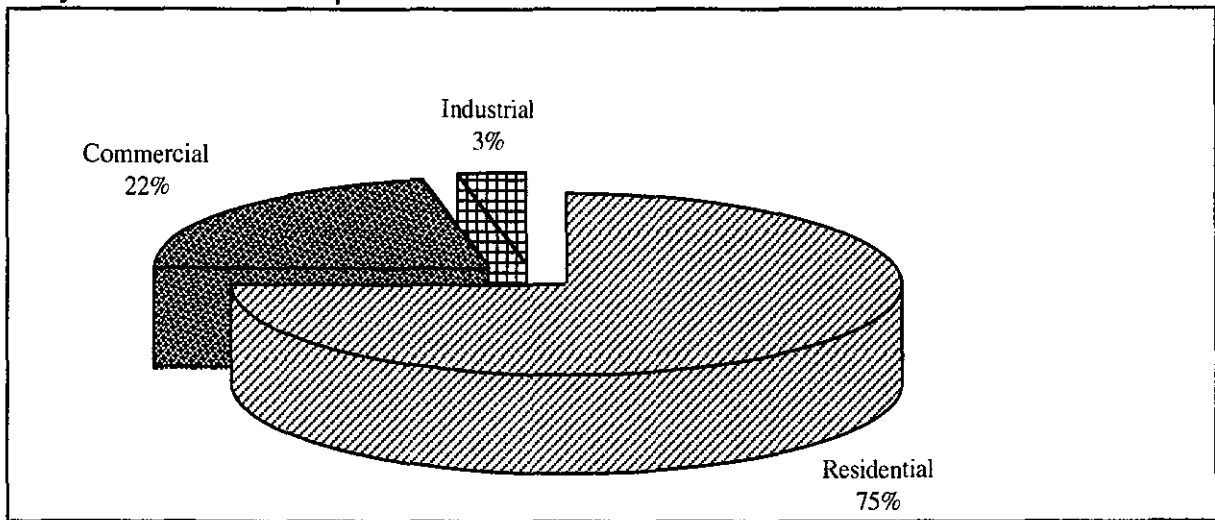
**Figure 15**  
**State Equalized Value: 1990-1995**  
**Royal Oak**



SOURCE: Oakland County Planning and Development

The following chart shows how the SEV is distributed amongst residential, commercial, and industrial lands.

**Figure 16**  
**Royal Oak State Equalized Value: 1995**



SOURCE: Oakland County Planning and Development

### **Commercial Base**

The commercial base in Royal Oak is the largest category in terms of tax base after residential land use. Commercial uses are located predominately along Woodward Avenue and in the downtown area, with small pockets along Mile Roads and intersections. There are five major office buildings on Woodward which comprise 140,000 square feet of office space, and range in rents from \$12.50 to \$18.50 a square foot according to the Woodward Avenue Corridor Study Market Analysis. Two large retail centers located along Woodward are the Northwood Center which contains 214,675 square feet of space, and the Beaumont Center which contains 150,000 square feet of space. The downtown contains approximately 325,000 to 375,000 square feet of retail space according to the Downtown Royal Oak Master Plan, with rents ranging from \$8 to \$17 a square foot. The health of these commercial areas has a direct impact on the entire City as they provide a significant portion of the tax base.

### **Industrial Areas**

There are three general industrial areas in the City of Royal Oak. The largest area is located on the east side of Coolidge, north of Normandy. A smaller industrial area is located at the southeast corner of Campbell and Bellaire, and lastly, there are a few remaining industrial uses along the railroad between Lincoln and I-696.

### **Employers**

Beaumont Hospital is the largest employer in the City of Royal Oak, employing 8,100 workers.

Major employers in Royal Oak are listed in the following table.

**Table 3**  
**Royal Oak Employers**

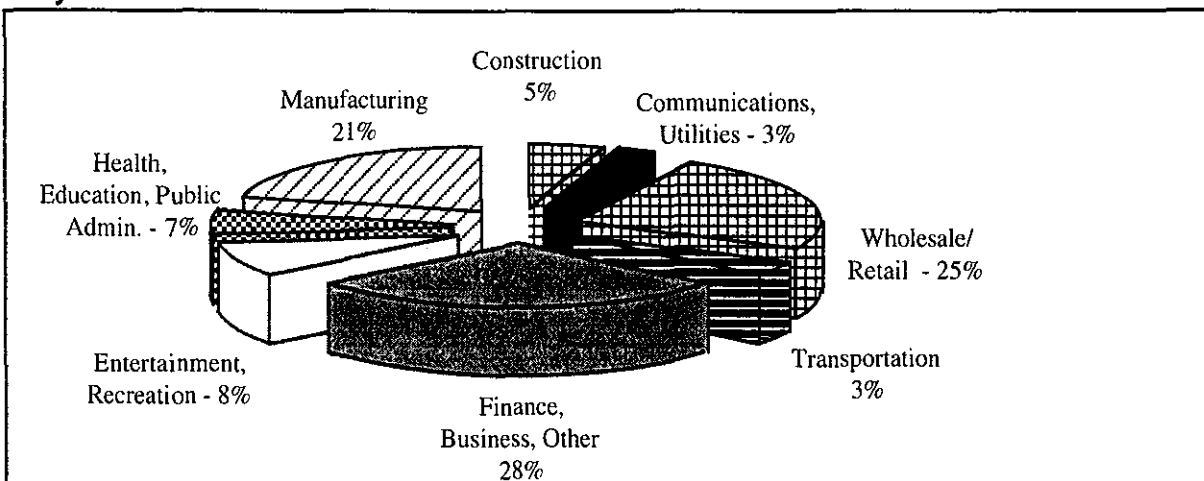
FIRMS	# EMPLOYED
William Beaumont Hospital	8,100
Royal Oak Schools	1,100
National City Bank	*844
Meijer Inc.	835
Consumers Energy	615
City of Royal Oak	391
Masco Tech Forming Technologies, Inc.	340

SOURCE: Oakland County Planning and Development \*Due to buyout of First of America, this figure could not be verified.

## Employment

In 1990, 35,027 residents were employed, or 53.5% of the population. Mean travel time to work is approximately 20 minutes for Royal Oak residents, meaning most residents are employed in close proximity to their homes. The majority of Royal Oak residents (74%) are in the Finance/Business, Wholesale/Retail, and Manufacturing type of industries. The following graph depicts job sectors for Royal Oak residents.

**Figure 17**  
**Population By Industry: 1990**  
**Royal Oak**



SOURCE: SEMCOG on-line "Community Profile", [www.semco.org](http://www.semco.org)

## Implications for Planning:

- A strong, stable residential base is vital to the City;
- Large employers in the City should be encouraged to stay to provide jobs for residents;
- The continued strong economic roles of the Woodward Avenue corridor, downtown, and other economic areas are vital to the future of the City.

# **Community Facilities**

## **Recreation and Public Service**

The City Department of Recreation and Public Service is responsible for Parks, the Library, and the Senior/Community center. The department offers a comprehensive program for youth, adult, and senior activities. There are 50 parks in the City of Royal Oak. The City has a variety of Mini-Parks, Neighborhood Parks, and Community Parks. Facilities include a golf course, driving range, softball fields, an ice rink, and others. Parks provide a range of activities including both passive and active parks. The 1999 Parks and Recreation Master Plan included goals addressing needs for programs, recreation lands, administration and organization, and facilities. The Plan also established a five year Action Plan for programs and facilities improvements.

The Senior/Community Center is located in the northern section of the City on Marais Street where a variety of programs and activities are offered for youth, adult, and seniors. Senior support services include ROSES, Royal Oak Senior Emergency Services which offers a variety of support services to residents 60 years of age and older. These services include home repairs, chores, and personal home care. Outreach and other support services such as the Alzheimer Support Group are also offered.

The City of Royal Oak has a library which is under the jurisdiction of the City in the Recreation and Public Service Department. The Library is located downtown in the Civic Center area and offers a variety of programs and services including classes and special programs such as a Summer Reading program and the Poet in Residence program.

## **Royal Oak Neighborhood Schools**

The School District of the City of Royal Oak has approximately 7,100 students, and 1,100 full time staff. The District includes all of the City of Royal Oak, and small portions of Huntington Woods, Clawson, and Berkley. Due to decreasing enrollment, redistricting started the 1998 school year. Redistricting resulted in the following mix of schools: ten elementary schools, two middle schools, and two high schools. The high schools will not have districts, rather will run on an open enrollment policy. Additionally, a vocational school operated by the Oakland Tech Center School District is located in the north part of the City.

## **Oakland Community College**

The Oakland Community College system comprises five campuses throughout Oakland County and is the largest community college in the state. The Royal Oak campus, located at the northeast corner of Washington and Lincoln, contains four buildings totaling approximately 164,000 square feet and a parking structure, all of which comprise the entire block. The college has been in Royal Oak since 1971. The Royal Oak campus is combined with the Southfield Campus in terms of administration and programming and serves approximately 7,000 students. The majority of students come from Royal Oak, Ferndale, and Madison Heights. A recent Master Plan for the college calls for the expansion of the campus to allow for additional classroom and counseling space. Any expansion would take place adjacent to the existing campus.

## **Police**

The City Police station is located downtown in the Civic Center. The department has 97 employees and performs a variety of functions and programs. Divisions include Traffic Safety, Traffic Enforcement, Parking Enforcement, Traffic Education, Traffic Engineering, Traffic

Accident Investigation, and Criminal Investigation. The department, in conjunction with the Royal Oak School District runs the THINK Program (Teaching, Helping, Involving, Nurturing, Kids) which sponsors substance abuse education classes in elementary and middle schools. The police department has three crime prevention programs run through the Crime Prevention Section: 1) Neighborhood Watch, 2) Business Watch, and 3) School Crime Prevention. In addition to the employed officers, the City has an Auxiliary Police Force. Members of the auxiliary force are trained and uniformed volunteers from the community who help patrol neighborhoods and business districts and report on suspicious circumstances. The force also provides additional support for emergency calls, and traffic control at accidents.

## **Fire**

The City has the following three active fire stations: the main station at Sixth Street and Troy Street in the downtown, 13 Mile Road and Woodward Avenue, and 13 Mile Road and Rochester Road. There are 71 active members who, in addition to fire protection also provide Emergency Medical Services (EMS) and ambulance transport services. The Fire Department also conducts Public Fire Education with school children and seniors. The average response time in the City for emergency calls is approximately 2.8 minutes. The department is an active member of the Oakway Mutual Aid Pact including Ferndale, Birmingham, Madison Heights, Pontiac, Southfield, Bloomfield Township, and West Bloomfield Township. The pact has an agreement to assist in times of extraordinary need. The Pact also shares the "Haz-Mat" team for hazardous materials response and shares a vehicle equipped to address emergencies involving hazardous materials.

## **Public Services**

Water service is through the Southeast Oakland County Water Authority (SOCWA), which purchases water from the City of Detroit. The Authority has water mains at several locations throughout the City where the City taps into and is metered. Royal Oak is one of ten nearby participating communities in the Authority.

Sanitary sewer and storm sewer utilizes the Oakland County Drain Commission drains which is then treated in Detroit at the treatment plant. The majority of the City has combined sewer and storm drains. Currently the 12 Towns Drain Improvement Project is underway, as directed by the Drain Commissioner, to improve capacity in the north arm of the drain system. The City performs maintenance on all drains, and the Engineering Department is responsible for new or replacement projects, while the City's Department of Public Works performs minor repairs.

The City also participates in the Southeast Oakland County Resource Recovery Authority (SOCRRA) for refuse and curbside recycling service. There is, however, a separate millage for refuse pick-up. Yard waste removal is available for a small fee. Royal Oak is one of 14 nearby communities who participates.

