

Huntington Woods Master Plan Update

GILLHAM RECREATION
CENTER
HUNTINGTON WOODS

DRAFT Report
February 2022



ACKNOWLEDGMENTS

THE CITY THANKS THE RESIDENTS AND STAKEHOLDERS WHO PROVIDED FEEDBACK THROUGHOUT THE PLANNING PROCESS

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PREPARATION OF
THE DIVERSITY,
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INCLUSION PLAN

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ADOPTION RESOLUTION

Adoption Resolution

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EXECUTIVE SUMMARY

Executive Summary

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What is a Master Plan?

A Master Plan provides recommendations on land use, zoning, redevelopment opportunities, transportation, capital improvements, among other key elements. This results in a document that helps guide important short and long range decisions made by the City over the next 10-15 years by setting policies and strategies for improvements in the community.

Overview of the Plan

This 2022 Master Plan is an update of the previous Master Plans (2008 and 2014-15 Update) that were completed for the City of Huntington Woods. Every five years a review and update is required per the Michigan Planning Act of 2008 of the Master Plan. Another update of the Master Plan will be required in 2027.

This Master Plan Update focuses on confirming the goals and objectives

from the previous master plans as well as providing specific recommendations related to land use, housing, economic development, sustainability, zoning, and complete streets.

The plan is organized into the following sections:

- 1. Executive Summary:** This chapter describes an overview of the process and summarizes engagement and key recommendations found in the plan.
- 2. Community Feedback:** This chapter goes into detail about how stakeholders and residents were engaged throughout the planning process and how their feedback helped determine the direction and outcomes of the plan.
- 3. Vision and Goals:** This section of the plan describes the overall vision for the City of Huntington Woods and the primary goals that will help implement that vision.

4. Existing Conditions Update and Recommendations:

Each of these sections is divided by topic and begins with a description of existing conditions that relate most closely to that topic. For example, existing economic conditions precedes the economic development strategy in this chapter. Land use, housing diversification, economic development, zoning, sustainability, and complete streets recommendations were based on a combination of community and stakeholder feedback and current best practices.

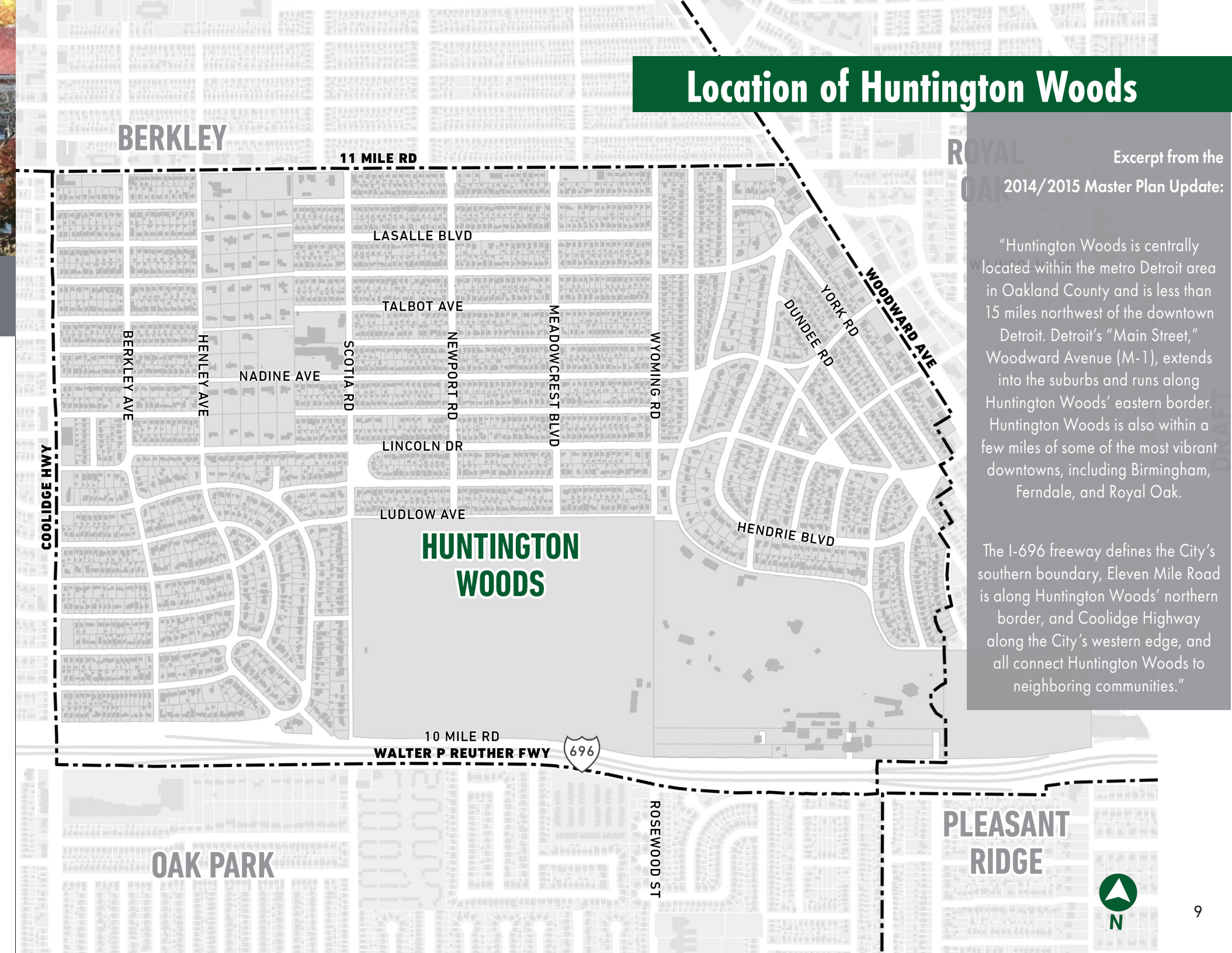
- 5. Action Plan:** This section talks about the action-oriented goals and objectives that were created to carry out the vision of Huntington Woods. The Action Plan should be revisited by the Planning Commission on an annual basis to determine what has been accomplished and review priorities.

Location of Huntington Woods

Excerpt from the
2014/2015 Master Plan Update:

"Huntington Woods is centrally located within the metro Detroit area in Oakland County and is less than 15 miles northwest of the downtown Detroit. Detroit's "Main Street," Woodward Avenue (M-1), extends into the suburbs and runs along Huntington Woods' eastern border. Huntington Woods is also within a few miles of some of the most vibrant downtowns, including Birmingham, Ferndale, and Royal Oak.

The I-696 freeway defines the City's southern boundary, Eleven Mile Road is along Huntington Woods' northern border, and Coolidge Highway along the City's western edge, and all connect Huntington Woods to neighboring communities."



Executive Summary

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Summary of Engagement

The City of Huntington Woods considers resident input critical and to that end took the following engagement steps that served as the framework for Master Plan recommendations. Feedback from the community and stakeholders is summarized within the Community Feedback Chapter and the Appendix.

A series of virtual and in-person meetings and interactive feedback exercises took place during the course of the planning process. Engagement focused on confirming and refining the goals and strategies in the previous master plans as well as determining recommendations to address critical issues in the City.

The community's top three priority improvements for Huntington Woods includes stormwater management, road maintenance/construction, and increasing sustainability overall (specifically environmentally). Additionally, residents

noted that diverse housing, crosswalks and street improvements, and safety should also be incorporated into the Master Plan.

Overview of Plan Recommendations

The recommendations included in the Master Plan are based on the top priority items that the City and residents have indicated as topics that need to be addressed, as well as best practices, and criteria for the Michigan Economic Development Corporation's (MEDC) Redevelopment Ready Communities (RRC) program. Each topic was expanded upon to specify recommendations and applicable best practices.

Future Land Use Recommendations

The Future Land Use Map guides land use decisions in the community, including for future development and infrastructure improvements. While the majority of

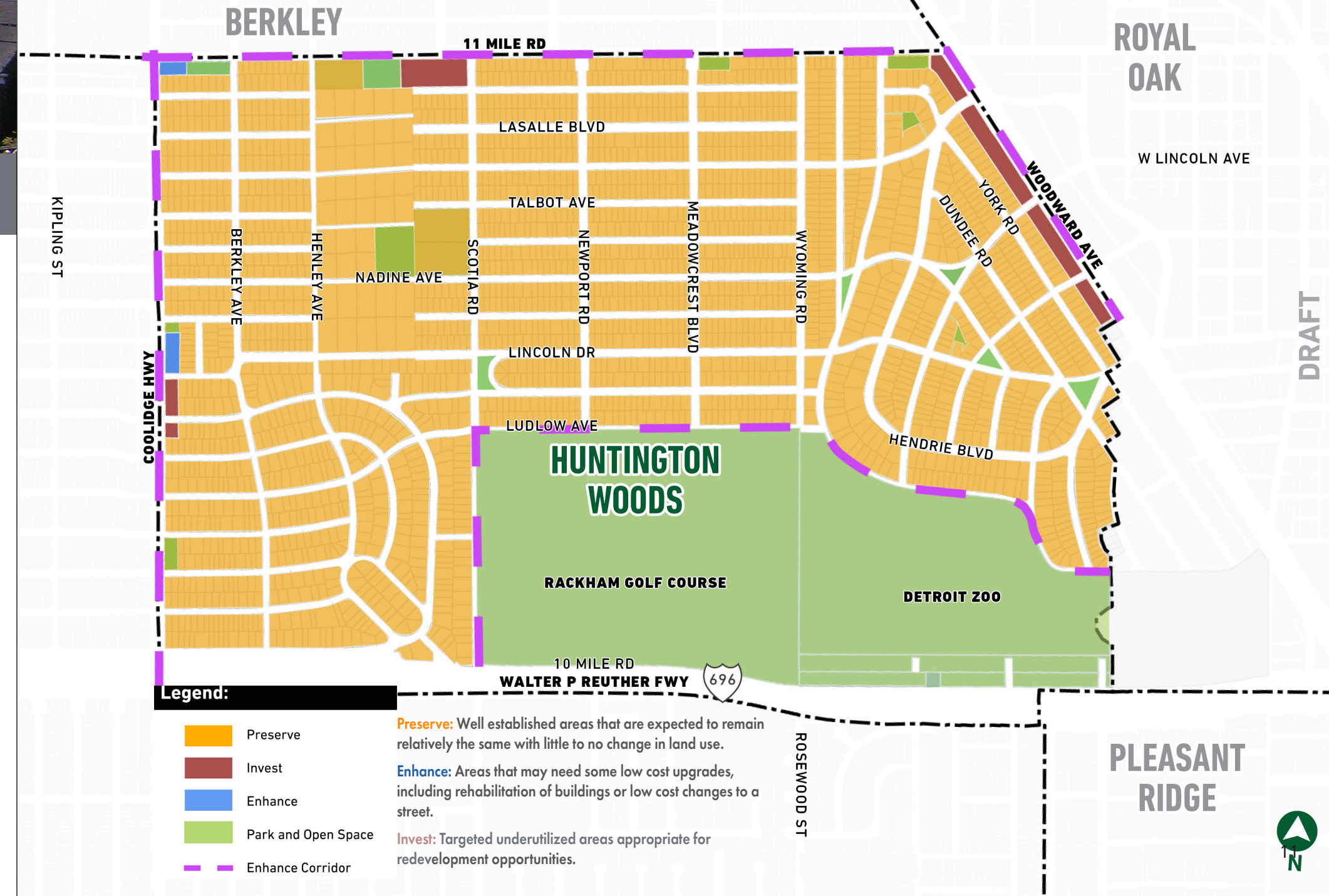
Huntington Woods is anticipated to remain the same, there are key sites and corridors that were highlighted for potential opportunities for improvements. Identifying prioritized areas will help optimize the community for success.

On the following page, the Future Land Use Map identifies four main categories for future land use. Those categories include: areas to preserve, areas to enhance, areas to invest in, and parks and open space.

What is Redevelopment Ready Communities?

MEDC's program, Redevelopment Ready Communities (RRC), certifies communities who actively engage stakeholders and plan for the future to retain and attract businesses and talent. Becoming RRC certified allows communities to gain access to tools that will assist with site marketing and development, ultimately helping to reinvest in the community.

Future Land Use Map



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EXECUTIVE SUMMARY

Executive Summary

Overall Sustainability and Green Infrastructure Recommendations

Increasing sustainability overall (environmentally, financially, and socially) is important to the community. Stormwater runoff, specifically, was a key issue raised throughout the engagement process with the community. The City can use a variety of techniques to help mitigate and capture stormwater (see p. 40).

Complete Streets Plan

Recommendations are included on p. 50 which focus on improvements to pedestrian crossings, enhancing transit connections and service, and discussion of lane reconfiguration along 11 Mile Rd.

Diversity, Equity, and Inclusion Study

A summary of this study was included in the plan (see p. 52) and the full study is part of the Appendix. Overall, a large majority of residents who provided input desire diversity in the City.

Economic Development Strategy

This section includes specific recommendations related to retaining, strategizing, and growing the economic fabric of the City (see p. 56).

Preservation Plan Summary

This section provides a summary from the 2008 Preservation Plan for the City (see p. 68). Subsequent recommendations to carry out the Preservation Plan remain in place and are incorporated into the Action Plan.

Zoning Plan

Overall, the Zoning Ordinance and Map are already fairly aligned with the Master Plan. However, there are a few areas, including sustainability standards, that could be updated to better reflect the recommendations discussed in the Plan (see p. 72).

The Vision for Huntington Woods

Huntington Woods is characterized by an outstanding sense of community that has a close-knit neighborhood feel as well as an active, engaged, and informed citizenry.

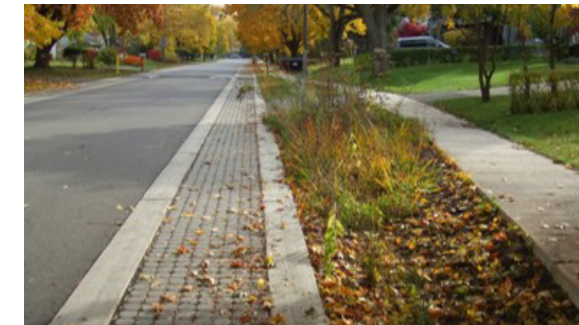
Huntington Woods will continue to provide superior services to the community, including high quality recreational opportunities.