### **Implications for Planning:**

- Residents will continue to expect the high quality of City services and programs currently provided;
- The City should continue to seek cooperative efforts with neighboring communities to increase efficiency of services.

# Transportation

Being an older community, Royal Oak has a well established grid-style street system. This type of system helps deliver traffic in a spread-out manner. Roadway improvements are mainly maintenance and resurfacing related.

## Functional Classification System

Road classifications identify the volume and type of traffic that is appropriate for each segment of the roadway network. For purposes of transportation planning, a functional classification of roads has been developed. The Michigan Department of Transportation (MDOT) and the Oakland County Road Commission utilize the classification system to determine the order in which improvement projects should be completed. Map 1 illustrates the functional classification system for various streets within Royal Oak. The following is a description of the different roadway classifications:

### Principal Arterials - Interstate/Non Interstate

These roadways are at the top of the classification hierarchy and the primary function of such roadways is to carry vehicles relatively long distance, and to provide through-travel movements.

### Minor Arterials

Minor arterials include roads connecting intra-urban land uses. These roads tend to accommodate slightly shorter trips than a major arterial.

### Urban Collectors

There are two types of collectors: major and minor. Major collectors provide access and mobility within residential, commercial, or industrial uses. Major collectors generally carry more traffic than minor collectors.

### Local Streets

The remainder of the streets within the City provide access to individual properties, with limited continuity and mobility. Local streets are designed for low volumes and are linked by collector roadways to other lands uses or arterials.

## City Roadway Improvement Programs

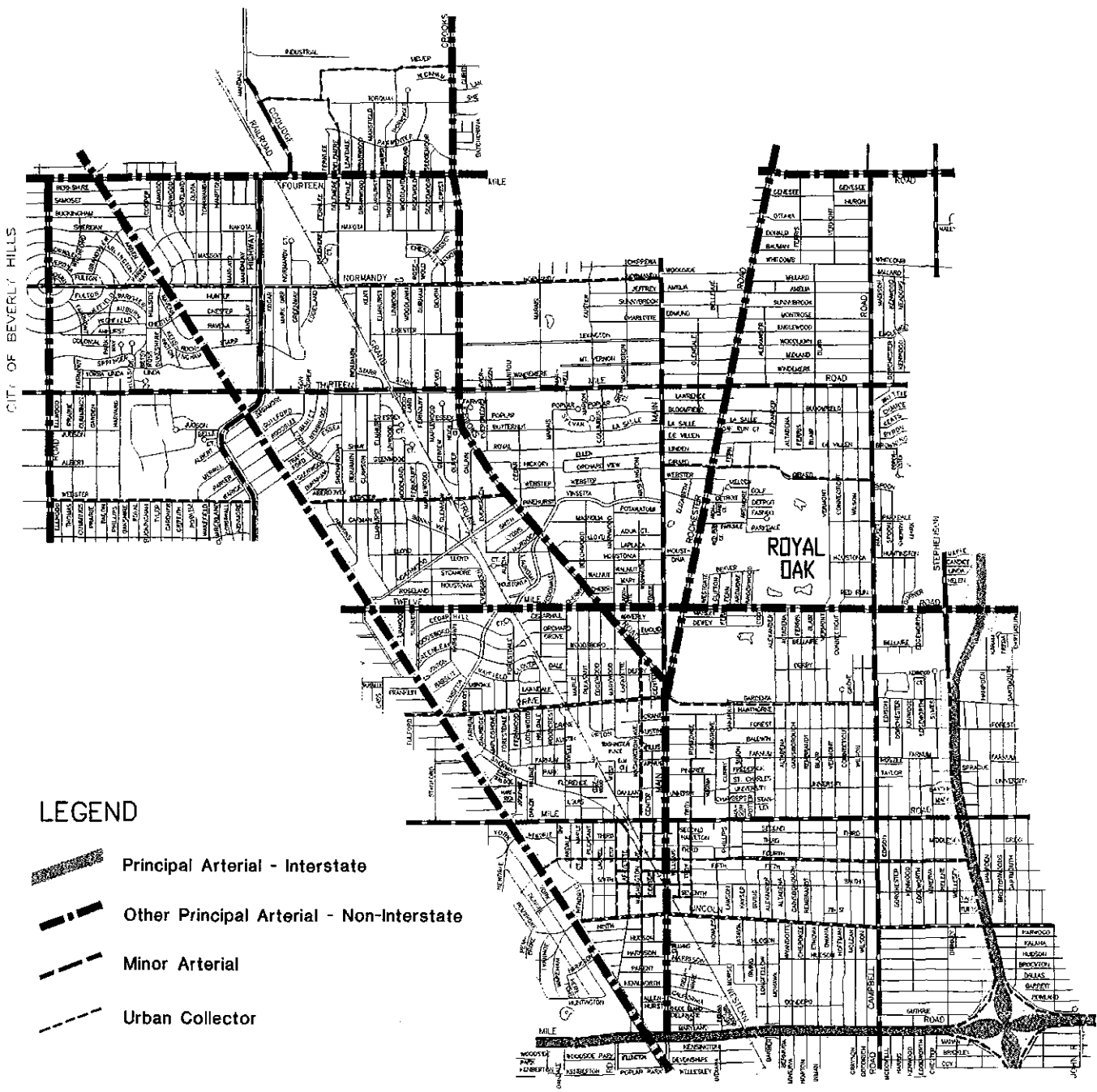
The City maintains and repairs all roads in Royal Oak, coordinated by the Departments of Transportation and Public Services. There are, however, roadways that are under County jurisdiction that the City is reimbursed to maintain as listed in the following table:

**Table 4**  
**Roadway Segments Under County Jurisdiction**  
**Royal Oak**

Roadway	From:	To:
Coolidge Highway	Woodward Avenue	Fourteen Mile
Eleven Mile Road	Rochester Road	Campbell Road
Twelve Mile Road	Campbell Road	Stevenson Highway
Fourteen Mile Road	Rochester Road	Campbell Road
Greenfield Road	Webster Road	Fourteen Mile Road

## **Downtown Parking**

Parking in the downtown area is comprised of a combination of surface lots, structures, and on-street parking spaces. According to the City of Royal Oak Downtown Parking Study and Master Plan report, there are 4,656 total parking spaces in the downtown area: 566 on-street parking spaces and 4,090 off-street parking spaces. The City controls 2,010 of the off-street parking spaces, and the remainder are privately managed and owned. The on-street parking provided allows for a variety of length of stay with 1 hour, 2 hour and 10 hour meter parking. The study concluded that occupancy rates are highest between the hours of 8:00 pm and 10:00 pm, reflecting the position of the downtown as an entertainment and restaurant district with strong night-time activity.



**Map 1**

# Roadway Functional Classifications

## Royal Oak, Michigan

Source:  
Michigan Department of Transportation  
Carlisle / Wortman Associates, Inc.  
Community Planners and Landscape Architects  
Ann Arbor, Michigan



## **Transit**

Royal Oak residents have a variety of transit opportunities provided by SMART (Suburban Mobility Authority for Regional Transportation) which has a service hub in downtown Royal Oak. SMART transit opportunities include fixed route service to Detroit and nearby suburbs, park and ride facilities, and Community Transit services, which provides curb to curb transit services within a six mile radius of Royal Oak. Community Transit charges seniors and handicapped customers \$1 a ride, and all others pay \$2. The service uses large vans which hold up to 18 people. Advance scheduling is required except for common destination points. Also coordinated with SMART is Greyhound Bus Service and taxi-cab service. Amtrak service is also provided.

## **Airports**

Royal Oak is conveniently located in close proximity to three major airports: Detroit Metropolitan Airport, Detroit City Airport, and Oakland County International Airport.

## **Non-Motorized Transportation**

Many people have chosen to live in Royal Oak because of the pedestrian scale of the community. The primary means of providing non-motorized transportation are traditional City sidewalks. Lacking is a well-identified bikeway system providing designated linkages between neighborhoods and key community facilities. Royal Oak is designated, however, in the Southeast Michigan Greenways Concept Plan as having potential for pedestrian and bike paths which connect to the larger Oakland County System.

### **Implications for Planning:**

- Ongoing maintenance of existing City roadways is imperative;
- Continue efforts to lessen and slow traffic along local streets within residential neighborhoods;
- Explore alternative transportation measures to lessen traffic and improve circulation throughout the City;
- Ensure adequate parking is provided to meet the growing demand.

## Existing Land Use

Royal Oak was once a part of Royal Oak Township and is now defined by an assortment of mile roads, half mile roads and freeways. The municipalities of Royal Oak, Oak Park, Royal Oak Township, Huntington Woods, Ferndale, Berkley, Hazel Park, Madison Heights and part of Clawson all occupy the land which was once Royal Oak Township. Of this collection of communities, Royal Oak is by far the largest, occupying over 12 square miles of the 36 square mile area.

The majority of the City is located east of Woodward Avenue. I-696 serves as a southern boundary and I-75 serves as much of the boundary to the east. The north boundary is roughly defined by Fourteen Mile Road but jogs both north and south in some places to the nearest half mile roads.

### Existing Land Use Definitions and Descriptions

Existing land uses were mapped through a combination of reviewing existing land use maps prepared by Oakland County, current aerial photography and quarter section mapping available from the City. Since all current resources were both dated and/or inaccurate, field verification by both the consultant and City staff were necessary. Maps on the following page illustrate existing land use patterns for the northern and southern portions of the City. Existing land uses in the City are defined and generally described below. Figure 19 illustrates the distribution of Existing Land Use within the City. More detailed descriptions of land use characteristics by Subarea are found in the next section.

*Single Family Residential* - Single family detached dwellings located on individual lots. Single Family Residential is the largest existing land use category in the City. Single Family Residential uses are located throughout the City.

*Two Family Residential* - Buildings which contain two attached dwellings (also called duplexes). Two Family Residential uses exist in both scattered patterns throughout the City and in concentrated areas such as the north side of Fourth Street east of downtown, and the west side of Campbell north of Twelve Mile.

*Multiple Family Residential* - Buildings which contain three or more attached units which are occupied as either apartments (rental units) or condominiums (owner occupied). Multiple Family Residential uses exist in scattered areas within the southern neighborhoods of the City, around the outskirts of downtown, in concentrated areas such as south of downtown west of Main Street, in the northern part of the City north of Fourteen Mile Road, and along Coolidge Highway east of Beaumont Hospital.

*Commercial* - Includes uses such as retail, service, restaurant, office, and entertainment facilities located in small or large commercial areas. Commercial uses are located largely in the downtown, along Woodward Avenue, and along other commercial corridors such as Eleven Mile Road, Rochester Highway, and North Main Street.

*Restricted Parking* - Parking lots which are accessory to a commercial or industrial use and are located on a separate residentially zoned and adjacent parcel. Restricted Parking areas are located predominantly along Woodward Avenue behind the commercial frontage.

*Industrial* - Uses include warehousing, storage, research, laboratory, manufacturing, processing, and fabrication. Industrial uses in the City are concentrated into three areas including East of Coolidge Highway north of Thirteen Mile Road, the southeast corner of Campbell Avenue and Bellaire Avenue, and in the southern portion of the City along the railroad tracks south of Lincoln Avenue.

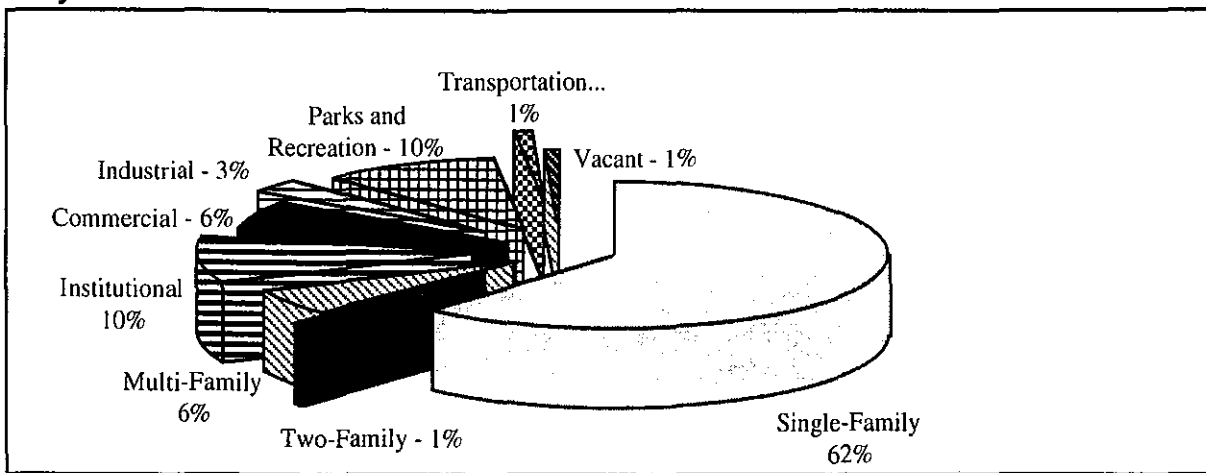
*Institutional* - Uses include public buildings and parking lots, hospitals, schools, cemeteries, and churches. Institutional uses are located throughout the City such as Beaumont Hospital, schools, and cemeteries, and in the downtown such as City Hall, the Farmers Market, and Library.

*Parks and Recreation* - Includes public and private parks, recreational facilities, and open space systems. Parks and Recreation uses are located throughout the City both in the form of small scattered neighborhood parks, and larger City-wide parks and facilities such as the Royal Oak Golf Club.

*Vacant* - Parcels that are undeveloped and/or unused. There are very few vacant parcels remaining in the City. Two larger vacant parcels located in the southern portion of the City include the parcel east of the railroad north of I-696, and the area at the northeast corner of Main Street and I-696.

*Transportation, Utilities, and Communications* - Areas utilized for the provision of essential services such as gas, electricity, and telecommunications. There are only a few areas of Transportation, Utilities, and Communications in the City. Notable areas include the southeast corner of Fourteen Mile Road and Coolidge Highway, the east side of Troy Street between Lincoln Avenue and Seventh Street, and some scattered locations along the railroad.

**Figure 18**  
**Existing Land Use: 1998**  
**Royal Oak**



SOURCE: Carlisle/Wortman Associates, Inc.

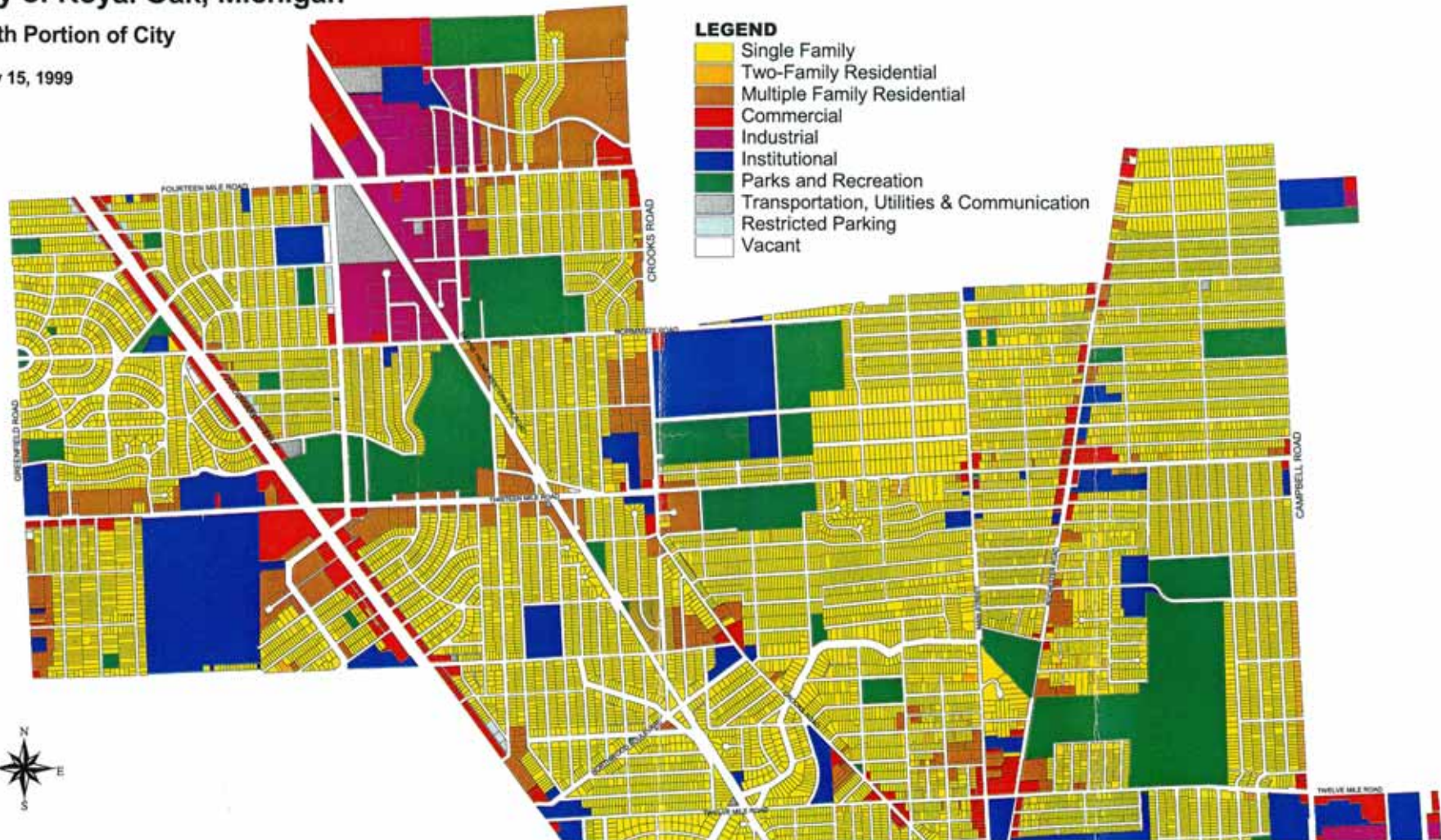


# Existing Land Use

City of Royal Oak, Michigan

North Portion of City

July 15, 1999



Carlisle/Wortman Associates, Inc.  
Community Planners and Landscape Architects  
Ann Arbor, Michigan

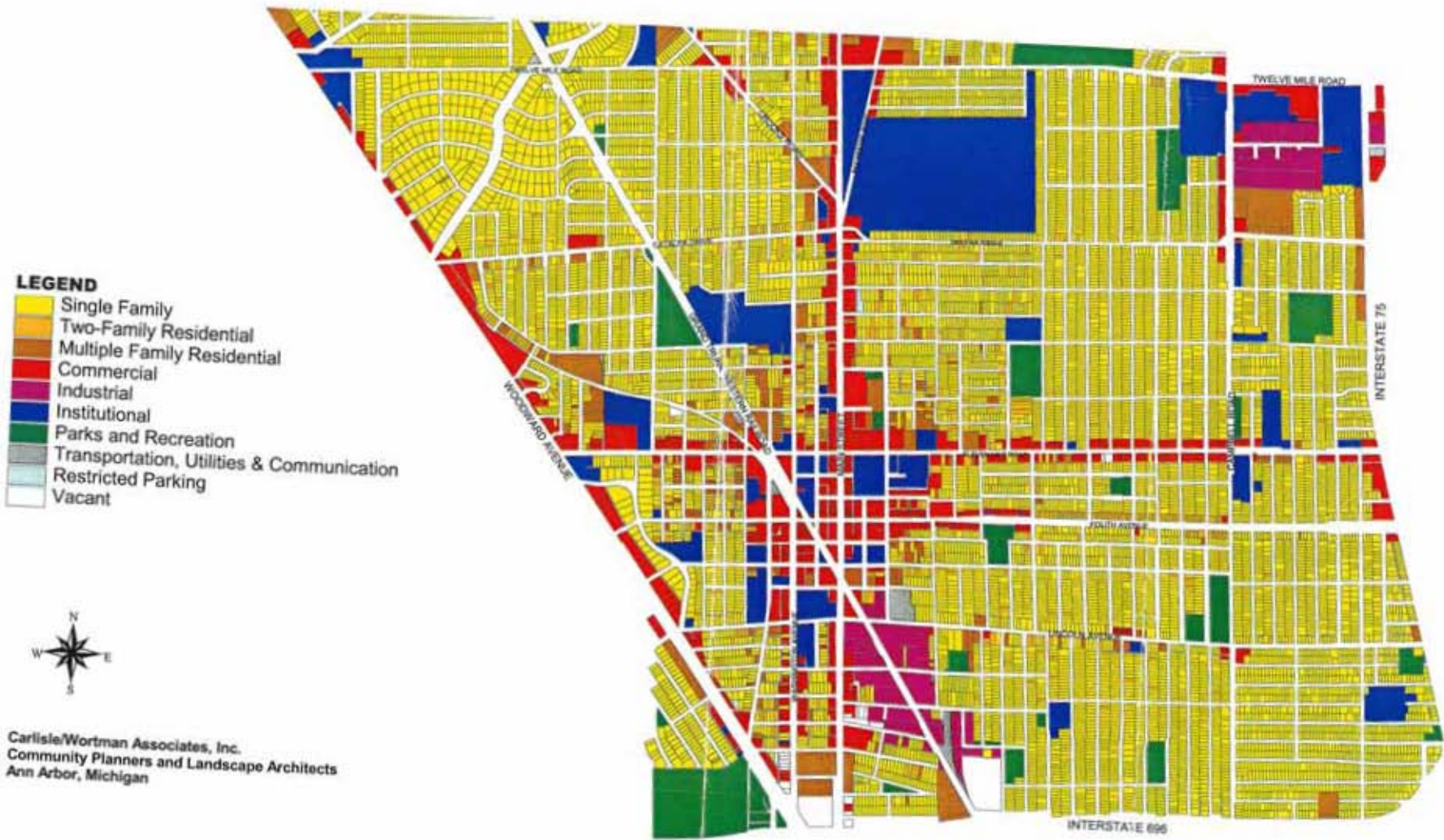


# Existing Land Use

City of Royal Oak, Michigan

South Portion of City

July 15, 1999



## **Subarea Existing Land Use Descriptions**

For purposes of organizing workshops and analyzing areas, the City was divided into seven planning subareas, as depicted by Map 3. A brief description of the location, land uses, and major landmarks are included in the Subarea land use descriptions below.

### **Subarea 1**

Subarea 1 is the smallest of all the subareas and is located in the northern portion of the City, bounded by Clawson to the east, Troy to the north, Birmingham to the west, and Normandy Road to the south. This portion was annexed into the city in the 1920's. Single family neighborhoods contain post-war cape cods and ranches. New residential development in this Subarea has been the 18 unit Cummingston Court Condominiums along Parmenter Boulevard. There is a large residential development called Coventry Parkhomes located along the west side of Crooks Road north of Fourteen Mile Road which contains attached condominium units.