The City will continue to be known for its quality and historic residential character and also will strive to attract and offer a variety of housing types that attract new residents to the community.

The commercial corridors of the City will be characterized by high quality mixed use redevelopment where investment opportunities exist.

Huntington Woods will remain an eminently walkable City, with safe pedestrian connections to adjacent communities.

Targeted City streets will be enhanced and become focal points for sustainable best practices with tree plantings and green infrastructure.



Rain Garden



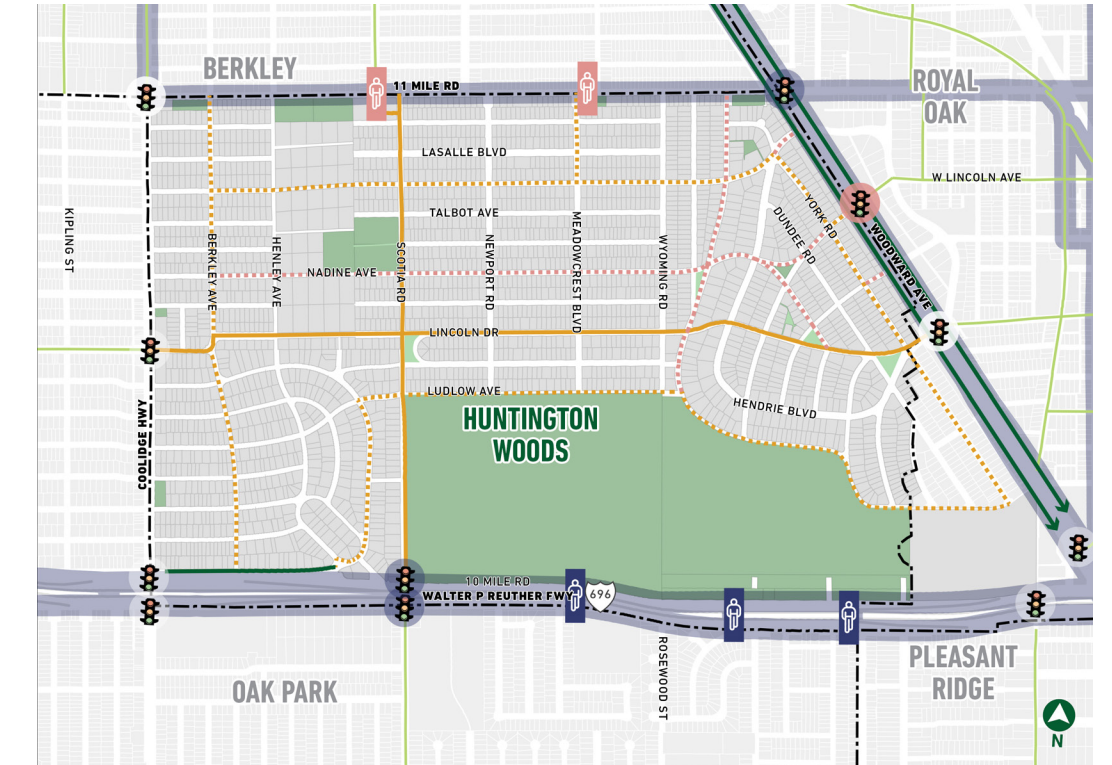
Stormwater Curb Extension



Stormwater Tree



Stormwater Presettling Zone
Green Infrastructure Best Practices



Complete Streets Recommendations

Woodward Avenue Phase 3 - Infill development



Woodward Corridor Plan



Community Feedback

COMMUNITY FEEDBACK

How was the Public Engaged?

Overview

Throughout the planning process, there were several different types of engagement opportunities that served as the foundation for the Master Plan recommendations. A summary of that feedback is included in this chapter. Please visit the Appendix of this document to get more detailed information on the results of the community survey.

Planning Commission Guidance

Planning Commission served as the guiding review body for the Master Plan during this process, helping to make critical decisions along the way. For each meeting, the public was invited to join and participate. During the onset of the project, a virtual Kick Off Meeting was held with Planning Commission in February 2021 to review the current Master Plan, the overall project schedule and begin to discuss priorities in the City.

In May 2021, another virtual Planning Commission work session meeting was held to discuss existing conditions and best practices on a variety of topics, including transportation, sustainability, and housing. Discussions during this meeting framed the questions and priority topic areas for the community survey and community workshop.

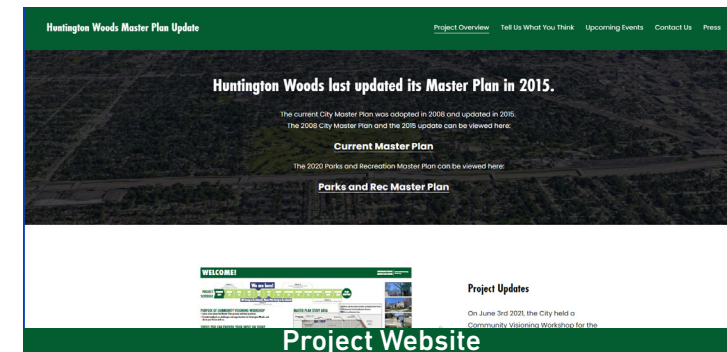
An in-person work session with Planning Commission took place in early September 2021 which focused on providing a summary of the engagement results and draft recommendations. Planning Commission weighed in on critical decision points, including recommendations related to future land use, street improvements, sustainable practices, and zoning.

In December 2021, Planning Commission reviewed the Draft Master Plan during an in-person working session. Feedback from that meeting included the need to define sustainability more clearly and

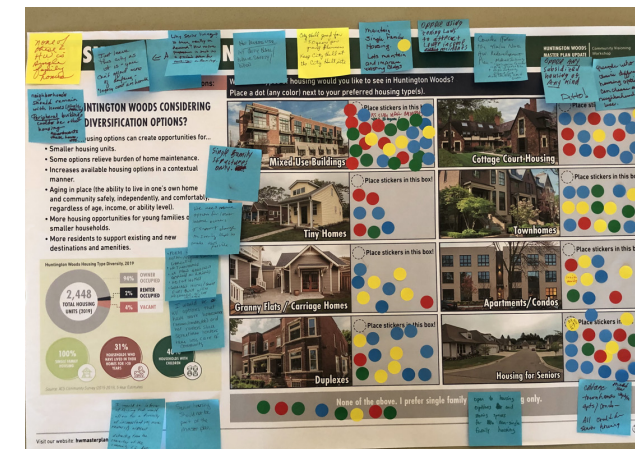
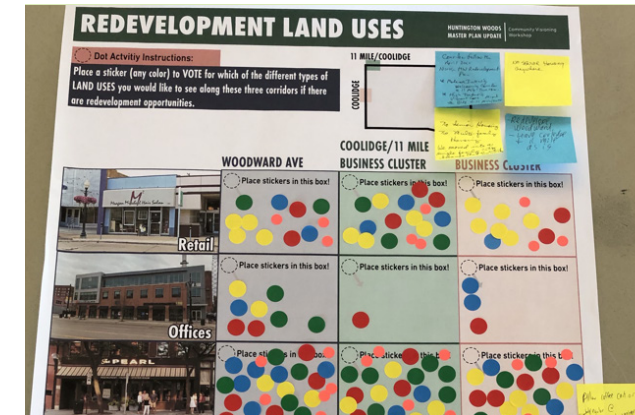
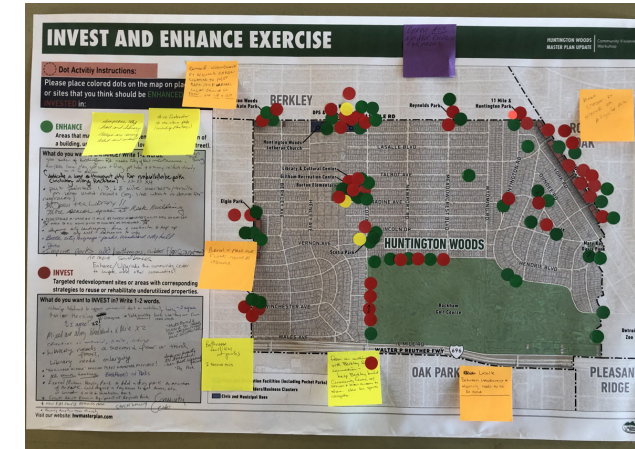
consolidate the Action Steps. The Draft plan was updated to incorporate comments from that meeting. A final working session was held in February with Planning Commission to review the revisions to the Draft Plan.



Community Visioning Workshop



Project Website



Project Website

One of the engagement tools used during the planning process was a project website which was created to provide frequent project updates and allow opportunities for community feedback.

Community Visioning Workshop

An in person Community Visioning Workshop was held in June 2021 at the Gillham Recreation Center. **Over 100* residents and stakeholders** showed up to learn more about the planning process and provide their input.

Several different interactive stations were set up that included topics related to confirming the vision of Huntington Woods, prioritizing the goals of the previous plan, future land use and redevelopment opportunities, transportation improvements, housing diversity, the City Campus Area, and zoning.

Community Survey

During July 2021, a survey was released that was available online and by paper. **The survey had over 560 responses* from the community** and included similar questions that were covered during the Community Visioning Workshop. The survey allowed for a broader outreach to the community to engage residents who were unable to attend the Community Visioning Workshop.

*** The number of participants at the workshop and from the survey equals a greater than average participation rate for Huntington Woods.**

COMMUNITY FEEDBACK



Summary of Public Input

Summary of Engagement Results

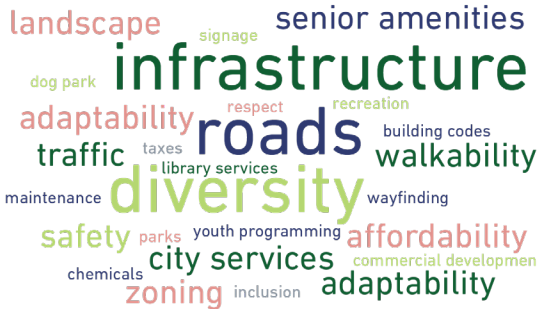
The following summarizes the results of the Community Visioning Workshop and Survey:

- » Community amenities, the school system, walkability, and property values were the most common reasons residents make Huntington Woods their home.
- » When asked to prioritize goals from the current Master Plan, the top three responses from participants were: maintain city services without tax increases, maintain and improve parks and rec facilities, and promote long-term stability of residential neighborhoods.
- » Other goals participants thought should be incorporated into the plan included diversifying housing choices, adding new crosswalks, making street improvements, and increasing safety.

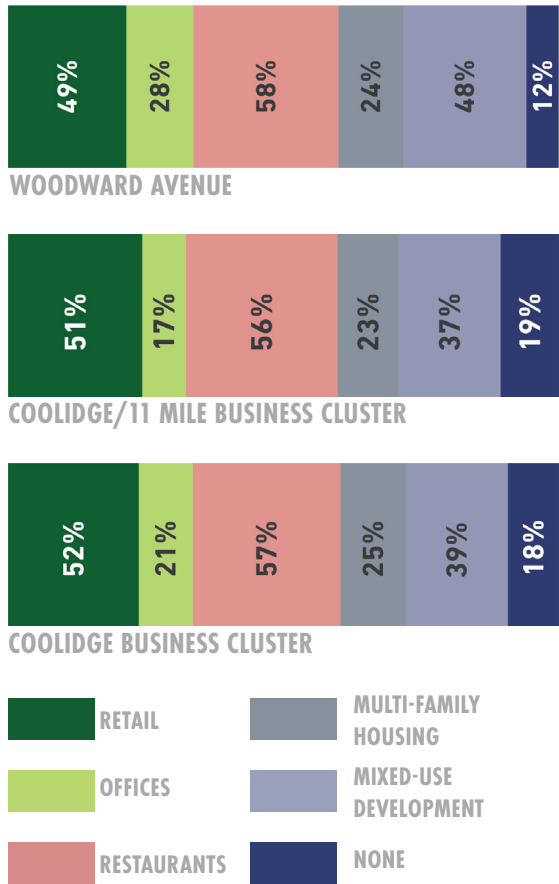
- » The top priority improvements people most frequently selected for Huntington Woods were stormwater management, road maintenance, increased sustainability, and parks and recreation opportunities.
- » Installing new pedestrian crossings at key intersections and locations was the top answer to address how the City could be more pedestrian-friendly.
- » When asked about what types of housing people would like to see in the City beyond single-family homes, the most commonly selected answers included townhomes, mixed-use buildings, and housing for seniors.
- » When asked what types of uses people would like to see along the commercial corridors of the City (i.e. Woodward, 11 Mile, Coolidge), the top responses were restaurants, retail, and mixed use buildings.

- » Just over half of the participants supported the idea of increasing single-family home lot coverage by up to 10% more in select single-family zoning districts. This type of increase would help accommodate home expansion opportunities to create multi-generational living options and provide more flexibility for work from home options. However, during the September Planning Commission work session, this idea was discussed at length. Planning Commission ultimately decided against the proposal due to concerns over losing residential character and flooding issues. Planning Commission requested that instead the focus should be on improving the management of stormwater on residential properties.

WHAT WOULD YOU LIKE TO SEE IMPROVED IN HUNTINGTON WOODS?

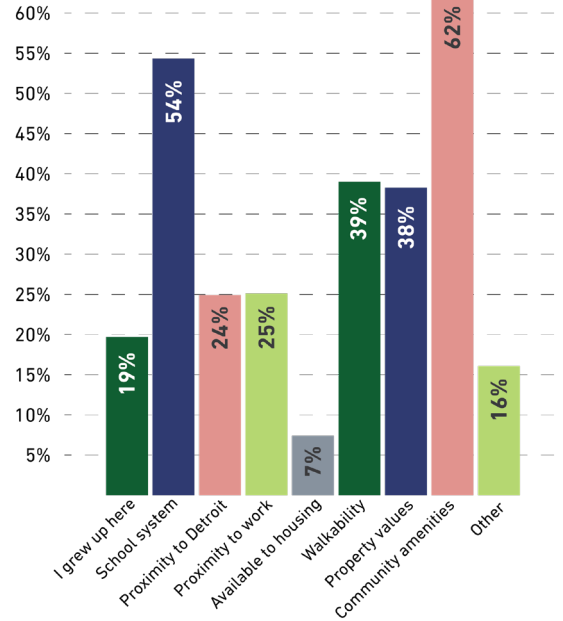


WHAT TYPES OF LAND USES WOULD YOU LIKE TO SEE MOST ALONG THESE COMMERCIAL CORRIDORS/CLUSTERS?