Industrial and intense commercial (Meijer's) uses are located along the railroad, while the east side is predominately residential. Light commercial uses are located along Fourteen Mile Road, and there is a commercial node at the Fourteen Mile Road and Crooks Road intersection. Landmarks include the large wooded Cummingston Park along the northern boundary of Royal Oak, the Normandy Oaks Golf Course, and the Railroad.

### **Subarea 2**

This Subarea is located in the northwest portion of City, bounded by Birmingham to the north, Beverly Hills and Greenfield Road to the west, Berkley and Twelve Mile Road to the south, and the railroad tracks to the east. This area was annexed into the City in the 1920's.

The neighborhoods are varied architecturally including the Beverly Hills area on the west side of Woodward Avenue which was built in the 1930's and 1940's. This area includes Colonial Revival and ranch styles. A portion of the Vinsetta Park neighborhood is located in the southern section of Subarea 2. The remaining neighborhoods are generally post-war cape cods and ranches.

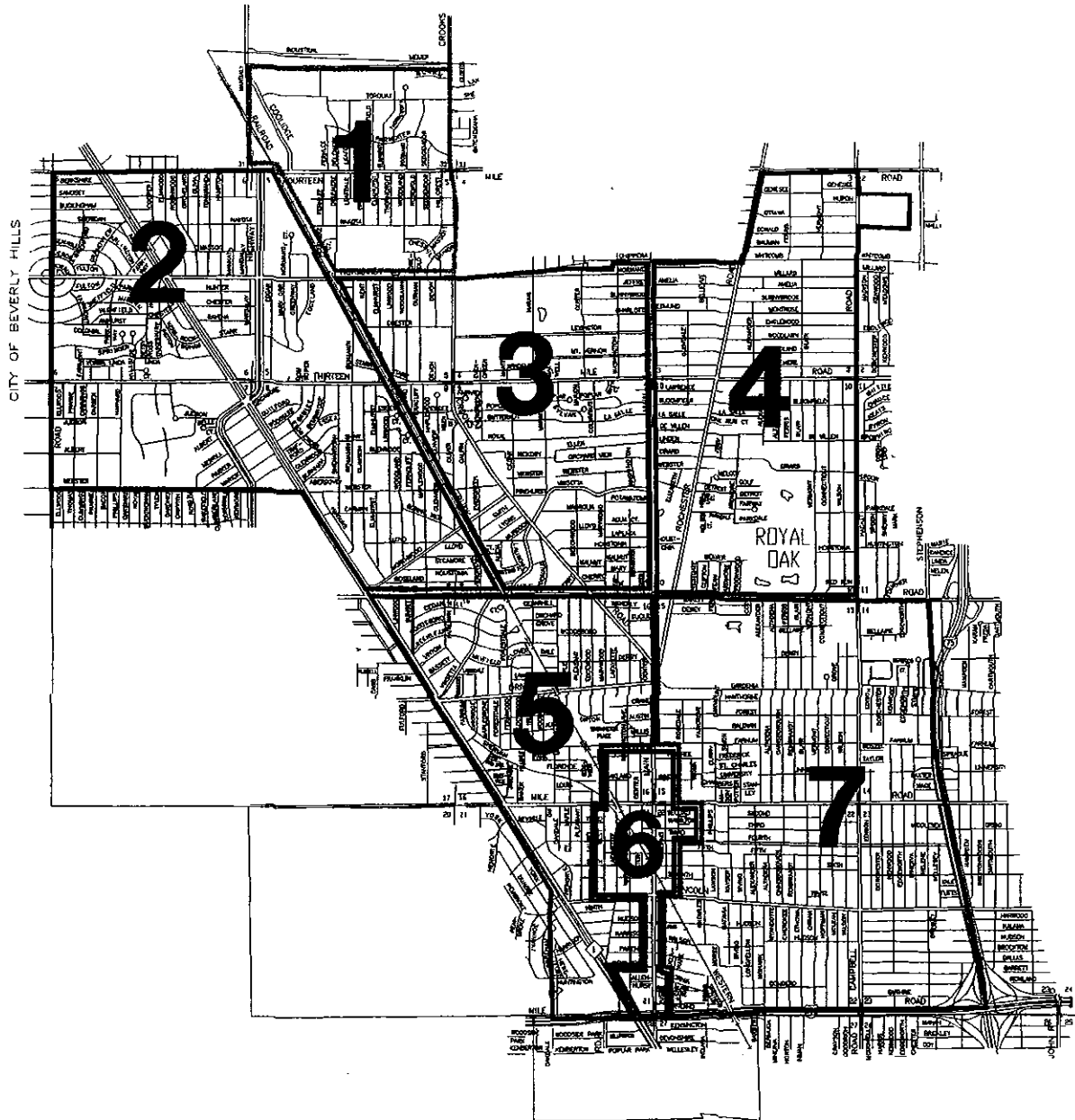
The land use patterns in Subarea 2 are predominantly single family, with commercial and office uses along Woodward Avenue and Thirteen Mile Road, and multiple family uses along the Coolidge Highway, Thirteen Mile Road, Fourteen Mile Road, and Greenfield Road. There is one industrial area between the railroad and Coolidge Highway, north of Normandy Road. Beaumont Hospital is located on the south side of Thirteen Mile Road west of Woodward Avenue. Landmarks include the Royal Oak Golf Club, Memorial Park, and the Fire Station on Thirteen Mile Road.

### **Subarea 3**

Subarea 3 is located in the northern portion of the City and is bounded by Normandy Road and Clawson to the North, Main Street to the east, the railroad tracks to the west, and Twelve Mile Road to the south. This area was annexed into the City in the 1920's. Neighborhoods are predominantly comprised of post-war houses such as cape cods and ranches.

The Subarea is predominantly single family residential with two areas of duplexes south of Thirteen Mile Road, east of the railroad tracks, and north of Webster Road. Multiple family residential located uses are located along Normandy Road and the railroad, across Crooks Road from Kimball High School, along Thirteen Mile Road, along Webster Road, and other pockets in the southern section of the subarea.

Commercial uses exist along Crooks Road at Thirteen Mile Road, at Webster Road, and near Twelve Mile Road, and at the intersection of Main Street and Twelve Mile Road. New residential development has been limited to the 12 unit Oak Shade condominium project along Crooks Road. Landmarks include Kimball High School, the Senior/Community Center, Quickstad Park, Worden Park, and Starr Park.



Map 3

## SUB-AREA MAP

### COMPREHENSIVE MASTER PLAN

#### Royal Oak, Michigan

Gertle/Wortman Associates, Inc.  
Community Planners and Landscape Architects  
Ann Arbor, Michigan



#### **Subarea 4**

Subarea 4 is located in the northeast portion of the City and is bounded by Madison Heights to the east, Clawson to the north, Main Street to the west, and Twelve Mile Road to the south. This portion of the City was annexed in the late 1920's, with the small area east of Campbell Road being annexed in the 1950s. With the exception of the Lakeside Drive area which contains older large scale homes from the 1920's, the remaining neighborhoods are predominately post-war cape cods and ranches.

Land uses are predominately single family. There are duplexes along Campbell Road adjacent to Madison Heights, and scattered multiple family projects along Rochester Road and Main Street. Commercial uses are located along Main Street and along Rochester Road, and at the corner of Twelve Mile Road and Campbell Road. The small pocket on the east side of Campbell Road contains a school, park, and commercial and industrial uses. Landmarks include the Red Run Golf Club, Wagner Park, and the Fire Station along Rochester Road.

#### **Subarea 5**

Subarea 5 is located between the downtown to the east, Woodward Avenue to the west, I-696 to the south, and Twelve Mile Road to the north. A small portion of Subarea 5 is located across Woodward Avenue directly north of the Detroit Zoo, although this small area is virtually indistinguishable from surrounding Huntington Woods. The area of the City which encompasses Subarea 5 was annexed by 1922 and serves as a gateway to the City of Royal Oak.

Architectural styles are varied with some older neighborhoods built in the 1910's and 1920's containing larger scale Colonial Revival, English Tudor Revival, and Dutch Colonial. These areas are located along Hendrie Boulevard and in the Vinsetta Park area. Remaining architecture in Subarea 5 can be described as predominately Arts and Crafts, early 20th Century Bungalows, American Foursquares, and building styles taken from the Sears and Roebuck catalog.

Identifiable landmarks and points of interest in Subarea 5 include the Detroit Zoo at the southern portion at I-696, the Grand Trunk Railroad which bisects the northern neighborhoods, the Woodward Avenue Corridor, the Royal Oak YMCA, Dondero High School, Meininger Park, and the Royal Oak Women's Club, built in 1839, the City's oldest structure. New housing has mainly consisted of the 14 unit Washington Place condominiums located across from Dondero High School.

The portion of Woodward Avenue located in Subarea 5 consists mainly of commercial, office, and multiple family uses. Both Eleven Mile Road and Washington Street (south of the downtown) provide a mix of small commercial, office, services, and small scale multiple-family uses. The commercial uses along Main Street north of downtown are characterized by more intense commercial uses such as automobile dealerships and repair. The remaining area is single family in nature with scattered multiple family uses.

#### **Subarea 6**

The location of Subarea 6 generally coincides with existing Downtown Development Authority boundaries with the exception of the northern boundary, which extends north to Oakland, University, and Pingree Avenues respectively, and the west side of the southern portion of Main Street, which is included in Subarea 6. The area which is now the downtown core was the origin of the City and was established in 1836. Several historic structures are located in the downtown area.

Land uses are predominantly commercial and office in nature, with scattered multiple family and institutional uses such as churches. Two high-rise senior housing complexes are located just east of downtown and residential uses are located north of Eleven Mile Road and east of Main Street.

The Civic Center area includes Farmers Market, City Hall, the Library, and the Police Station. Oakland Community College is located along Lincoln Street on the west side of downtown. Overall, downtown has a unique character with many restaurants, night spots and galleries. The southern node of Subarea 6 includes the newly developed Main Street Square townhouse development, and the recently approved but not yet built mixed use development.

### **Subarea 7**

Subarea 7 is located in the southeast portion of the City and is bounded by I-696 to the south, I-75 and Madison Heights to the east, the downtown to the west, and Twelve Mile Road to the north. The western portion of Subarea 7 was annexed into the city in the 1920's, with the remaining area annexed in the 1940's. The architectural styles of the western portion includes predominantly Arts and Crafts, Sears Roebuck, Bungalows and American Foursquares. The eastern area is predominately post-war architecture which includes cape cods and ranches. New development has been concentrated in the southern portion of Subarea 7, such as the Maryland Club Condominiums, but also small scale condominium projects have been built throughout the Subarea.

Land uses are generally categorized as varied commercial, office, and industrial uses along the western border adjacent to downtown, commercial and multiple-family uses along Eleven Mile Road, Campbell Road, Fourth Street, and Lincoln Avenue. One large vacant parcel is located east of the railroad in the southern portion of the subarea. A predominately industrial area is located in the northeast corner of the subarea between Campbell Road, Gardenia Avenue, I-75, and Twelve Mile Road. The remaining area is single family in nature with scattered multiple and two-family developments, and various institutional uses such as churches and schools. Major landmarks include the Royal Oak, Oakview, and St. Mary's cemeteries.

#### **Implications for Planning:**

- As the City nears build-out, planning efforts should be focused on maintaining existing neighborhoods and promoting the viability of existing commercial centers such as the Downtown and Woodward Avenue;
- The City should continue exploring enhancement opportunities and potential for focused redevelopment efforts.