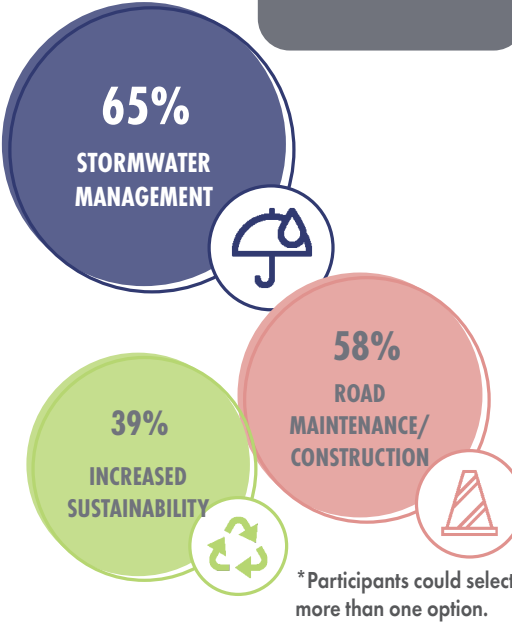
What are the top three reasons you decided to live and/or work in Huntington Woods?

The top responses were "Community amenities", "School system", "Walkability", and "Property Values"



What are your top three priority improvements for Huntington Woods?*

Top three answers...



*Participants could select more than one option.





Vision and Goals

Vision & Goals

What is a Vision Statement?

A vision statement is intended to be an inspirational statement or collection of statements that encompasses the overall goals for the community. Ultimately, the vision broadly states where the City would like to be 10-15 years from now.

Background on City Vision

The vision that was described in the 2008 Master Plan and then refined for the 2014/2015 Master Plan is still mostly representative of where the community envisions itself. The overall length of the vision has been condensed down in order to provide a more succinct and overarching vision that can be clearly presented to the community.

The Vision for Huntington Woods

Huntington Woods is characterized by an outstanding sense of community that has a close-knit neighborhood feel as well as an active, engaged, and informed citizenry.

Huntington Woods will continue to provide superior services to the community, including high quality recreational opportunities.

The City will continue to be known for its quality and historic residential character and also will strive to attract and offer a variety of housing types that attract new residents to the community.

The commercial corridors of the City will be characterized by high quality mixed use redevelopment where investment opportunities exist.

Huntington Woods will remain an eminently walkable City, with safe pedestrian connections to adjacent communities.

Targeted City streets will be enhanced and become focal points for sustainable best practices with tree plantings and green infrastructure.

Overall Goals

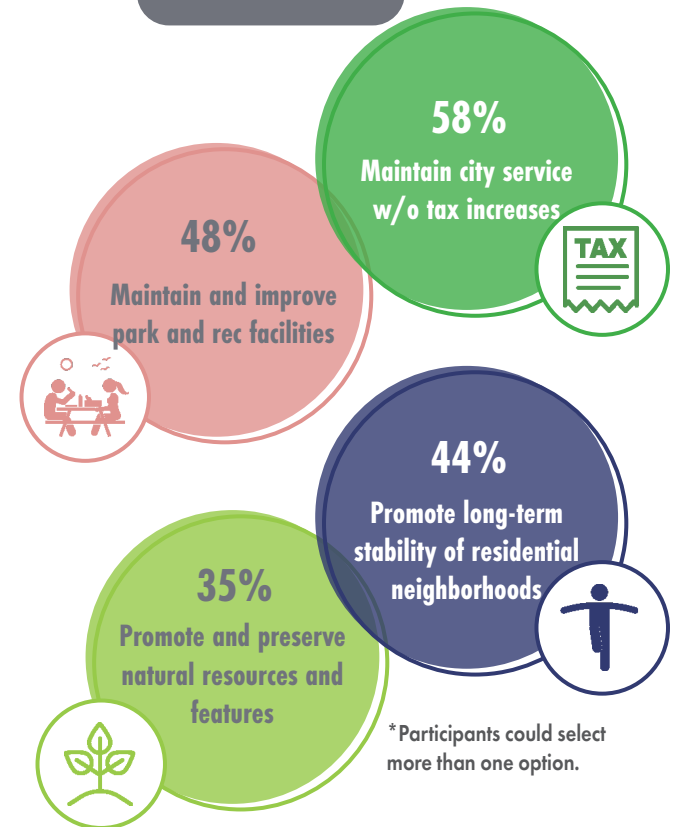
Planning Commission was tasked with the exercise of evaluating the current goals, objectives, and actions from the Master Plans (2008 and 2014/2015) to help determine what has been accomplished and can be removed from the Plan. Planning Commission also noted what goals, objectives, and actions should remain as well as what should be refined or refreshed. Additionally, residents were also asked during the Community Visioning Workshop and as part of the Community Survey to prioritize their top goals and include additional goals that might be missing.

The following section expands upon each of the goals, some of which have been consolidated together. The Action Plan Chapter of the Master Plan has additional details, listing out goals, objectives, and action steps. The evaluation summary worksheets for determining and confirming the goals, objectives, and actions are included in the Appendix.

- » Goal 1: Maintain the excellent quality of City services while avoiding tax increases.
- » Goal 2: Promote the long-term stability of the City's residential neighborhoods.
- » Goal 3: Encourage quality infill development and residential additions that reflect the character of existing homes.
- » Goal 4: Promote a diversified housing stock, focusing on targeted commercial corridors, that accommodates residents of all ages.
- » Goal 5: In planned locations at the City's perimeter, encourage mixed-use development with high quality retail and restaurant uses.
- » Goal 6: Maintain and improve the City's park system and recreational facilities and programs. Continue to use the parks and recreational uses as buffers along the community's borders.
- » Goal 7: Promote the preservation and enhancement of trees, urban forest, and natural resources and features. Use sustainable best practices to protect and preserve the City of Huntington Woods.
- » Goal 8: Promote continued walkability within Huntington Woods and strengthen pedestrian connections to neighboring communities.
- » Goal 9: Maintain, improve, and beautify the City's road network.
- » Goal 10: Create a more welcoming environment that promotes diversity and inclusion in the City.

What are your top three goals from the current 2014-2015 Master Plan?

Top four answers...*



*Participants could select more than one option.



Existing Conditions Update & Recommendations



EXISTING CONDITIONS UPDATE & RECOMMENDATIONS

Chapter Organization

This chapter is organized to include existing conditions updates and key recommendations. Each section covers a different topic and includes relevant existing conditions, best practices and recommendations for that topic. These recommendations are also repeated in the Action Plan.

The recommendations included in this section are based on top priority items that the City and residents have indicated need to be addressed as part of the Master Plan. Each topic was expanded upon to include specific recommendations and applicable best practices.

This chapter is organized into the following sections:

- 1) **Future Land Use Plan**
 - » Existing Land Use
 - » Future Land Use Plan
- 2) **Existing Conditions**
 - » Demographics
 - » Housing
- 3) **Sustainability Recommendations**
 - » Sustainability Existing Conditions
 - » A More Sustainable Future
 - » Sustainability: Focus on Green Infrastructure
 - » City Campus Area Existing Conditions and Recommendations

- 4) **Complete Streets Plan**
 - » Transportation Existing Conditions
 - » Complete Streets Best Practices
 - » Complete Streets Plan

- 5) **Diversity, Equity, and Inclusion Study**
 - » DEI Study Summary

- 6) **Economic Development Strategy**
 - » Economic Existing Conditions
 - » Overall Economic Development Strategy
 - » Woodward Avenue Corridor Existing Conditions and Plan
 - » Coolidge Highway Corridor Existing Conditions and Plan

- 7) **Preservation Plan**
 - » Summary of the 2008 Preservation Plan

- 8) **Zoning Plan**
 - » Existing Zoning
 - » Zoning Plan

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Existing Land Use

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Existing Land Uses

The existing land use map for Huntington Woods shows how land is currently being utilized within the community. Categories for land use within the City include:

- » Single Family
- » Commercial (Office, Retail)
- » Mixed Use
- » Institutional (Municipal, Medical, Schools, Religious)
- » Parks and Open Space
- » Parking
- » Vacant Land

Residential

The majority of land within Huntington Woods is dedicated to residential land use, with all the residential uses essentially being dedicated to single-family housing.

Non-Residential

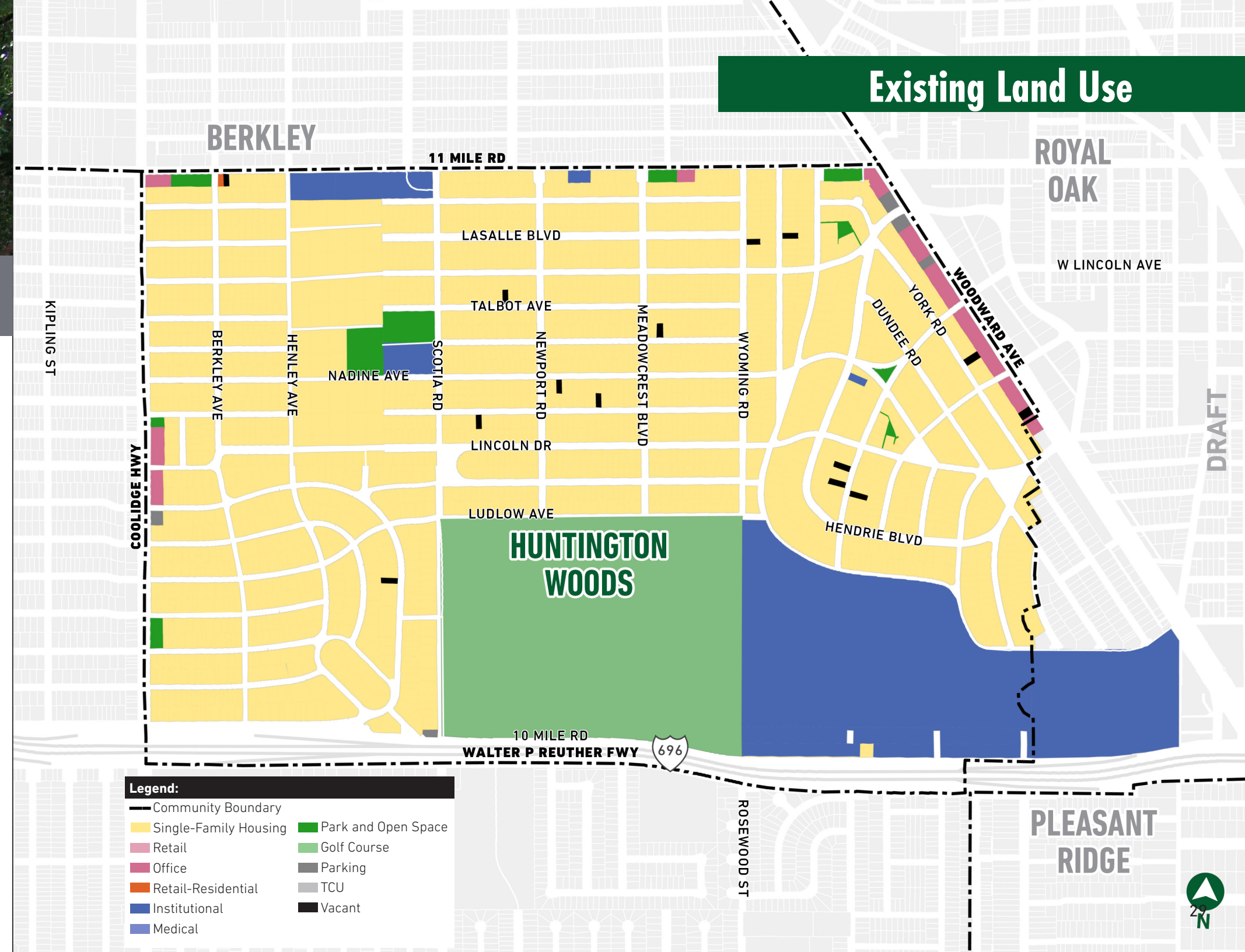
The non-residential uses within Huntington Woods, such as commercial and institutional uses, are located mainly at the outer edges of the City along the commercial clusters and major corridors including Woodward Avenue, 11 Mile Road, and Coolidge Highway. Huntington Woods is also home to the Detroit Zoo, one of the biggest institutional/park uses in the area.

Parks and Open Space

Parks and open spaces within Huntington Woods generally exist along the outer edges of the City just like the non-residential uses. The exception to this is the Gillham Recreation Center which is located in the heart of the community. In total, Huntington Woods contains XX parks within its boundaries.

Vacant

There are very few vacant properties throughout Huntington Woods. While there are some residential properties that are vacant, they are mostly scattered throughout and not concentrated in any particular part of the community.



Future Land Use Plan

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Future Land Use

The **future land use in the City shown is stable** (these are areas that are noted as Preserve on the adjacent map) and primarily reflects the existing conditions present with the exception of some key areas:

Enhance - this includes areas that may need some enhancement (i.e. rehabilitation of a building, upgrades to a park, or low-cost changes to a street).