## Summary of Implications for Planning

The following is a summary of the implications for planning from all of the various background studies which were conducted including Population, Housing, Economic Base, Community Facilities, Transportation, and Existing Land Use:

- Consideration of what is occurring in adjacent communities is integral to the planning process.
- Coordination should occur with adjacent communities to benefit the entire area.
- Past plans should be reviewed in all current and future planning efforts.
- The City should update and reevaluate the Master Plan on an ongoing basis.
- The City will evaluate the implementation of and adherence to the current Master Plan on an ongoing basis.
- The City can expect a relatively stable population base in the future.
- Decreasing household size will slow population increases and have implications on the types of new housing that will be needed in the City.
- An aging population will increase the demand for senior housing and services.
- The amount of older housing stock in the City will require proactive and ongoing rehabilitation measures.
- A strong, stable residential base is vital to the City.
- Large employers in the City should be encouraged to stay to provide jobs for residents.
- The continued strong economic roles of the Woodward Avenue corridor, downtown, and other economic areas is vital to the future of the City.
- Residents will continue to expect the high quality of City services and programs currently provided.
- The City should continue to seek cooperative efforts with neighboring communities to increase efficiency of services.
- Ongoing maintenance of existing City roadways is imperative
- Continue efforts to lessen and slow traffic along local streets within residential neighborhoods.
- Explore alternative transportation measures to lessen traffic and improve circulation throughout the City.
- Ensure adequate parking is provided to meet the growing demand.
- As the City nears build-out, planning efforts should be focused on maintaining existing neighborhoods and promoting the viability of existing commercial centers such as the Downtown and Woodward Avenue.
- The City should continue exploring enhancement opportunities and potential for focused redevelopment efforts.



# **Master Plan City of Royal Oak**

## **Visioning and Public Participation**



---

# Visioning and Public Participation

---

## Visioning Workshops

A series of town meetings were conducted as the first step in the public input phase of the City of Royal Oak's Master Plan update effort. For planning purposes, the City was divided into seven planning subareas. A workshop was conducted for each subarea. The primary focus of each workshop was to gain an understanding of the issues pertinent to that subarea.

In conducting the town meetings, a technique called "Visioning" was used. The visioning process provide a vehicle for people of diverse viewpoints to identify the common dreams and desired future for their community. Each workshop entailed identifying vision statements via a brainstorming process based upon the following principles:

- ☐ Visions should generate new and bold ideas for the future
- ☐ All ideas and visions are welcome
- ☐ No ideas or visions will be criticized
- ☐ Participation from all is encouraged

A common format was followed at each workshop. Central to the process was small group discussions. Workshop participants were divided into small groups and, with the help of a trained volunteer facilitator, generated lists of visions statements which reflected individual ideas.

Topics covered by the small groups included:

- Housing and Neighborhood Preservation,
- Commercial, Office, and Industrial land use, and
- Community Services, Recreation, and Transportation.

Topics were somewhat altered for the Downtown visioning workshop. After all statements were recorded, the small groups voted on which statements were "priority" vision statements. This step facilitated both the prioritization of issues, as well as built consensus amongst participants. The facilitator recorded all statements and votes. Each small group then presented its "priority" vision statements to the large group, and again the large group voted on the statements producing "top priority" visions for that particular workshop.

The following table gives the details regarding each workshop including date, location, and attendance. Nearly 200 people attended the workshops.

**Table 5**  
**Royal Oak Visioning Workshops**

Subarea	Date	Location	Participants
5	June 17, 1997	Dondero High School	68
7	October 8, 1997	Dondero High School	32
4	October 29, 1997	Kimball High School	16
3	November 12, 1997	Kimball High School	10
1 and 2	December 10, 1997	Kimball High School	12
6	January 14, 1998	Royal Oak Women's Club	60

## Priority Visions

Several predominant themes arose from the visioning workshops. In general, those themes focused on the following elements:

- ☐ Neighborhood preservation
- ☐ Areas around the Downtown
- ☐ Commercial corridor improvements along major roadways
- ☐ Woodward Avenue improvements
- ☐ Downtown
- ☐ Community Facilities
- ☐ Transportation

The results of each workshop are discussed in detail by Subarea in the balance of this section. However, the following table summarizes the predominant themes expressed in each subarea.

**Table 6**  
**Summary of Subarea Issues**

SUBAREA ISSUES	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
Neighborhood Preservation	✓	✓	✓	✓	✓		✓
Historic Resources		✓	✓		✓	✓	✓
Relationship to Downtown					✓	✓	✓
Appearance/Image	✓	✓	✓	✓	✓	✓	✓
Transportation/Circulation		✓		✓	✓	✓	
Commercial Corridor	✓	✓		✓	✓		✓
Woodward Avenue		✓			✓		

The following identifies the priorities expressed at each of the Visioning Workshops. Although the majority of issues which arose related to the Subarea in which the workshop was conducted, several issues which were of city-wide significance arose and are listed separately. A complete documentation of all vision statements are contained in Appendix 1 for each Subarea workshop, and are organized both by small group and by topic.



### **Subareas 1 and 2**

- 1) Protect single family neighborhoods with use of buffering, only small scale multiple-family, and prevention of commercial encroachment*
- 2) Improve Woodward Avenue corridor addressing appearance, quality of businesses, parking, pedestrian access, etc.*

### **Subarea 3**

- 1) Maintain existing character of single family neighborhoods*
- 2) Protect historic resources and maintain trees and open space*
- 3) Promote residential scale and character of commercial areas adjacent to neighborhoods*

### **Subarea 4**

- 1) Protect character of residential neighborhoods and encourage single family housing*
- 2) Restrict cut-through traffic through neighborhoods*
- 3) Maintain parks as natural areas*

### **Subarea 5**

- 1) Promote historic neighborhood identification and develop design and density standards for new development*
- 2) Encourage consistency between existing land use and zoning*
- 3) Reduce cut-through traffic in residential neighborhoods*
- 4) Ensure buffers and transitional uses between commercial areas and neighborhoods*
- 5) Improve Eleven Mile corridor with regards to facades, landscaping, signage, parking, and code enforcement*

### **Subarea 6 (Downtown)**

- 1) Promote a mix of land uses downtown including high density housing, office space, and a retail and service mix that meets day to day needs of residents*
- 2) Encourage preservation of historic structures and promote urban character*
- 3) Consider a cultural facility/center and enhance the civic center area*
- 4) Parking should be consolidated into mixed-use multi-level structures*
- 5) Consider expansion of the Downtown Development Authority south of Lincoln Avenue*

### **Subarea 7**

- 1) Preserve integrity of single family neighborhoods*

- 2) *Ensure buffers between commercial areas and neighborhoods*
- 3) *Improve appearance (landscaping, screening, signage) of Eleven Mile Road corridor and other commercial, office, and industrial areas*

In all of the Workshops, a number of visions were expressed that went beyond the boundaries of the particular Subarea. The following statements of City-wide significance were expressed:

### **Community Facilities**

- 1) *Improve and maintain parks*
- 2) *Consider a community recreation center with a swimming pool, tennis courts, skate board and roller rink, and ice rink*
- 3) *Provide programs for adolescents and young adults*
- 4) *Develop strategy for school building re-use*
- 5) *Consider a cultural facility/center and enhance the civic center area*
- 6) *Reorganize civic center and promote as a focal point*
- 7) *Expand Farmers Market complex*

### **Transportation**

- 1) *Increase opportunities for walking, hiking, biking, and rollerblade trails*
- 2) *Restrict cut-through traffic in single family neighborhoods*
- 3) *Promote non-motorized transportation*
- 4) *Consider city-wide public transportation system*
- 5) *Bury railroad below grade and reclaim land for development*
- 6) *Promote pedestrian walkways downtown*

## Concept Plan Workshops

Following completion of the Visioning Workshops, Concept Plans were formulated for each Planning Subarea. The purpose of the Concept Plan was to illustrate the common themes which emerged from the Visioning Workshops and provide a vehicle for discussion with the Steering Committee and the public in following workshops.

The Concept Plans contained the overall key concepts plan for Royal Oak as well as more detailed Land Use Concept Plans for each Subarea.

While the overall plan identified and illustrated the key concepts for the entire City in a generalized fashion, the subarea concepts provided and illustrated more specific recommendations. Key concepts and specific recommendations were derived directly from the Visioning Workshops as well as analysis of existing land use patterns and other physical conditions. Particular attention was given to areas where there are conflicts between current zoning and existing land use (i.e., single family dwellings zoned for multiple family).

Key concepts were identified for the following areas:

- residential neighborhoods
- major corridors that are primarily commercial in nature
- Woodward Avenue corridor area
- downtown area
- areas where existing land uses are to be maintained, and
- opportunities/enhancement areas, selected target areas designated for redevelopment and/or enhancement.

The subarea concept plan narratives followed a similar format for each subarea with a brief description of the area giving location, neighborhood character, major existing land uses, and subarea landmarks. Second, issues emerging from the visioning workshops and from further analysis were identified. Finally, the subarea land use concept plan illustrated specific recommendations for future land use.

The Concept Plans were reviewed by the Steering Committee prior to the scheduling of the public workshops. The purpose of the workshops was to present Concept Plans to the public and receive their input on the general content and direction. In an effort to bring continuity to the planning process, concept plans for the entire City and each subarea were presented.

Two workshops were held. The first workshop was conducted at Kimball High School on May 21, 1998 and was attended by 9 people. The second workshop was conducted on June 2, 1998 at the Baldwin Theater and was attended by 63 people.



# **Master Plan City of Royal Oak**

## **Appendix I Visioning Statements**



## Appendix I

The following appendix contains verbatim listings of vision statements from each Subarea Workshop. Only the priority visions statements which were presented by the small groups to the large group are presented. Visions are listed by Subarea, and are organized in two ways: by small group, and by topic. The number of large groups votes are given for each vision statement.

---

### Vision Statements by Group - Subareas 1 and 2

Group 1 Visions	Vote
1.1 Protect character of viable neighborhoods by preventing intrusion by more intense uses	6
1.2 Increase Woodward parking by removing commercial buildings	9
1.3 Buffering between residential and more intense uses: 10-15' landscaped	5
1.4 Increase Woodward parking by removing housing	9
1.5 Eliminate "seedy" businesses (e.g. motels)	5
1.6 Reduce sign clutter increase uniformity on Woodward	9
1.7 Add transit up Woodward...a tram?	6

Group 2 Visions	Vote
2.1 Use Memorial Park for more recreational uses: music, dances, etc.	8
2.2 Maintain our school property	5
2.3 Fewer (maybe none) motels in Royal Oak	1
2.4 Improve and maintain our neighborhood parks	6
2.5 Improve Woodward Ave. businesses with regard to: appearance, quality of business conducted, parking	11

Group 3 Visions	Vote
3.1 "Westborn" style use closing streets forming cul-de-sacs to separate business from residential, use 1/2 walls, landscaping	11
3.2 More consideration of parking needs of businesses/business owners	9
3.3 Create pedestrian-friendly walkways/malls behind/adjacent to Woodward business "park-like settings"	9
3.4 Use of "small scale" multiple family, creates intimacy/friendly setting	7
3.5 Commercial/Industrial/Office = Moratorium on fast-food/carry out due to traffic considerations	5

## Vision Statements by Topic- Subareas 1 and 2

<b>Neighborhood Related Visions</b>	<b>Vote</b>
3.1 "Westborn" style, use closing streets and forming cul-de-sacs to separate business from residential, use 1/2 walls, landscaping	11
3.4 Use of "small scale" multiple family, creates intimacy/friendly setting	7
1.1 Protect character of viable neighborhoods by preventing intrusion by more intense uses	6
1.3 Buffering between residential and more intense uses: 10-15' landscaped	5

<b>Woodward Ave. Related Visions</b>	<b>Vote</b>
2.5 Improve Woodward Ave. businesses with regard to: appearance, quality of business conducted, parking	11
1.6 Reduce sign clutter increase uniformity on Woodward	9
3.3 Create pedestrian-friendly walkways/malls behind/adjacent to Woodward business "park-like settings"	9
1.4 Increase Woodward parking by removing housing	9
1.2 Increase Woodward parking by removing commercial buildings	9
1.7 Add transit up Woodward...a tram?	6

<b>Commercial/Industrial/Office Related Visions</b>	<b>Vote</b>
3.2 More consideration of parking needs of businesses/business owners	9
1.5 Eliminate "seedy" businesses (e.g. motels)	5
3.5 Moratorium on fast-food/carry out due to traffic considerations	5
2.3 Fewer (maybe none) motels in Royal Oak	1

<b>Community Services Related Visions</b>	<b>Vote</b>
2.1 Use Memorial Park for more recreational uses: music, dances, etc.	8
2.4 Improve and maintain our neighborhood parks	6
2.2 Maintain our school property	5



## Vision Statements by Group - Subarea 3

<b>Group 1 Visions</b>	<b>Vote</b>
1.1 Control commercial development on Crooks, Main & Rochester Roads from 12 Mile to Clawson border.	1
1.2 Identify City (school district) goals for current public areas, school district buildings and properties in Kimball area.	7
1.3 Restrict destruction of single family homes to allow multiple housing. Maintain current single-family housing areas. Maintain undeveloped greenbelt areas around residential areas (Bloomfield & 13 Mile) (Lawrence & Glen Court)	5
1.4 Stress enforcement of codes both to rental and owner occupied properties.	2
1.5 Commercial buildings limited in height relating to adjacent residential properties.	3
1.6 Commercial properties must be kept in character with surrounding residential area.	5
1.7 Maintain current number of parks.	1
1.8 Allow access and better egress to public properties in Kimball area to Quickstad Park residential area.	3
1.9 Improve drainage and walking/riding facility in park areas.	0

<b>Group 2 Visions</b>	<b>Vote</b>
2.1 Cap commercial/industrial development. Keep it a neighborhood - single family with height restriction.	8
2.2 Quickstad and other parks: preserve them as open space and restrict recreational development.	7
2.3 Code enforcement: <ul style="list-style-type: none"> <li>• signage (commercial)</li> <li>• outdoor display area</li> <li>• lighting</li> <li>• maintenance - neatness of structures</li> <li>• notification area expanded (beyond 300 feet)</li> </ul>	5
2.4 Need to combine city, school, and community when discussing school closings or utilization of public facilities.	4
2.5 Maintain resources: <ul style="list-style-type: none"> <li>• trees</li> <li>• greenspaces</li> <li>• historical sites</li> </ul>	8
2.6 Develop continuous, comprehensive maintenance of sidewalks and street lighting.	1

## Vision Statements by Topic - Subarea 3

<b>Neighborhood/Transitional Areas Related Visions</b>	<b>Vote</b>
1.6 Commercial properties must be kept in character with surrounding residential area.	5
1.3 Restrict destruction of single family homes to allow multiple housing. Maintain current single-family housing areas. Maintain undeveloped greenbelt areas around residential areas (Bloomfield & 13 Mile) (Lawrence & Glen Court)	5
1.5 Commercial buildings limited in height relating to adjacent residential properties.	3

<b>Commercial/Office/Industrial Related Visions</b>	<b>Vote</b>
2.1 Cap commercial/industrial development. Keep it a neighborhood - single family with height restriction.	8
1.1 Control commercial development on Crooks, Main & Rochester Roads from 12 Mile to Clawson border.	1

<b>Parks and Community Services Related Visions</b>	<b>Vote</b>
2.5 Maintain resources: <ul style="list-style-type: none"> <li>• trees</li> <li>• greenspaces</li> <li>• historical sites</li> </ul>	8
1.2 Identify City (school district) goals for current public areas, school district buildings and properties in Kimball area.	7
2.2 Quickstad and other parks: preserve them as open space and restrict recreational development.	7
2.4 Need to combine city, school, and community when discussing school closings or utilization of public facilities.	4
1.8 Allow access and better egress to public properties in Kimball area to Quickstad Park residential area.	3
2.6 Develop continuous, comprehensive maintenance of sidewalks and street lighting.	1
1.7 Maintain current number of parks.	1
1.9 Improve drainage and walking/riding facility in park areas.	0

<b>City Image/Appearance Related Visions</b>	<b>Vote</b>
2.3 Code enforcement: <ul style="list-style-type: none"> <li>• signage (commercial)</li> <li>• outdoor display area</li> <li>• lighting</li> <li>• maintenance - neatness of structures</li> <li>• notification area expanded (beyond 300 feet)</li> </ul>	5
1.4 Stress enforcement of codes both to rental and owner occupied properties.	2

## Vision Statements by Group - Subarea 4

<b>Group 1 Visions</b>	<b>Vote</b>
1.2 More Community Center needs: busses, north center and south center	9
1.3 Mass transportation plan	9
1.4 Specifically plan where single family houses and condos/apartments should be located within neighborhoods (no strip malls)	7
1.5 Berm to keep Foodland shoppers out of nearby neighborhood	6

<b>Group 2 Visions</b>	<b>Vote</b>
2.1 Protect Royal Oak from strip malls--"We don't need them"	10
2.2 Enforce strong lawn care/appearance code for commercial/office/industrial	4
2.3 Restrict commercial traffic flows into residential neighborhoods	12
2.4 Provide 5th lane for 14 Mile between Rochester and Campbell	5
2.5 More supervised recreation facilities for everyone--community swimming pools	10

<b>Group 3 Visions</b>	<b>Vote</b>
3.1 Encourage single-family housing	14
3.2 Keep parks natural - don't be trendy, don't over specialize. Maintain them.	14
3.3 Fix existing roads and sidewalks	9
3.4 Consistency of contiguous land uses - no mixing	3
3.5 A city with high appearance standards which all work to maintain	11

<b>Group 4 Visions</b>	<b>Vote</b>
4.1 Protect character of our residential neighborhoods	15
4.2 Preserve parks and greenbelts (especially Mark Twain Park)	4
4.3 Facilitate non-motorized traffic	4
4.4 Improve utilization and appearance of parks	1
4.5 Redevelop commercial and industrial to residential	1
4.6 Encourage diversity of CBD by terminating parking subsidy for sellers of alcohol	7

## Vision Statements by Topic - Subarea 4

<b>Neighborhood Related Visions</b>	<b>Vote</b>
4.1 Protect character of our residential neighborhoods	15
3.1 Encourage single-family housing	14
1.4 Specifically plan where single family houses and condos/appartments should be located within neighborhoods (no strip malls)	7
1.1 Maintain City parks (Mark Twain) and improve recreational use and add bike trails, lit tennis courts, etc.	5

<b>Transitional Areas Related Visions</b>	<b>Vote</b>
1.5 Berm to keep Foodland shoppers out of nearby neighborhood	6
3.4 Consistency of contiguous land uses - no mixing	3
4.5 Redevelop commercial and industrial to residential	1

<b>Transportation Related Visions</b>	<b>Vote</b>
2.3 Restrict commercial traffic flows into residential neighborhoods	12
1.3 Mass transportation plan	9
3.3 Fix existing roads and sidewalks	9
2.4 Provide 5th lane for 14 Mile between Rochester and Campbell	5
4.3 Facilitate non-motorized traffic	4

<b>Parks and Community Services Related Visions</b>	<b>Vote</b>
3.2 Keep parks natural - don't be trendy, don't over specialize. Maintain them.	14
2.5 More supervised recreation facilities for everyone--community swimming pools	10
1.2 More Community Center needs: busses, north center and south center	9
1.1 Maintain City parks (Mark Twain) and improve recreational use and add bike trails, lit tennis courts, etc.	5
4.2 Preserve parks and greenbelts (especially Mark Twain Park)	4

## Vision Statements by Topic - Subarea 4

<b>City Image/Appearance Related Visions</b>	<b>Vote</b>
3.5 A city with high appearance standards which all work to maintain	11
2.2 Enforce strong lawn care/appearance code for commercial/office/industrial	4

<b>Commercial Land Use Related Visions</b>	<b>Vote</b>
2.1 Protect Royal Oak from strip malls--"We don't need them"	10
4.6 Encourage diversity of CBD by terminating parking subsidy for sellers of alcohol	7

## Vision Statements by Group - Subarea 5

### Group 1 Visions

	Vote
1.1 Loft Apartments/Condo/Businesses - Development	22
1.2 Elected Officials to set policy and let staff run it	6
1.3 Promote a mass transit subway; trolley; integrate all transportation	6
1.4 Planning areas to have neighborhood retail within walking distance	0
1.5 Create zoning to help corridor business flourish	0

### Group 2 Visions

	Vote
2.1 Maintain buffer between residential and commercial areas with regard to layout and planning of business district as related to neighborhoods	11
2.2 Preserve the neighborhood with regard to multi/single/two party homes	4
2.3 Green space	4
2.4 Preserve historical character	3
2.5 Greatly increased free parking	3
2.6 Retail - support incentives from a proactive City government	1

### Group 3 Visions

	Vote
3.1 Historical neighborhood identification, guidelines (landscaping, colors, textures), and standards for new development (i.e. nice mix of multi and single family homes, density concerns). Neighborhood lacks certain feel (old elms) - plan for appropriate tree replacement.	18
3.2 Woodward Avenue - parking issues, no common plan for businesses, speed limit too high	9
3.3 CBD needs businesses that support every day life (i.e. shoe stores, clothing stores, hardware), not just fill voids, but strengthen patterns and elements.	7
3.4 Downtown must continue to revitalize and not become stagnant. Avoid inappropriate use of prime spaces (i.e. used car sales at 11 Mile and Main St.)	6
3.5 All utilities underground	4

### Group 4 Visions

	Vote
4.1 Bring 11 Mile up to standard - eliminate all motels, exterior upgrading, landscaping, crime, homeless, stricter code enforcement on commercial and apartment exteriors (Citywide)	22
4.2 Bike/running/rollerblading paths in parks, rollerblade rink	11
4.3 Limiting multi-family housing in residential neighborhoods	10
4.4 Woodward/11 Mile Roads, locations where business meets residential, setbacks, improved parking, appearances, etc.	2
4.5 SEMCOG regional transportation system; railroad below street level in Downtown	0

## Vision Statements by Group - Subarea 5

Group 5 Visions	Vote
5.1 Enforcement of (non)conforming uses; SF-multiple, multiple-SF, Zoning should reflect actual use, Better public transportation within the City and intra-City (bus, trolley, and light rail)	22
5.2 Planned, revised Civic Center with community recreational facilities (swimming, rollerblade and skateboard pads)	3
5.3 Maintain neighborhood occupant diversity	2
5.4 Conformity with Woodward commercial architectural design	1
5.5 Hiking/biking paths	1
5.6 Downtown landscaping (planters)	1
5.7 No encroachment by Commercial/Industrial on Residential	0
5.8 Incentive for conformity with signage to regulations	0

Group 6 Visions	Vote
6.1 "CBD" - expansion with guidelines - possibly to South or any other place within reason	9
6.2 Create recreational "Bike Path"	6
6.3 Preserve neighborhoods, less government, and integration of neighborhoods and business	1
6.4 Within transition areas - between business and neighborhood - "buffer zones." (create continuity)	0
6.5 Keep a variety of businesses in town	0