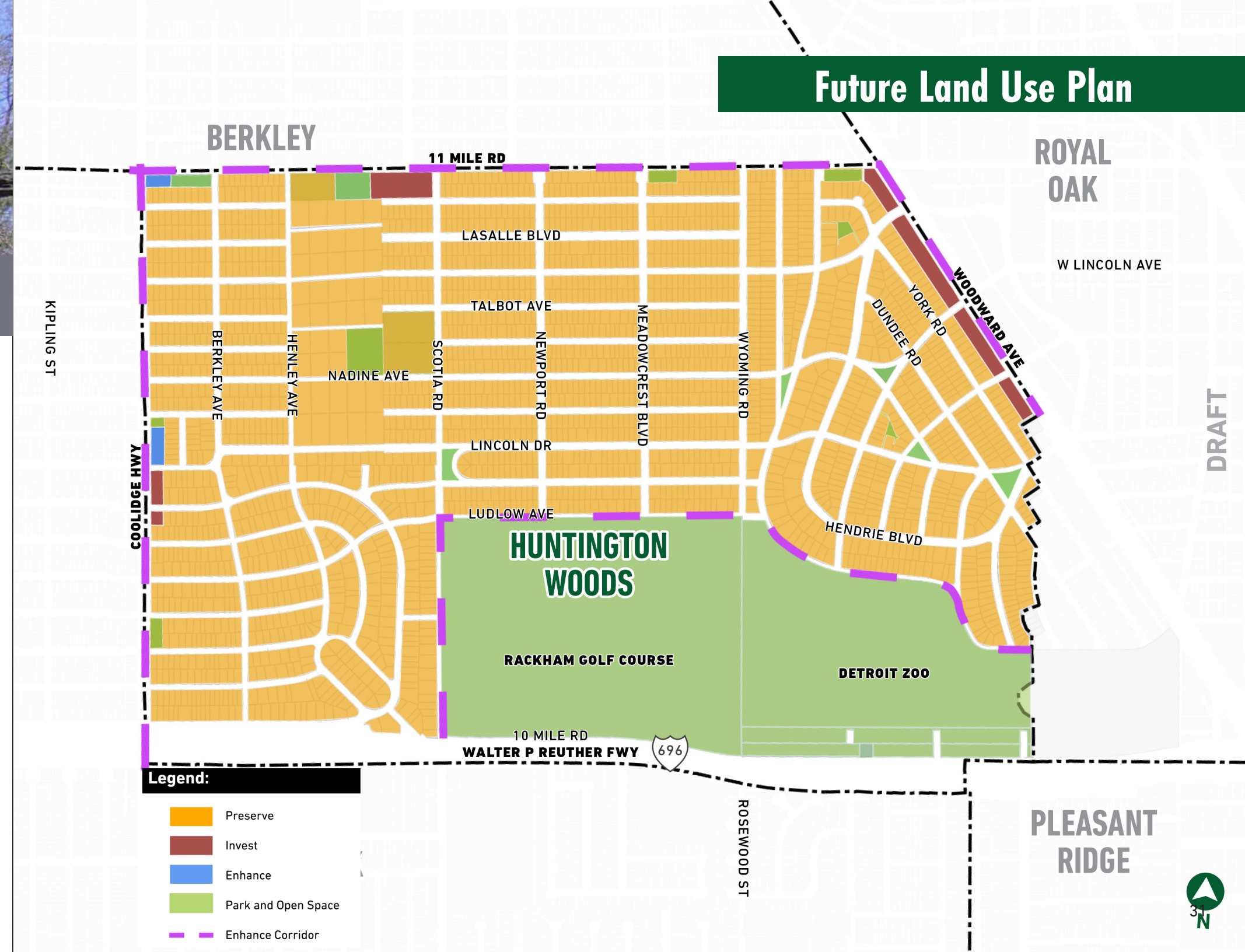
Invest - these areas are where there are targeted redevelopment sites or areas with corresponding strategies to reuse or rehabilitate underutilized properties.

Areas of the City identified to Enhance includes:

- » Woodward Avenue, 11 Mile Road, and Coolidge Highway are shown as **corridors that should be enhanced** with streetscaping and green infrastructure.
- » The area bordering the golf course and zoo were noted during the Community Visioning Workshop as an area that should be more maintained so this is also categorized as "Enhance".

Areas to Invest included the following:

- » Includes the areas along Coolidge Highway, south of Lincoln
- » The City Campus Area
- » Property owner interest will determine which properties will be targeted along Woodward Avenue, so all of these properties were included in this category.





Existing Demographics

Overview of Demographics

This section provides a summary of population, race, and age characteristics. This particular section has important implications for all recommendations found in this chapter.

Population

Huntington Woods is a built out community and the SEMCOG 2045 Forecast projects its population to remain fairly stable over the coming decades. Huntington Woods' population is expected to drop slightly over the next 8-10 year period.

As stated in the previous Master Plan Update from 2014/2015, “declining population is a typical phenomenon of inner ring suburbs that is likely the result of several factors, including a nationwide trend for families to have fewer children, the growing numbers of “empty nest” households as children grow up and move

out, and the lack of developable land for new homes.”

Aging Population

Huntington Woods is a desirable community to age in place; over 60% of households have lived in their homes for over 10 years. Nearly 20% of the population is over 65 years in age.

SEMCOG estimates by the year 2040 that the City can expect to see an increase of its senior population by 104% and that the over 65 population will make up around 27% of the City's total population. This has significant implications for how the City should plan for services and improvements to provide for a growing aging population.

Lack of Racial and Ethnic Diversity

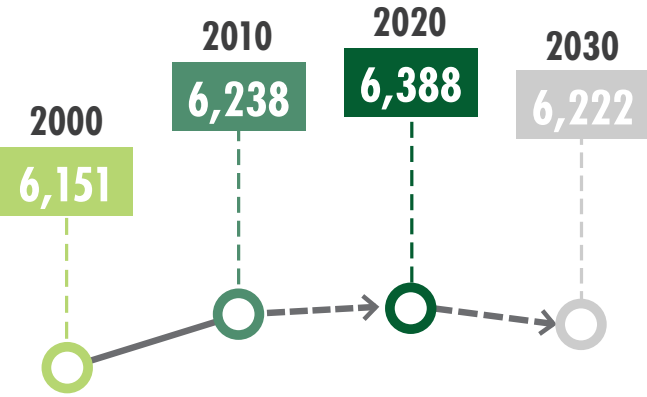
The population of Huntington Woods is significantly less racially diverse than that of Oakland County and Southeast

Michigan (the SEMCOG region) as a whole. Southeast Michigan is 67% white, Oakland County is 72% white, and Huntington Woods is 93.7% white.

Household Income

High educational attainment commonly correlates with high household income; the median household income in Huntington Woods is 1.7 times that of Oakland County and 2.4 times that of the State of Michigan. The median household income for families is \$148,738. Additionally, non-family income is nearly equal to the median household income for the entirety of Oakland County. Non-family income is used to measure income of housing units regardless of relationship.

Population Change, 2000-2030

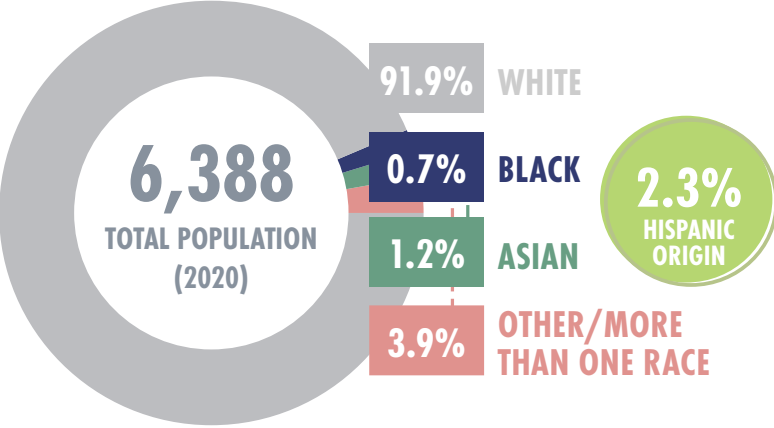


Source: ESRI, US Census 2000, 2010
Source: SEMCOG 2045 Forecast

High Educational Attainment

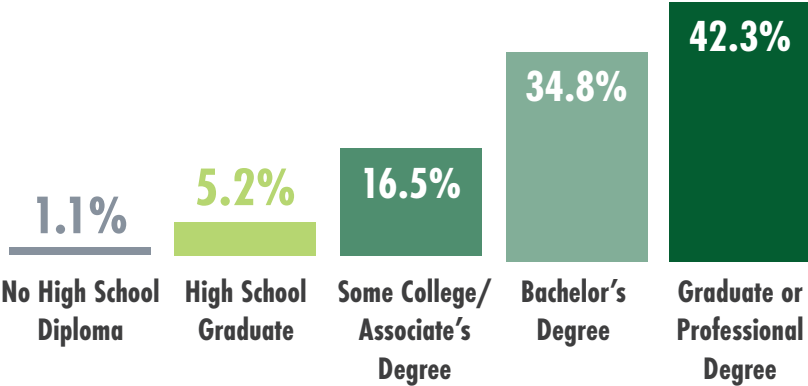
The City of Huntington Woods has among the highest rates of educational attainment in the state. 77% of Huntington Woods residents who are 25 and over have a Bachelor's degree or higher compared to 47% of Oakland County and 29% of the State of Michigan. This factor along with incomes should be key items to highlight when looking to attract new families and developers to the City as it generally indicates both the ability to spend excess income in the housing, retail, food and entertainment sectors, but also indicates that high-end specialty housing and retail can not only be built but also absorbed within the community.

Racial and Ethnic Diversity



Source: DEC Redistricting Data (2020)

Educational Attainment



Source: ACS Community Survey (2015-2019), 5-Year Estimates

Housing Existing Conditions

Overview of Housing in the City

There are several factors to consider when planning for the future conditions of the City to accommodate existing and future residents' housing needs. The data described in this section provides important background context for housing recommendations.

Purpose of Diversifying Housing

Diversifying the housing stock in Huntington Woods requires planning for a more welcoming environment as well as addressing opportunities for the City's aging population. As noted in the 2014/2015 Master Plan Update, keeping existing residents while attracting new residents is an important strategy. So providing more housing options does not imply existing single-family homes will be altered, but rather additional housing options should be considered in targeted areas of the City.

Also, as described in the previous plan, providing alternatives to single-family detached housing, in appropriate locations, should be explored as a way to give older adults the opportunity to "age in community," as well as encourage younger adults to live in the City. Diversified housing options can create opportunities for:

- » Smaller sizes/footprint options.
- » Other housing options that relieve the burden of home maintenance.
- » More available housing options, while still respecting the existing character of Huntington Woods.
- » People to comfortably age in place, remaining in the same community without having to move elsewhere.

Based on community input, providing more housing options was cited as a primary goal to address within Huntington Woods. As part of the engagement process, the community was asked what

other housing options beyond single-family homes are desired in Huntington Woods. The top answers selected were mixed-use buildings, housing for seniors, and townhomes.

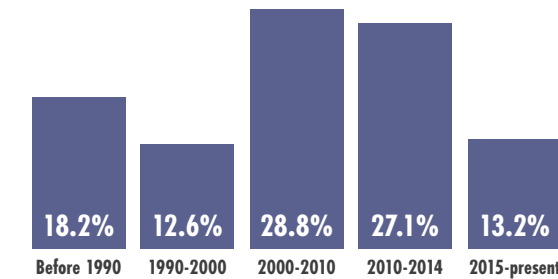
Aging Population

Huntington Woods is a desirable community to age in place; over 60% of households have lived in their homes for over 10 years. Nearly 20% of the population is over 65 years in age, which is comparable to the U.S., Michigan and Oakland County's demographic make up as well.

SEMCOG estimates by the year 2040 that the City can expect to see an increase of its senior population by 104% and that the over 65 population will make up around 27% of the City's total population. This has significant implications for how the City should plan for services and improvements to provide for a growing aging population.

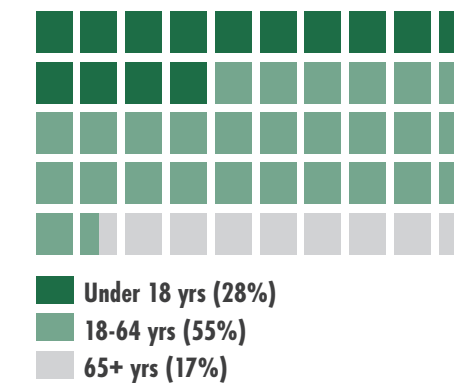
Housing Tenure

Year moved in by % of population, 2019)



Source: ACS Community Survey (2015-2019), 5-Year Estimates

Population by Age

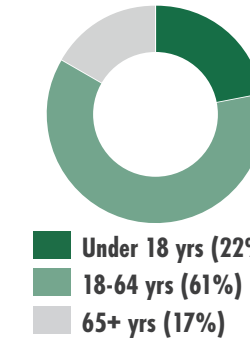


Source: ACS Community Survey (2019), 5-Year Estimates

SEMCOG Census 2020 Population data:
Under 18 years (26%)
18+ years (74%)

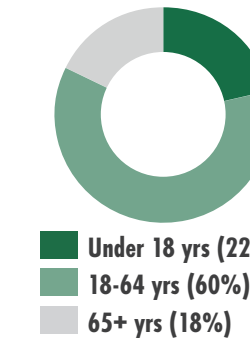
Population by Age

Nation



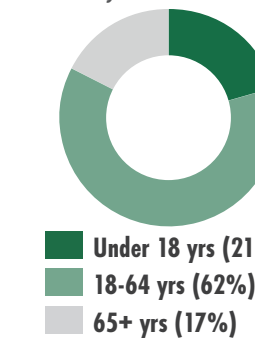
Population by Age

State

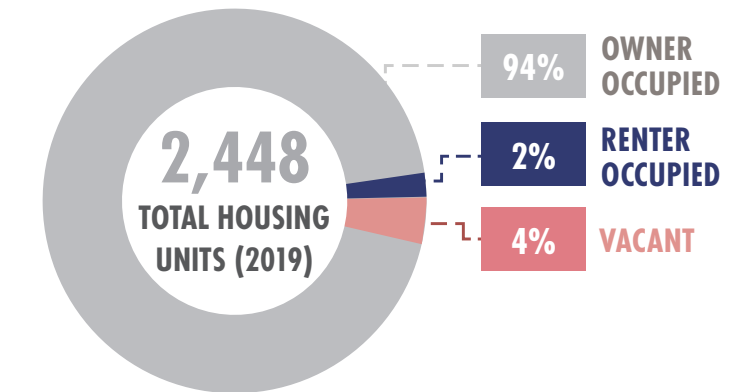


Population by Age

County



Owner vs. Renter Occupied, 2019



Source: ACS Community Survey (2015-2019), 5-Year Estimates

SEMCOG Census 2020 data Housing:
Total Housing Units: 2,428
Vacancy Rate: 2.2%

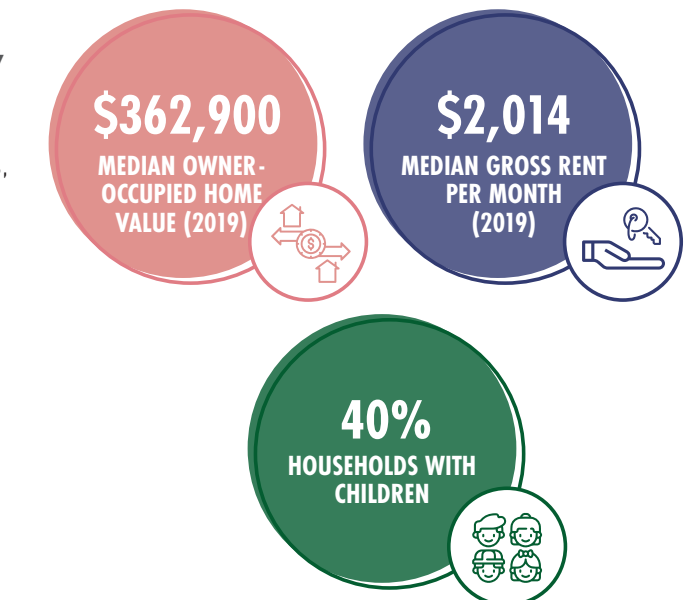
Housing Age and Tenure

Huntington Woods is a desirable community to age in place; over 30% of households have lived in their home for over 20 years, and 60% for over ten years. In addition to residents aging in place, the housing stock has minimally changed in the past half century; 88% of the City's housing was built before 1959. Huntington Woods has is known for its diverse architecture, with the majority of homes representing distinct time periods from the 1920's through the 1960's. These are often showcased in events like the annual Huntington Woods Home Tour.

Single-Family Homeowner Community

Housing in Huntington Woods is characterized predominately by single-family detached homes, high home values, and high rates of homeownership.

Nearly 100% of the housing in Huntington Woods is single-family compared to 75% in Oakland County. Only 2% of Huntington Woods residents are renters, compared to 29% of Oakland County residents. Median home values are also 50% higher in Huntington Woods than Oakland County. All of these factors show that are accessibility barriers for living options in Huntington Woods.



Environmental Existing Conditions

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Overview

This section provides information related to existing City infrastructure and planned projects, studies and plans related to proposed and recommended improvements for open space and green infrastructure, as well as tree coverage in the City.

Storm and Sanitary Sewer System

The Department of Public Works oversees the storm and sanitary sewer system. The City will continue to strive to use modern technology to offer an updated storm and sanitary system to best serve the community. Huntington Woods has included planned storm and sanitary sewer upgrades in the Capital Improvements Program (CIP), including monies allotted for the Sewer Lining Program and Sewer Pipe Replacement. The full CIP list can be found in the Appendix.

Parks and Recreation Master Plan

Huntington Woods adopted a Parks and Recreation Master Plan (2020-2024) that provides guidance on improvements and priorities related to open space, parks, programming, and recreation opportunities in the City. The Parks and Recreation Plan is updated every five years to align with the Michigan Department of Natural Resources requirement to be eligible for grant funding opportunities.

The City owns and operates 13 municipal parks and properties that vary in size and function, equaling a total of approximately 14 acres. Additionally, the City provides a variety of recreational programs for the community, serving the youth, adults, and seniors.

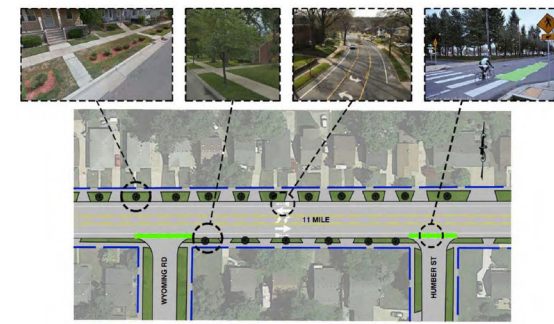
The primary goals and objectives in that plan that most closely relate and align with the Master Plan Update include the following:

- » Maintain parks to provide safe, clean, attractive, and functional environments.
- » Plant trees and shrubs to create shade and supplement landscaped areas.
- » Design and implement a uniform park signage and wayfinding system that is consistent with signage and branding in the City.
- » Enhance the quality of recreation programming and services, including broadening the variety of activities offered.
- » Coordinate to prepare a City-wide Complete Streets Plan.
- » Establish pedestrian connections to nodes of activity.
- » Add pedestrian amenities around the City (i.e. wayfinding, benches, etc.)

Coolidge and 11 Mile Study

A 2019 study of Coolidge Highway and 11 Mile Road was completed in collaboration with Huntington Woods, Berkley, and Oak Park. The study analyzed traffic to determine if lane repurposing was a possibility along these corridors. Ultimately street cross sections were created to show the benefits of implementing green infrastructure and transportation improvements, including bike lanes, street trees, and green belt plantings.

Coolidge Hwy to Woodward Ave (M-1)



Example of Potential Applications

- Additional Street Trees
- Bike Lanes
- Bioswales at Street Intersections
- Greenbelt Plantings



Tree Cover



Tree Inventory

Trees provide a variety of benefits for the community, including providing shade and reducing temperatures, cleaning the air and improving quality of life, as well as saving energy and increasing property values. In fact, trees can reduce air conditioning needs by 30% and can save 20-50% in energy used for heating (U.S. Forest Service).

As noted on the Tree Coverage Map, the City has fairly ample tree coverage, particularly in the residential neighborhoods. However, there are still some larger impervious surface areas along the City's borders where tree coverage is significantly more sparse, including the commercial areas/corridors and the Detroit Zoo.

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Becoming a More Sustainable City

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What does it mean to become a more Sustainable City?

This section defines the areas of sustainability that are key components to becoming a more sustainable City. Broadly, Huntington Woods should consider addressing and invoking change through revisions to environmental, social, and economic policies and practices. This will help ensure a healthier, safer, and more responsible future.

Overall Recommendations

Ultimately, the City should create a separate Climate Action Plan that will evaluate and establish benchmarks and goals to track how best practices will further the implementation towards becoming a more sustainable City.

Sustainable initiatives can include enhancing the biking and walking environment to encourage less reliance on the car. Reducing costs and creating a vibrant culture for residents is also important, including by enhancing and adding to existing green space and recreational opportunities in the City.

A Climate Action Plan should include the following topics:

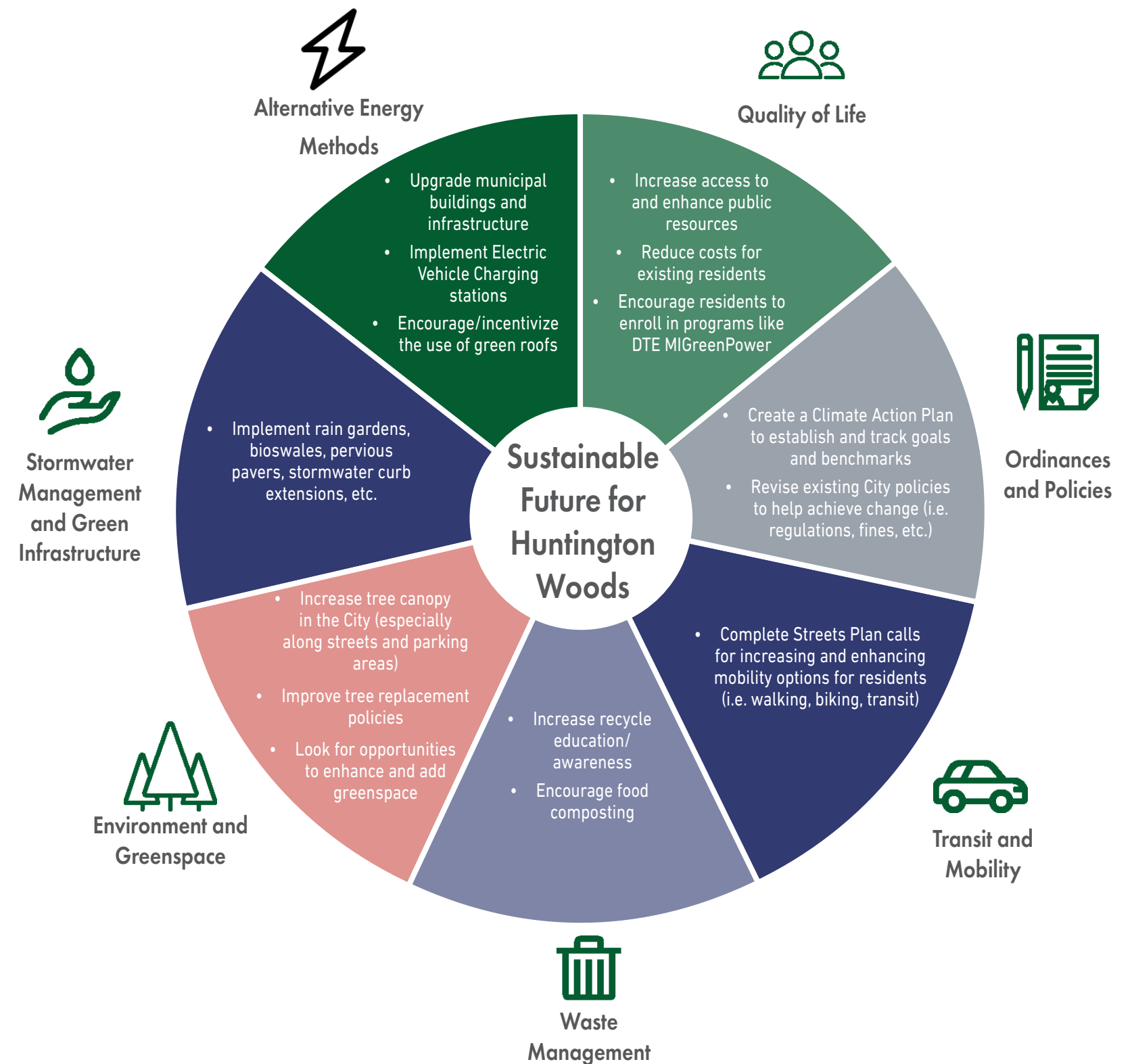
- » Energy Efficiency and Alternative Energy Methods
- » Mobility Options
- » Stormwater Management and Greenspace
- » Waste Reduction and Management
- » Policies Changes
- » Enhance Quality of Life

The graphic on the facing page shows how each of these topics fits into creating a more sustainable future for the City. Example best practices are included within each topic area.

The next section of the plan goes into greater detail regarding best practices for green infrastructure. Stormwater management was a top priority topic brought up during the engagement process, so focusing on this helps provide a framework for furthering important sustainability initiatives in the City.

Why is being sustainable so important?

By implementing a multi-pronged approach, applying sustainable best practices can help reduce greenhouse gas emissions, fight climate change, reduce the consumption of resources, produce economic benefits, and enhance the overall quality of life for residents.



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Sustainability: Focus on Green Infrastructure

Overview

Natural resources within Huntington Woods should be protected and preserved while also increasing these assets throughout the community. Newer technologies and best practices can help the City be proactive in addressing priority sustainable issues.

Green Infrastructure Best Practices

Stormwater runoff was a key issue raised throughout the engagement process with the community. The City can use a variety of techniques to help mitigate and capture stormwater.

Green infrastructure is a term that is used for sustainable approaches to water management. Green infrastructure can provide multiple benefits to a community, such as water purification, enhanced air quality, capturing stormwater runoff, and providing additional spaces for

recreational amenities. Some examples of green infrastructure are:

- » **Stormwater Curb Extension-** These are physical and visual improvements that help narrow the existing roadway width and create traffic calming on commercial corridors. Curb extensions can create shorter and safer pedestrian crossings, while also providing space that can be used for street furniture, street trees, plantings, and bioretention.
- » **Pervious Pavers** - These are concrete bricks that are separated by gaps or joints with the intention of allowing water to infiltrate through the joints and store underneath the surface of the pavers and allowed to be filtered back into the soil.
- » **Stormwater Presettling Zone** - An area that is made up of cobbles or concrete with the intention to capture

pollution, debris, and sediment (e.g., exposed soil, automobile service and repair uses or industrial uses, or debris from tires). The designation of presettling zones is to allow targeting maintenance in areas to avoid and remove sediment build-up.

- » **Rain Garden** - Depressed sections in the landscape that are intended to collect rainwater that runs off a roof, driveway or street and allows it to soak into the ground. Rain gardens can be planted with grasses and flowering perennials to look aesthetically pleasing as well as provide shelter for wildlife. Rain garden projects would go through the Parks and Recreation Advisory Board for approval.
- » **Parking Lot Bioswale** - These are linear and vegetated ditches that replace traditional concrete gutters and allow for the collection,

conveyance, filtration, and infiltration of stormwater as it moves downstream.

- » **Stormwater Trees** - These contribute significantly to stormwater management by absorbing rainfall, controlling runoff, and transpiring water. While helping the streets look physically appealing, stormwater trees can also help contribute to mitigating urban heat island effects and urban air pollution, reducing vehicle speeds and crashes, dampening noise pollution, and improving mental well-being.

Oakland County is an excellent resource for education on minimizing water runoff. They have a variety of resources related to planting rain gardens for residents, green infrastructure best practices for the State of Michigan, lists of native plant species, and information on rain barrels.

Overall Recommendations

- » Parking lots over a certain threshold (i.e. parking areas that are in excess of 20% of the required number of parking spaces) could be held to more rigorous stormwater management practices and incorporate green infrastructure in the parking areas.
- » Single-family and two-family residential properties that add over a certain threshold of square footage of impervious surface (i.e. the City of Ann Arbor's requirement is 200 sq ft) should be required to show retention of first flush storm events for the net increase of impervious surface they add. First flush is the initial surface runoff of a rainstorm where water pollution entering storm drains is typically more concentrated than



Stormwater Curb Extension



Pervious Pavers



Stormwater Presettling Zone



Rain Garden



Parking Lot Bioswale



Stormwater Tree

compared to the remainder of the storm.