Group 7 Visions	Vote
7.1 Expand and improve Farmer's Market area to create a "Commons" or Town Center - incorporate City Hall, Court House and Library	20
7.2 No condos on streets zoned single family	13
7.3 Buffer zones between business and single family residential in the form of Multi family condos and green space	12
7.4 Improve 11 Mile road and businesses appearance	6
7.5 Quality new construction carefully planned with neighborhood input	5

Group 8 Visions	Vote
8.1 Reduce through-traffic in residential neighborhoods	13
8.2 Establish City-wide public transportation system	10
8.3 Address parking in downtown area (congestion/density)	6
8.4 Retain/protect family atmosphere of City and single-family residences (use of buffer zones)	2
8.5 Balance future development between uses (retail, office, restaurants, etc.)	2

## Vision Statements by Topic - Subarea 5

<b>Neighborhood Related Visions</b>	<b>Vote</b>
3.1 Historical neighborhood identification, guidelines (landscaping, colors, textures), and standards for new development (i.e. nice mix of multi and single family homes, density concerns). Neighborhood lacks certain feel (old elms) - plan for appropriate tree replacement.	18
7.2 No condos on streets zoned single family	13
8.1 Reduce through-traffic in residential neighborhoods	13
4.3 Limiting multi-family housing in residential neighborhoods	10
5.1 Enforcement of (non)conforming uses; SF-multiple, multiple-SF, Zoning should reflect actual use	*16
7.5 Quality new construction <u>carefully</u> planned with neighborhood input	5
2.2 Preserve the neighborhood with regard to multi/single/two party homes	4
2.4 Preserve historical character	3
8.4 Retain/protect family atmosphere of City and single-family residences (use of buffer zones)	2
5.3 Maintain neighborhood occupant diversity	2
6.3 Preserve neighborhoods, less government, and integration of neighborhoods and business	1
1.4 Planning areas to have neighborhood retail within walking distance	0
5.7 No encroachment by Commercial/Industrial on Residential	0

<b>Transitional Areas Related Visions</b>	<b>Vote</b>
7.3 Buffer zones between business and single family residential in the form of Multi family condos and green space	12
2.1 Maintain buffer between residential and commercial areas with regard to layout and planning of business district as related to neighborhoods	11
6.4 Within transition areas - between business and neighborhood - "buffer zones." (create continuity)	0



## Vision Statements by Topic - Subarea 5

<b>Downtown Related Visions</b>	<b>Vote</b>
1.1 Loft Apartments/Condo/Businesses - Development	22
7.1 Expand and improve Farmer's Market area to create a "Commons" or Town Center - incorporate City Hall, Court House and Library	20
6.1 "CBD" - expansion with guidelines - possibly to South or any other place within reason	9
3.3 CBD needs businesses that support every day life (i.e. shoe stores, clothing stores, hardware), not just fill voids, but strengthen patterns and elements.	7
3.4 Downtown must continue to revitalize and not become stagnant. Avoid inappropriate use of prime spaces (i.e. used car sales at 11 Mile and Main St.)	6
8.3 Address parking in downtown area (congestion/density)	6
2.5 Greatly increased free parking	3
8.5 Balance future development between uses (retail, office, restaurants, etc.)	2
5.6 Downtown landscaping (planters)	1
6.5 Keep a variety of businesses in town	0

<b>Commercial Corridor (11 Mile, Woodward) Related Visions</b>	<b>Vote</b>
4.1 Bring 11 Mile up to standard - eliminate all motels, exterior upgrading, landscaping, crime, homeless, stricter code enforcement on commercial and apartment exteriors (Citywide)	22
3.2 Woodward Avenue - parking issues, no common plan for businesses, speed limit too high	9
7.4 Improve 11 Mile road and businesses appearance	6
4.4 Woodward/11 Mile Roads, locations where business meets residential, setbacks, improved parking, appearances, etc.	2
5.4 Conformity with Woodward commercial architectural design	1
2.6 Retail - support incentives from a proactive City government	1
1.5 Create zoning to help corridor business flourish	0
5.8 Incentive for conformity with signage to regulations	0

<b>Recreation Related Visions</b>	<b>Vote</b>
4.2 Bike/running/rollerblading paths in parks, rollerblade rink	11
6.2 Create recreational "Bike Path"	6
2.3 Green space	4
5.2 Planned, revised Civic Center with community recreational facilities (swimming, rollerblade and skateboard pads)	3
5.5 Hiking/biking paths	1

## Vision Statements by Topic - Subarea 5

<b>Transportation Related Visions</b>	<b>Vote</b>
8.2 Establish City-wide public transportation system	10
1.3 Promote a mass transit subway; trolley; integrate all transportation	6
5.1 Better public transportation within the City and intra-City (bus, trolley, and light rail)	*6
4.5 SEMCOG regional transportation system; railroad below street level in Downtown	0

<b>Miscellaneous Visions</b>	<b>Vote</b>
1.2 Elected Officials to set policy and let staff run it	6
3.5 All utilities underground	4

\*Group 5, Statement #1 had three elements to it, but participants voted for it as a whole. 22 votes were given to the entire grouping of statements, so when statements were organized by topic, points were broken down accordingly.

## Vision Statements by Group - Subarea 6 (Downtown)

Group 1 Visions	Vote
1.1 Make paths from parking lot to the retail/entertainment areas an "adventure"	7
1.2 Generate more varied commercial merchants downtown (clothing, education materials, stationery, gas station.)	0
1.3 Expand DDA area to further south of Lincoln	25
1.4 Change 11 Mile Road to an "Old Town" area	8
1.5 More "green spaces", "larger squares", and pedestrian mall	10

Group 2 Visions	Vote
2.1 Improve downtown visually by adding greenbelts, parks, and rest areas	0
2.2 Utilize corridor between downtown and I-696	5
2.3 Retail mix commercial office space and service related business	22
2.4 Change CBD residential to more permanent loft type residential apartments, or small condos	4
2.5 Establish graduated building heights from residential peaking toward downtown	19

Group 3 Visions	Vote
3.1 Integrate Residential housing in CBD area and provide housing nearby for Senior Citizens	8
3.2 Provide integrated parking capability	0
3.3 Provide historic diversity of commercial activity	2
3.4 Clustered development as mixes of residences, businesses, green spaces, recreation/civic areas	1
3.5 Central community plaza with swimming pool, skate board 1/2 pipe, outdoor ice rink and civic/athletic accommodations	22

Group 4 Visions	Vote
4.1 Parking Deck - Combine Center St. and First of America decks and go over RR tracks use spaces also for retail, etc. Generally use of decks	28
4.2 Farmer's Market - Revamp/clean up parking area, improve appearance. Increase use of activity - perhaps auction extravaganza - weekdays.	15
4.3 Downtown - Improve pedestrian access, speed perhaps one-way streets, improve flow, make it more pedestrian friendly	11
4.4 Fringe areas - Use homes for businesses perhaps business on lower floor and residence above, this will act as a transition to residential	1
4.5 Encourage a mixture of businesses, need more service oriented and office space	3

## Vision Statements by Group - Subarea 6 (Downtown)

<b>Group 5 Visions</b>	<b>Vote</b>
5.1 Downtown Traffic: Higher density through in-fill of well thought out plan	12
5.2 Taller facilities/higher density of housing close to downtown	1
5.3 Downtown "central" park	3
5.4 Cultural facility - performing arts, banquet hall museum, civic events plaza	26
5.5 Develop linear corridor to I-696 - Main and Washington	14
5.6 Parking system that address employees, long-short term shoppers, diners, with shuttle service	1

<b>Group 6 Visions</b>	<b>Vote</b>
6.1 Fabric - Zoning to encourage preservation and continued use of historic buildings and urban character - not suburban	32
6.2 Attract higher income residents	5
6.3 Must have land use mix - not all bars/restaurants	0
6.4 Railroad - elevate or bury for safety and reclaimed real estate	21

<b>Group 7 Visions</b>	<b>Vote</b>
7.1 Eliminate surface parking lots and replace with multi-level lots	13
7.2 Promote residential/retail use, encourage day use, sundry, bookstores, small scale department store	26
7.3 Encourage higher density housing in downtown lofts	36
7.4 Use bell-shaped curve to limit building heights in downtown - 6 story maximum	6
7.5 Reorganize civic center area	12
7.6 Promote intensively pedestrian and slightly off-beat atmosphere	11

<b>Group 8 Visions</b>	<b>Vote</b>
8.1 Redefine/expand CBD boundaries	14
8.2 Develop cultural/civic/auditorium/amphitheater center	15
8.3 Apartments over businesses	3
8.4 Do not allow non-conforming businesses	3
8.5 Railroads underground	1
8.6 Preserve historical buildings	1

## Vision Statements by Topic - Subarea 6 (Downtown)

<b>Housing Related Visions</b>	<b>Vote</b>
7.3 Encourage higher density housing in downtown lofts	36
5.1 Downtown Traffic: Higher density through in-fill of well thought out plan	12
3.1 Integrate Residential housing in CBD area and provide housing nearby for Senior Citizens	8
6.2 Attract higher income residents	5
2.4 Change CBD residential to more permanent loft type residential apartments, or small condos	4
5.2 Taller facilities/higher density of housing close to downtown	1

<b>Land Use Mix Related Visions</b>	<b>Vote</b>
7.2 Promote residential/retail use, encourage day use, sundry, bookstores, small scale department store	26
2.3 Retail mix commercial office space and service related business	22
4.5 Encourage a mixture of businesses, need more service oriented and office space	3
8.3 Apartments over businesses	3
8.4 Do not allow non-conforming businesses	3
3.3 Provide historic diversity of commercial activity	2
3.4 Clustered development as mixes of residences, businesses, green spaces, recreation/civic areas	1
4.4 Fringe areas - Use homes for businesses perhaps business on lower floor and residence above, this will act as a transition to residential	1
1.2 Generate more varied commercial merchants downtown (clothing, education materials, stationery, gas station.)	0
6.3 Must have land use mix - not all bars/restaurants	0

<b>Design/Appearance Related Visions</b>	<b>Vote</b>
6.1 Fabric - Zoning to encourage preservation and continued use of historic buildings and urban character - not suburban	32
2.5 Establish graduated building heights from residential peaking toward downtown	19
1.5 More "green spaces", "larger squares", and pedestrian mall	10
1.4 Change 11 Mile Road to an "Old Town" area	8
7.4 Use bell-shaped curve to limit building heights in downtown - 6 story maximum	6
5.3 Downtown "central" park	3
8.6 Preserve historical buildings	1
2.1 Improve downtown visually by adding greenbelts, parks, and rest areas	0

## Vision Statements by Topic - Subarea 6 (Downtown)

<b>Civic/Cultural Center Related Visions</b>	<b>Vote</b>
5.4 Cultural facility - performing arts, banquet hall museum, civic events plaza	26
3.5 Central community plaza with swimming pool, skate board 1/2 pipe, outdoor ice rink and civic/athletic accommodations	22
8.2 Develop cultural/civic/auditorium/amphitheater center	15
4.2 Farmer's Market - Revamp/clean up parking area, improve appearance. Increase use of activity - perhaps auction extravaganza - weekdays.	15
7.5 Reorganize civic center area	12

<b>Transportation/Parking/Pedestrian Related Visions</b>	<b>Vote</b>
4.1 Parking Deck - Combine Center St. and First of America decks and go over RR tracks use spaces also for retail, etc. Generally use of decks	28
6.4 Railroad - elevate or bury for safety and reclaimed real estate	21
7.1 Eliminate surface parking lots and replace with multi-level lots	13
7.6 Promote intensively pedestrian and slightly off-beat atmosphere	11
4.3 Downtown - Improve pedestrian access, speed perhaps one-way streets, improve flow, make it more pedestrian friendly	11
1.1 Make paths from parking lot to the retail/entertainment areas an "adventure"	7
8.5 Railroads underground	1
5.6 Parking system that address employees, long-short term shoppers, diners, with shuttle service	1
3.2 Provide integrated parking capability	0