- » Residential properties should also be required to redirect all downspouts to vegetated areas or other approved areas, but not to impervious surfaces, or to adjacent properties.
- » Conduct an education awareness campaign on stormwater runoff and include best management practices and resources for how residents can implement mitigation techniques on

their own property. This could include instructions on planting a rain garden, awareness on redirecting downspouts to pervious surfaces or vegetated areas, and providing instructions for how to purchase and install a rain barrel to capture water, etc.

- » Implement green infrastructure along key corridors, including 11 Mile Road.

City Campus Area

Existing Conditions and Recommendations

Overview and Existing Conditions of the City Campus Area

The City Campus Area, which is approximately 2.85 acres, is located along 11 Mile Road and on the border of Huntington Woods and Berkley. The campus is comprised of City Hall, the Public Safety building, the Public Works building and lot, and the Gordon L. Hassig Senior Park.

All of the buildings located on the City Campus site are outdated and in need of some upgrades. In particular, the Public Safety building is in disrepair, is functionally obsolete, and has experienced multiple flood events in recent years.

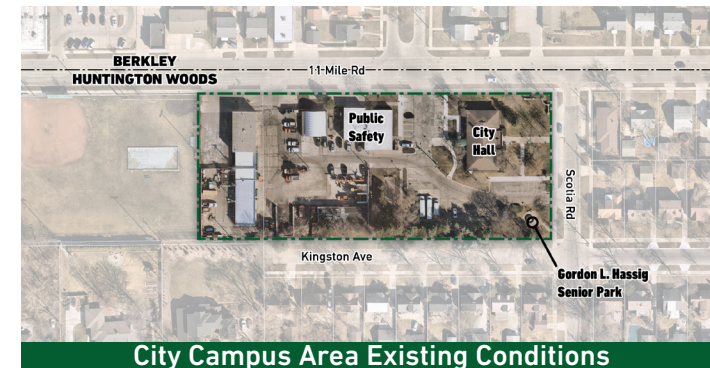
The City engaged a consultant to complete an energy audit in 2022 of all of the City Campus buildings, as well as the Gillham Recreation Center and library, to determine overall building efficiency.

Recommendations

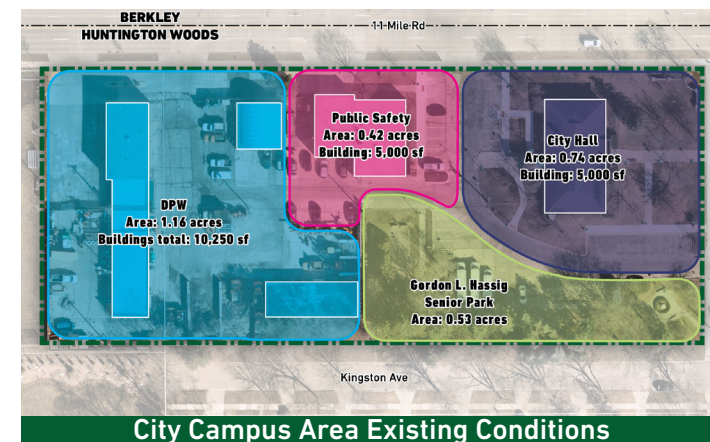
As part of the Community Visioning Workshop and the Community Survey, residents were prompted to vote on what types of options would be the most preferable for this site. Those options included the following:

- » Relocate DPW and share services with another City.
- » Rehab and upgrade the Public Safety building.
- » Sell all of or a portion of the site to be redeveloped into a mix of uses that are appropriate for this area, with a focus on residential.
- » Leave the site as is.

The following page indicates the level of support for each option, ultimately showing no distinct overall consensus from the public. City Planning Commission discussed this topic at length during their September 2021 work session in order to



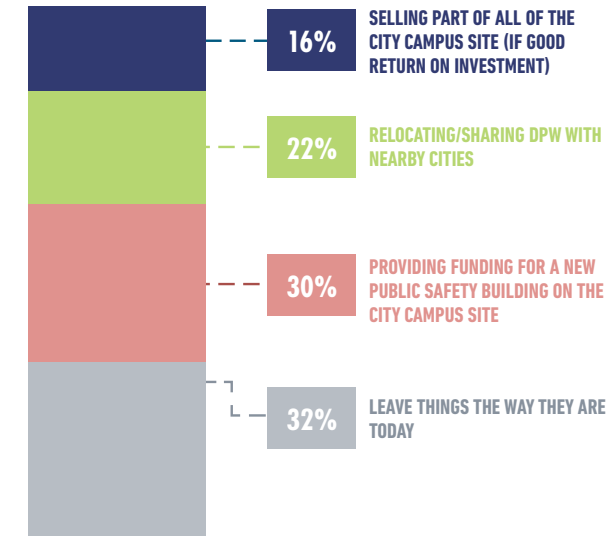
City Campus Area Existing Conditions



City Campus Area Existing Conditions

What redevelopment options would you support the city exploring further?

Top responses...



discuss the best option moving forward to be included in the Master Plan Update.

Based on the results of the survey, public workshop, and comments that they heard, Planning Commission recommended that the **City should focus on rehabbing and upgrading the Public Safety building. A Request For Proposal (RFP) could be sent out to rehab the existing Public Safety building.**

Since this site is owned by the City and its redevelopment could benefit the community by updating outdated municipal property while offering mixed-use land uses, it could be redeveloped in partnership with the private sector



Gordon L. Hassig Senior Park



Huntington Woods City Hall



Huntington Woods Public Safety Building



Huntington Woods Public Works Building

while being eligible to leverage MEDC's incentives and local economic development tools.

Upgrading the Public Safety building will present challenges due to a lack of funding to support such major upgrades that are needed for the facility. **The City should consider issuing a Request for Proposals (RFP) to gauge developer interest in the site (without making a decision on whether or not to partner to proceed with redevelopment of the property).** The RFP would ask that interested developers create

site concepts and describe potential uses on the site, including how the City Campus area would be integrated into the redevelopment. It would be critical to continue including residents in this process to ensure that there is community wide input.

Existing Conditions: Transportation

Overview

This section provides detail on existing characteristics of the City's transportation system, including areas that may require improvements in order to safely and efficiently accommodate all types of travelers, including walkers, bikers, transit users, and drivers.

Traffic Volumes

Traffic volumes show the average amount of traffic that each roadway experiences on a daily basis (see the Traffic Volume Map on the adjacent page). These numbers can help determine if a roadway is at its maximum capacity or if improvements can help enhance its functionality.

Huntington Woods is bordered by two high traffic roadways to the east and south. I-696 is the freeway to the south that carries over 70,000 AADT (Annual

Average Daily Traffic). Woodward Avenue primarily experiences between 22,000 - 45,000 AADT (which is consistent with adjacent communities along the corridor), with the highest traffic volumes occurring southbound between 11 Mile and Lincoln Drive. Coolidge Highway has numbers between 15,000 - 18,000 AADT, while 11 Mile Road has slightly lower volumes (around 12,000 AADT).

Public Transportation

Huntington Woods receives public transportation service from the SMART Bus which also serves the greater southeast Michigan area and makes important connections to destinations and jobs. The primary SMART Bus Routes (see p. 53) within the City are routes 461 (along Woodward Ave), 730 (along 10 Mile Rd), and 740 (along Coolidge and 11 Mile Rd). Routes 460 and 462 also impact the City's transportation connections as these are directly adjacent in Royal Oak.

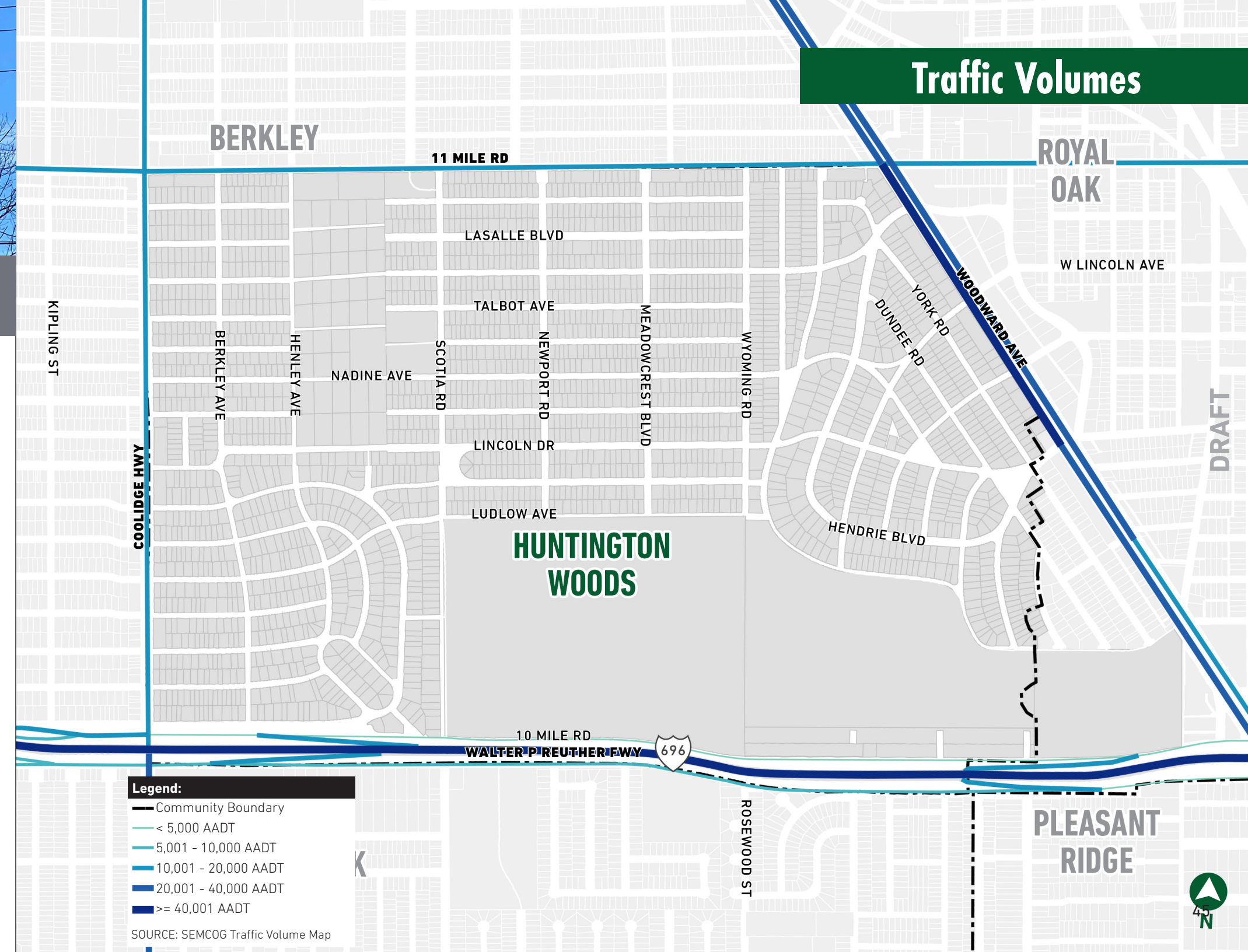
Non-Motorized Facilities

The City is already known to be a walkable community, with almost complete sidewalk network throughout (see p. 54). However, the busier bordering roads along the community boundary are areas that have the most opportunity for improvements for enhanced walkability. The Non-Motorized Facilities Map on page 54 shows where existing sidewalks, marked and unmarked crossings, as well as bicycle-friendly routes (this is according to Google Maps. These are routes that do not have a designated bike lane but are recommended for use by cyclists).

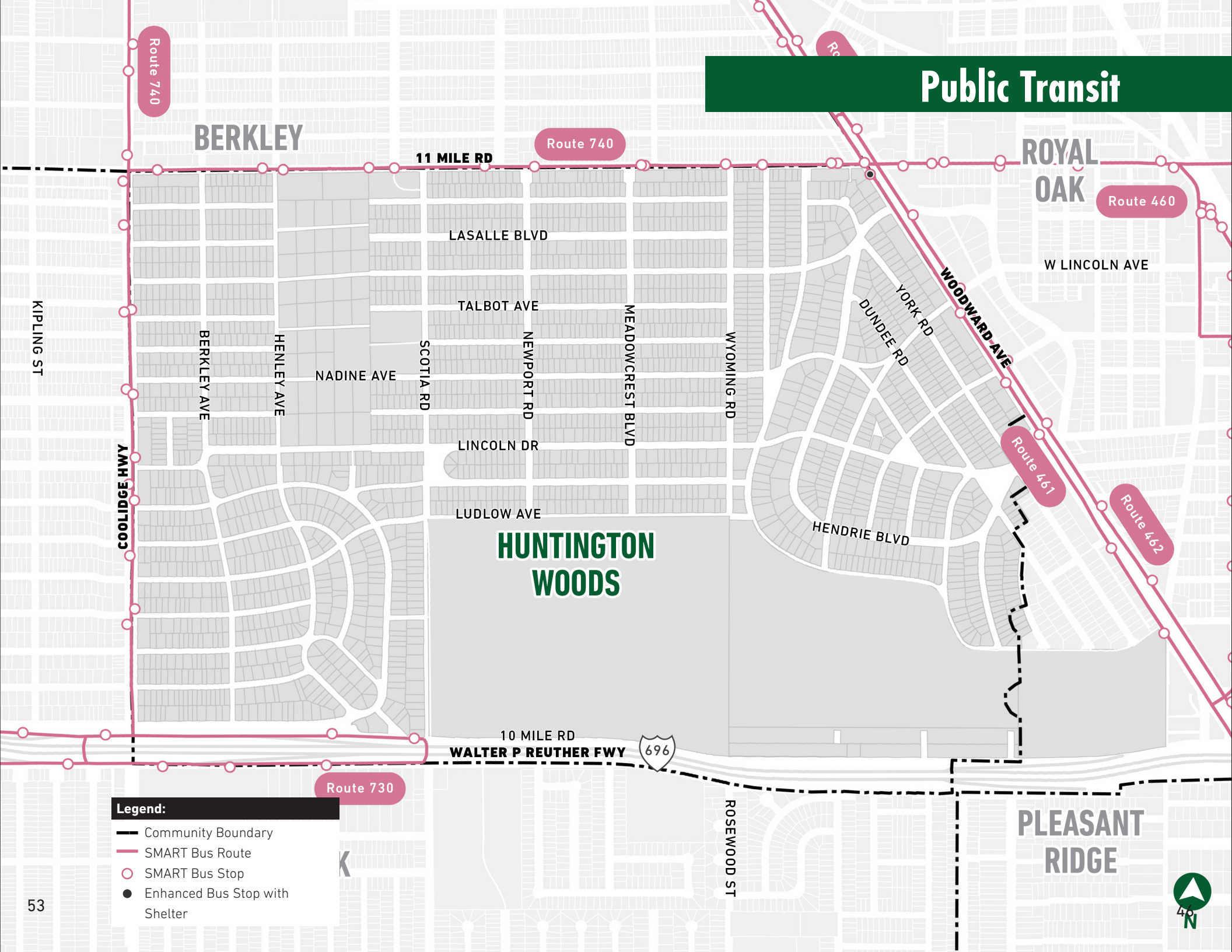
Planned Street Projects

Huntington Woods has planned resurfacing and road replacement projects integrated into the Capital Improvements Program (CIP). More details on specific road projects can be found in the Appendix.