<b>Downtown Expansion Related Visions</b>	<b>Vote</b>
1.3 Expand DDA area to further south of Lincoln	25
5.5 Develop linear corridor to I-696 - Main and Washington	14
8.1 Redefine/expand CBD boundaries	14
2.2 Utilize corridor between downtown and I-696	5

## Vision Statements by Group - Subarea 7

Group 1 Visions	Vote
1.1 Preserving the integrity of the single family neighborhoods in Subarea 7	38
1.2 Eliminate transitional use of neighborhoods that opens the door for forced redevelopment	18
1.3 Restrict "overbuilding" in relation to lot size (no small box houses)	8
1.4 11 Mile Rd. - develop a beautification "theme"/streetscape wider street	8
1.5 More "green space"	7

Group 2 Visions	Vote
2.1 Stricter code enforcement on owner occupied & rental residential properties	13
2.2 Create more programs for adolescents, young adults, i.e. roller blading, skateboarding, hiking and biking trails	17
2.3 No more condo clusters in south end of town	19
2.4 Create buffers between residential & commercial/industrial	10
2.5 Enforcement of commercial, industrial and office so that they are clean, neat and responsible	12

Group 3 Visions	Vote
3.1 Single family zoning in neighborhoods, less density in multiple complexes	5
3.2 Streetscape on 11 mile/main more welcoming. Have combination of 1st floor retail/office, upper floors residential	11
3.3 Enforce codes to bring buildings up to higher standards/clean up building. Make businesses accountable for all 4 sides of property.	12
3.4 Plant trees when old ones die/prune older trees to keep them in good shape	7
3.5 Expansion of Library/City Hall area, update both outside and inside, computerize City Hall/Library, educate both staffs, expand school libraries and make them public	11

Group 4 Visions	Vote
4.1 Transition zones must be from lower density to higher density, property location of buffer zones should be on high density side of property	2
4.2 Remove parking meters	17
4.3 Add buffer zones with greenbelt, landscaping where the three zones meet	5
4.4 Improve public transportation by using smaller van-type units to various business areas	2
4.5 Add Park & Ride areas from downtown to Woodward Corridor	3

## Vision Statements by Group - Subarea 7

<b>Group 5 Visions</b>	<b>Vote</b>
5.1 Appropriate placement of condos with regard to ingress and egress of traffic	1
5.2 Preservation of single family neighborhoods	6
5.3 Mixed use development (offices and residential) in same building	15
5.4 Better managed parking in City, including free parking in downtown	14
5.5 Expand use of Farmers Market as a community center	14

<b>Group 6 Visions</b>	<b>Vote</b>
6.1 Maintain residential density	8
6.2 Transition areas = green areas	7
6.3 Traffic control	5
6.4 Expansion of businesses confined within existing commercial zones and not encroach on residential areas	11
6.5 Increase non-motorized accessibility and public transportation for recreational facilities/downtown	10



## Vision Statements by Topic - Subarea 7

<b>Neighborhood Related Statements</b>	<b>Vote</b>
1.1 Preserving the integrity of the single family neighborhoods in Subarea 7	38
1.2 Eliminate transitional use of neighborhoods that opens the door for forced redevelopment	18
2.1 Stricter code enforcement on owner occupied & rental residential properties	13
6.1 Maintain residential density	8
5.2 Preservation of single family neighborhoods	6
3.1 Single family zoning in neighborhoods, less density in multiple complexes	5

<b>Transitional Areas Related Statements</b>	<b>Vote</b>
6.4 Expansion of businesses confined within existing commercial zones and not encroach on residential areas	11
2.4 Create buffers between residential & commercial/industrial	10
6.2 Transition areas = green areas	7
4.3 Add buffer zones with greenbelt, landscaping where the three zones meet	5
4.1 Transition zones must be from lower density to higher density, property location of buffer zones should be on high density side of property	2

<b>Transportation/Parking Related Statements</b>	<b>Vote</b>
4.2 Remove parking meters	17
5.4 Better managed parking in City, including free parking in downtown	14
6.5 Increase non-motorized accessibility and public transportation for recreational facilities/downtown	10
6.3 Traffic control	5
4.5 Add Park & Ride areas from downtown to Woodward Corridor	3
4.4 Improve public transportation by using smaller van-type units to various business areas	2
5.1 Appropriate placement of condos with regard to ingress and egress of traffic	1

<b>Community Services Related Statements</b>	<b>Vote</b>
2.2 Create more programs for adolescents, young adults, i.e. roller blading, skateboarding, hiking and biking trails	17
5.5 Expand use of Farmers Market as a community center	14
3.5 Expansion of Library/City Hall area, update both outside and inside, computerize City Hall/Library, educate both staffs, expand school libraries and make them public	11

## Vision Statements by Topic - Subarea 7

<b>City Image Related Statements</b>	<b>Vote</b>
2.5 Enforcement of commercial, industrial and office so that they are clean, neat and responsible	12
3.3 Enforce codes to bring buildings up to higher standards/clean up building. Make businesses accountable for all 4 sides of property.	12
3.2 Streetscape on 11 mile/main more welcoming. Have combination of 1st floor retail/office, upper floors residential	11
1.3 Restrict "overbuilding" in relation to lot size (no small box houses)	8
1.4 11 Mile Rd. - develop a beautification "theme"/streetscape wider street	8
3.4 Plant trees when old ones die/prune older trees to keep them in good shape	7
1.5 More "green space"	7

<b>Miscellaneous Statements</b>	<b>Vote</b>
2.3 No more condo clusters in south end of town	19
5.3 Mixed use development (offices and residential) in same building	15

# **Master Plan City of Royal Oak**

## **Appendix II Master Plan Meetings: Plan Commission and Steering Committee**



# Master Plan Steering Committee Meetings 1997-1999

DATE	LOCATION	TYPE OF MEETING
5-1-97	Planning Dept. Conference Room	Regular
6-5-97	Senior/Community Center	Regular
6-17-97	Dondero High School	Visioning Workshop
7-3-97	Senior/Community Center	Regular
8-7-97	Senior/Community Center	Regular
8-26-97	Senior/Community Center	Regular
9-16-97	Dondero High School	Town Meeting Follow-Up
10-2-97	Senior/Community Center	Regular
10-8-97	Dondero High School	Visioning Workshop
10-29-97	Kimball High School	Visioning Workshop
11-6-97	Senior/Community Center	Regular
11-12-97	Kimball High School	Visioning Workshop
12-10-97	Kimball High School	Visioning Workshop
1-14-98	Royal Oak Women's Club	Visioning Workshop
2-5-98	Senior/Community Center	Regular
3-5-98	Senior/Community Center	Regular
3-23-98	Senior/Community Center	Regular
4-2-98	Senior/Community Center	Regular
4-30-98	Senior/Community Center	Special
5-21-98	Kimball High School	Town Meeting
6-2-98	Baldwin Theater	Town Meeting
6-18-98	Senior/Community Center	Regular
9-3-98	Senior/Community Center	Regular
9-16-98	Library Auditorium	Neighborhood Review
9-23-98	Library Auditorium	Neighborhood Review

# Master Plan Steering Committee Meetings 1997-1999

DATE	LOCATION	TYPE OF MEETING
10-1-98	Senior/Community Center	Regular
10-20-98	Oakland Comm. College Theater	Public Hearing
11-5-98	Senior/Community Center	Regular
12-1-98	Senior/Community Center	Regular
1-13-99	<i>Cancelled due to weather</i>	<i>Cancelled due to weather</i>
1-20-99	Senior/Community Center	Regular
2-4-99	Senior/Community Center	Regular
2-24-99	Senior/Community Center	Regular
3-11-99	Library Auditorium	Public Comment Closed Session
3-24-99	Baldwin Theater	Public Hearing
3-31-99	Senior/Community Center	Regular

**PLAN COMMISSION**  
**MASTER PLAN SCHEDULE**

Type of Meeting	Day	Date	Location	Time
Meeting	Saturday	March 27	Senior Center	9:30 a.m.
Meeting	Saturday	April 17	Senior Center	9:30 a.m.
Meeting	Monday	April 26	Meeting Room #205	6:30 p.m.
Meeting	Tuesday	May 4	Senior Center #3	6:30 p.m.
Meeting	Monday	May 10	Senior Center	6:30 p.m.
Meeting	Tuesday	May 11	Commission Room	6:00 p.m.
Meeting	Wednesday	May 26	Senior Center	6:30 p.m.
Meeting	Tuesday	June 1	Senior Center #3	6:30 p.m.
Public Hearing	Tuesday	June 8	Dondero Commons	7:00 p.m.
Meeting	Wednesday	June 23	Senior Center	6:30 p.m.
Meeting	Wednesday	July 7	Senior Center	6:30 p.m.
Meeting	Tuesday	July 13	Commission Room	6:30 p.m.
Public Hearing	Tuesday	August 10	Dondero High School	7:30 p.m.
Meeting	Tuesday	August 24	Senior Center	6:30 p.m.





# **Master Plan City of Royal Oak**

## **Appendix III Resolution of Master Plan Adoption**



## **RESOLUTION OF MASTER PLAN ADOPTION**

WHEREAS the Master Plan for the City of Royal Oak was adopted at a Special Meeting of the Plan Commission, held on August 24, 1999:

COMMISSIONERS PRESENT: Mr. Anderson, Mr. Boismier, Mayor Cowan,  
Mr. Farhat, Ms. Harrison, Mr. Lee, Mr. Gomez,  
Mr. Kondek

COMMISSIONERS ABSENT: Ms. Hofman

WHEREAS the City of Royal Oak Plan Commission recognizes the need to formulate and adopt a Master Plan, including establishment and support of a Land Use Plan as described in this document; and

WHEREAS preparation of the Master Plan included 35 public meetings, workshops and hearings held by the Master Plan Steering Committee and 14 public meetings and hearings held by the Plan Commission; and

WHEREAS the Master Plan Steering Committee and the Plan Commission were assisted by the City of Royal Oak Planning Department and Carlisle/Wortman Associates, Inc., in the preparation of the Master Plan;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City of Royal Oak Plan Commission hereby adopts the Master Plan, dated August 1999, with amendments approved thereto, including the Future Land Use Plan Maps, dated July 15, 1999; and
2. A certified copy of the Master Plan be forwarded to the Oakland County Register of Deeds for filing; and
3. All resolutions and parts of resolutions, insofar as they conflict with the provisions of this resolution be and the same, hereby are rescinded.

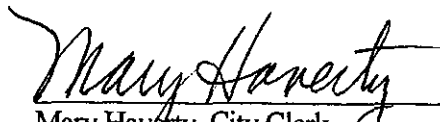
AYES: Mr. Anderson, Mr. Boismier, Mayor Cowan, Mr. Farhat, Mr. Gomez,  
Mr. Kondek

NAYS: Ms. Harrison, Mr. Lee

RESOLUTION DECLARED ADOPTED, this 24<sup>th</sup> day of August 1999.

A handwritten signature in cursive script, reading "Michael Kondek", written over a horizontal line.

Michael Kondek, Chairman  
Royal Oak Plan Commission

A handwritten signature in cursive script, reading "Mary Haverly", written over a horizontal line.

Mary Haverly, City Clerk  
City of Royal Oak, Michigan