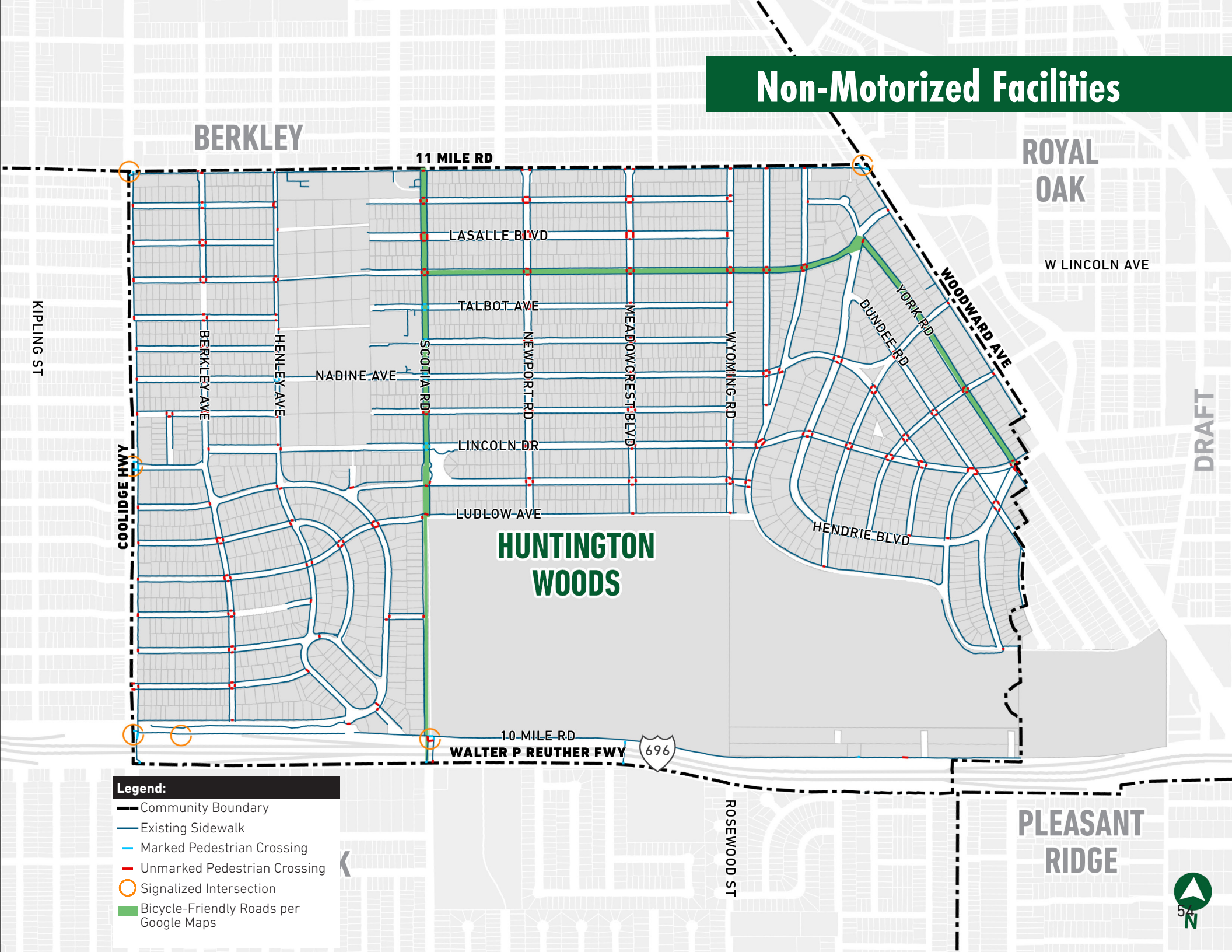
Traffic Volumes



Public Transit



Non-Motorized Facilities



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Complete Streets Plan

Best Practices

Best Practices for Traffic Calming

Traffic calming is a way to reduce the speed of automobiles and to help encourage a safer environment for pedestrians and bicyclists. The following section includes brief explanations of best practices for traffic calming.

Pedestrian Crossings

The following design treatments are options for creating new or enhancing existing pedestrian crossings to be more accessible, visible, and protected.

- » **Pedestrian Countdown Timers for Commercial Corridors**- Pedestrian countdown timers give remaining time for pedestrians or bicyclists to cross the roadway. They can be passive or active (i.e., operate via push-button) and can also be associated with auditory warnings that alert pedestrians and those

who's vision may be impaired.

- » **Crosswalk Visibility Enhancements** - Improved lighting, advanced or in-street warning signage, and pavement markings can lead to better visibility, often used in combination. High-visibility crosswalk markings are more visible than parallel line crosswalks and uncontrolled intersections. Advanced "yield" or "stop" pavement markings, such as a stop bar or "sharks teeth" are usually placed 20-50 feet in advance of the crosswalk in order to indicate a safe distance for vehicles to stop. Signage that directs vehicles to yield or stop is often used alongside pavement markings.
- » **Mid-Block Crossings** - Mid-block crossings are pedestrian crossings that are not located at intersections and can shorten travel distances and provide a more convenient route for pedestrians. These mid-block

crossings may be considered in areas with high pedestrian activity, to connect destinations, or along roads with less frequent intersections.

- » **Rectangular Rapid Flash Beacons (RRFBs)** - RRFBs are pedestrian-activated LED lights that enhance pedestrian warning signs at unsignalized intersections or mid-block crossings. The lights flash in rapid succession when activated so drivers are alerted.
- » **Pedestrian Hybrid Beacons (PHBs)** - PHBs are pedestrian-activated warning lights that are elevated above the roadway at unsignalized or mid-block crossings. Red lights flash and alternate when activated and is used to indicate drivers to stop for pedestrians.
- » **Expanded Bump-outs/Curb Cuts** - Bump-outs or bulb-outs are extensions of the sidewalk and curb towards the roadway. They enhance pedestrian safety by

increasing pedestrian visibility, shorten crossing distance, and potentially reduce speeds by narrowing roadways.

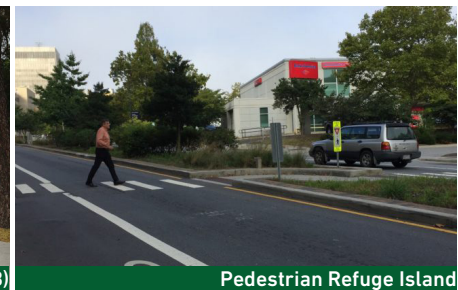
- » **Pedestrian Refuge Islands** - A pedestrian refuge island is a designed element incorporated into median islands that provide a space for pedestrians to wait to safely cross the street.

Bike Safety and Facilities

- » **Bike Lanes** -Bike lanes are portions of roads that are designed partially or exclusively for bicycle use, almost always located on the far right side of the roadway. Bike lanes can be designated by striping, signage, and pavement markings, and design standards vary based on context. Bicycle facilities should be designed with the intended user in mind as well as consider the width and context of the roadway and the surrounding uses.
- » **Shared Streets/Shared Lane Markings (Sharrows)** - Shared Lane Markings, also known as Sharrows, are road markings that are used to indicate a travel lane in the roadway that is shared by bicycles and vehicles. Shared streets are used to encourage bikers to position themselves safely in lanes that would otherwise be too narrow for bicycles and automobiles to travel comfortably side by side.

Flexible Curbs and Amenity Zones

- » **Non-Motorized Amenities** - The amenity zone or street furniture zone is the designated portion of sidewalk that is between the curb pedestrian through-



zone. In the zone are amenities such as lighting, benches, utility poles, bike racks, trees and landscaping, and green infrastructure. Outdoor dining may also be located in the amenity zone in some cases.

additional benefits such as safer traffic speeds, reduction of the overall crossing distance for pedestrians, and improved safety for all users.

Transit

- » **Enhanced Bus Stops** - Improving public transit stops can make the use of transit more attractive, contribute to the overall streetscape, and increase accessibility to the transit service.

Lane Repurposing

Lane repurposing is a design-based safety solution that reconfigures the street by removing travel lanes in order to re-purpose the old travel lanes for other travel modes and uses. This provides



Complete Streets Plan

Recommendations

Overview of Recommendations

This section notes transportation improvement recommendations that will help provide safer connections for pedestrians, bicyclists, and transit users.

Non-Motorized Connectivity to Transit & Between Communities

Some **key recommendations include enhancing pedestrian crossings along I-696 as well as at 11 Mile and Woodward. New pedestrian crossings are proposed along 11 Mile Road near Scotia and Meadowcrest** to help provide safer connections to Berkley and to the school.

A **Safe Routes to School Study should be completed for the pedestrian crossings along 11 Mile Road** as well. This will include identifying/confirming new crossing locations as well as determining where light timing for pedestrians may currently be insufficient.

Lane Reconfiguration along 11 Mile Rd

The AADT along 11 Mile Road (approximately 12,000) falls within the recommended threshold of daily traffic to qualify for lane repurposing which is 18,000 AADT or less for 4-5 lane to 3 lane reduction (source: MDOT/SEMOG). Specifically, **there is an opportunity to do a 4-3 lane reconfiguration which will allow for the implementation of green infrastructure** to be installed. Further study should be done to investigate if this is feasible and how the corridor would be designed. Coordination with the City of Berkley will also be critical to successful implementation, including coordinating efforts like trash pick up days and times to minimize the impact on traffic.

A **pilot project could be done to help confirm recommendations and also provide education** to residents. The temporary nature of pilot projects allows communities to test out new design ideas without the cost and time burden of a full

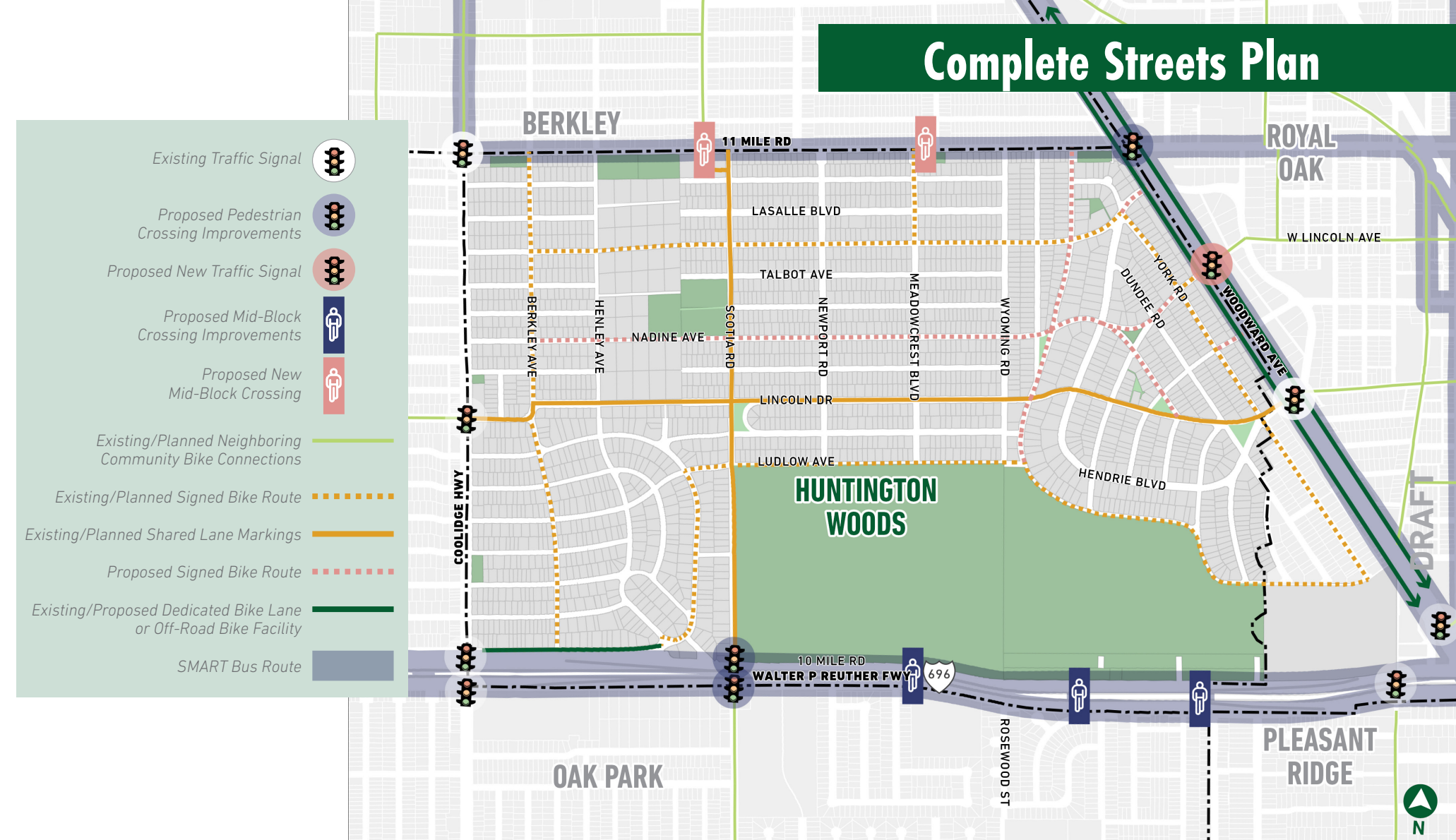
construction project. After evaluating the results of a pilot project, the community can decide whether to move forward with their design concept, alter the design to accommodate any previously unknown consequences, or simply remove the temporary materials and return to the previous road design.



Lane Repurposing Pilot Project, Lansing, MI



Lane Repurposing Pilot Project, Euclid, OH



Neighborhood Bike/Connector Routes

- » Sharrows on main E-W and N-S routes (Scotia Rd and Lincoln Dr).
- » "Slow Street" Signage on proposed signed bike routes.
- » Traffic Calming component to Slow Streets.

Public Transit Services

- » Woodward and 11 Mile Mobility Hub as recommended in RTA MOD Study (see the Woodward Avenue Corridor Plan for more information on this).
- » 10 Mile and 11 Mile Routes (730 & 740): run once an hour, collaborate with SMART to increase service frequency.

- » Work with SMART and other south Woodward Oakland County communities to start a new SMART Flex service zone that will provide on-demand door-to-door service to complement existing fixed route service.



Diversity, Equity and Inclusion Plan

Overview of DEI Plan

The City of Huntington Woods hired Volar Consulting and Jade Strategies to create a Diversity, Equity, and Inclusion (DEI) Plan. The purpose of the DEI Plan is to help the City evaluate and create a plan to help Huntington Woods with its aspirations of attracting people of all ages, races and ethnicities, and backgrounds.

The consultants assessed the current state of Diversity, Equity, and Inclusion in Huntington Woods through engagement of City Commissioners, a community wide survey (**which had 555 responses**), and focus groups as well as one on one discussions.

Common themes that were brought up during the process in the survey that relate to the Master Plan Update process included:

- There is an overall need to dedicate more resources for more services for seniors, including places to socialize and exercise.
- Residents feel that there is a lack of housing types (i.e. townhomes, condos, etc.) and housing choices for seniors.
- Overall, there are barriers to entry to the City especially in terms of taxes and housing pricing.
- There could be more affordable and diversified housing options, especially for younger families and older adults. Allowing for mixed-uses and creating public-private partnerships could help promote more housing diversity.

Implementation

The full Diversity, Equity, and Inclusion Plan and recommendations are still in progress and are forthcoming. When the study is completed, it will be available on the City’s website: <https://hwmi.org/>

Once completed, the DEI Plan, along with its findings and recommendations, will be used to guide the City of Huntington Woods in its policies and actions relative to land use planning, housing, and economic development. The City of Huntington Woods is committed to implementing the principles of DEI into all aspects of city government to help achieve a more diverse, equitable, and just community.

Key Findings with Residents

....desire a diverse Huntington Woods community in terms of	Personally Desire	Believe resident of HW desire	Delta
Age	85%	80%	5%
Race/Ethnicity	83%	66%	17%
Gender identity	72%	58%	14%
Income Level	65%	43%	22%
Persons with disabilities	75%	60%	15%
Religion	80%	69%	11%
Sexual orientation (e.g., lesbian, gay, bisexual)	77%	68%	9%
None of the above	6%	7%	-1%
Other or additional (please explain below)	9%	9%	0%

Delta refers to the difference between values

Age Responses 553 Answered 544 Unanswered 9		
Choice	Totals	Percentage
18 and under	2	0.4%
19-30	9	1.7%
31-40	117	21.5%
41-50	120	22.1%
51-60	97	17.8%
61-70	94	17.3%
71 and over	105	19.3%

Gender Answered 544 Unanswered 9		
Choice	Totals	Percentage
Male	164	30.1%
Female	367	67.5%
Non-binary	5	0.9%
I prefer (please explain)*	8	1.5%

*Only explanations provided were along lines of “why asking”

- 3 Jewish
- 2 Eastern European
- 1 Mixed
- 1 white/indigenous/Native American
- 1 Half Lebanese.

Race Ethnicity Answered 539 Unanswered 14		
Choice	Totals	Percentage
Asian/Pacific Islander	7	1.3%
Black/African American	6	1.1%
Indigenous/Native American	1	0.2%
Latinx/Hispanic	8	1.5%
Two or more races	12	2.2%
White/Caucasian	474	87.9%
Other (please explain)	31	5.8%

The images, data, and figures on this page were developed by Volar Consulting, LLC.



Economic Existing Conditions

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Overview of Economic Conditions

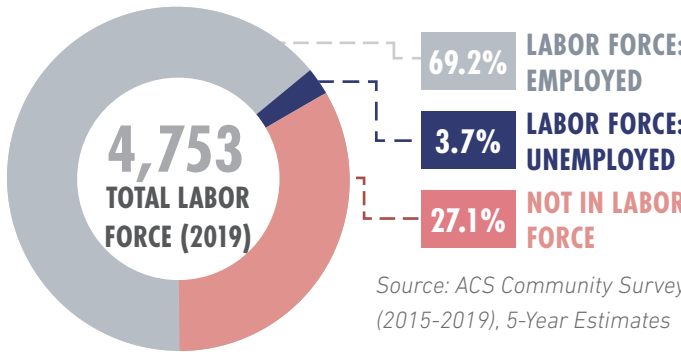
Employment status, commuting patterns, and diversity of businesses within Huntington Woods provide the background context for how the City might approach redevelopment and economic growth.

Workforce and Commuting Population

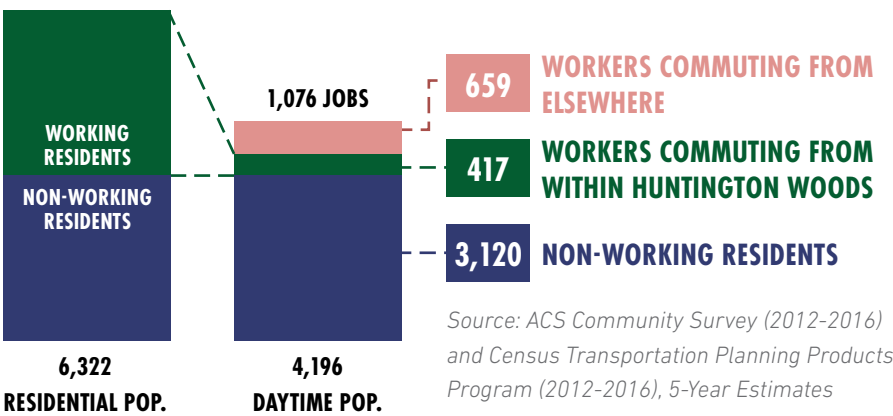
According to the US Census 2019 estimates, 69.2% of the current population is within the work age group between 16 and 65 years of age. Of that percentage, 66.6% are active in the labor force with 33.4% not currently active in the labor force. Currently, the U.S. labor participation rate is 61.6%,

so Huntington Woods has a somewhat higher participation rate. Historically, labor participation rate has been a good indicator of the strength or weakness within a local labor market. The higher the rate, the greater the availability of quality employment opportunities found within the community.

Employment Status for the Population 16 and Over (2019)



Residential and Daytime Population Comparison (2016)



For Huntington Woods, while there are some employment opportunities within the community, the vast majority of workers are working outside of the community in high-skill, high-wage positions and choosing to make Huntington Woods their place to live, play and raise families instead of their place to work.

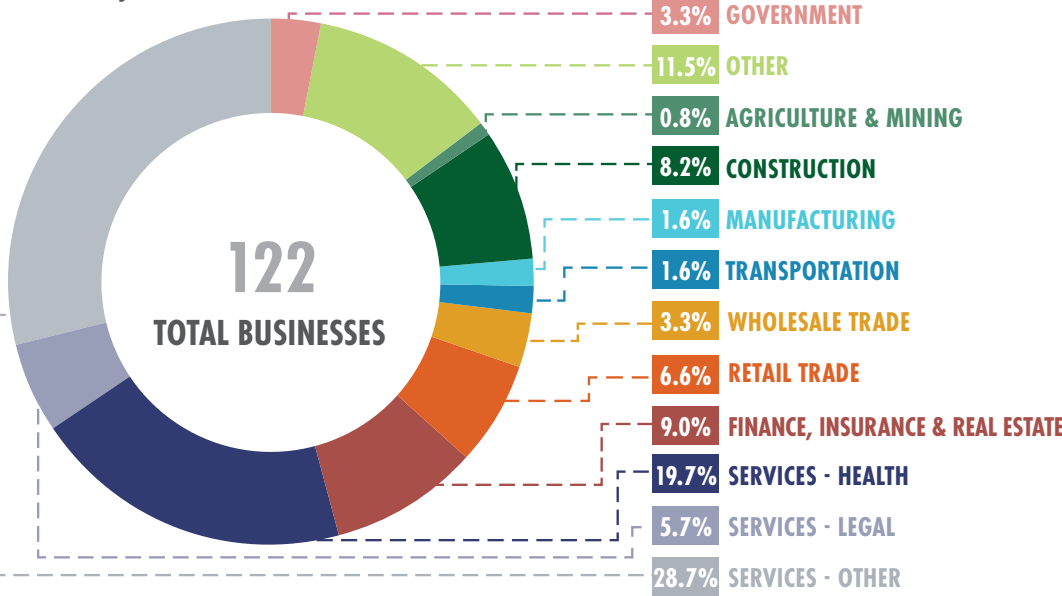
The largest industry sectors of employed residents fall in the categories of finance and insurance and real estate, professional, scientific and health care and educational services.

It is also important to understand where workers are going and where they are coming from. Of the workers living in the City, the average commute time is 23.2 minutes, indicating that many workers are traveling to larger metro areas for employment including Metro-Detroit or other communities within a 30-minute drive where there are more options for employment opportunities. The most popular commuting destinations are Detroit, Southfield, Troy and Warren.

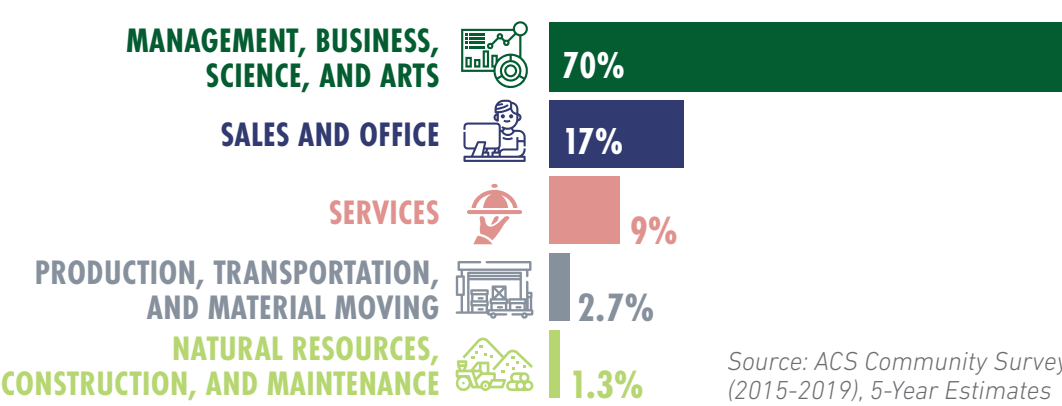
Huntington Woods Business and Employment Diversity

Huntington Woods is a predominantly residential community, but does have a diverse array of over 100 businesses, which are primarily located along Woodward Avenue. The most popular types of businesses include construction; finance, insurance and real estate; retail trade; and health, legal, and other types of services.

Diversity of Businesses (2020)



Employment of Residents by Sector (2019)



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Economic Development Strategy

Overview of Recommendations

An overall assessment of the City points to a few primary areas for potential growth which are limited along key corridors, including Woodward, 11 Mile, and Coolidge. This section includes specific recommendations related to retaining, strategizing, and realistically growing the economic fabric of the community. Specific recommendations related to Woodward Avenue and Coolidge Highway are included in this section.

Summary of Stakeholder Input

During the planning process, the City, consultants, Oakland County, Michigan Economic Development Corporation (MEDC), and commercial property owners met to discuss Huntington Woods’ redevelopment potential and resources and funding available.

Some notable comments included:

- » Landowners along Woodward Avenue would be agreeable to participate in improving access and the condition of the service drive.
- » Future development along Woodward needs to be compatible with the adjacent neighborhood.
- » Property owners would be agreeable to making changes to their property if there were low interest loans or grants available, a broker representing them to help fill vacancies, and the City could partner to help attract business.
- » There is a unique opportunity for rapid transit along Woodward Avenue that can add significant value to properties along the corridor.
- » Oakland County and MEDC both have resources and programs that are specifically designed to help property owners and developers with redevelopment opportunities (noted on the following pages).

Business Development/Retention Program

Develop a program to take and keep the pulse of the local business community.

Regular touches, or retention visits will begin to engage the business community beyond traditional networking opportunities. Typical discussions during retention visits include business growth plans, marketing, employment and obstacles that can hinder growth.

There are many resources available to the business community for finding, hiring and retaining employees, obtaining financial support, learning about redevelopment grants and placemaking efforts as well as government contracting opportunities. There are also resources available for small businesses and consulting services, such as small business financing and market training.

Segment	Primary Interests	Outreach Tools	Suggested Message to Segment
Commercial and Retail Location Advisors/ Commercial Real Estate Brokers, Property Owners	<ul style="list-style-type: none">Reducing risk, credible and trustworthy sourcesAvailable and skilled workforceAccessibility and locationIncentives and taxesPredictable permitting process (i.e. efficient and open communication)Access to target markets and demographicsHigher incomes for specific retail opportunities	<ul style="list-style-type: none">Meetings at industry eventsWebsite/online mediaPartnerships and industry networksIndustry pressBriefings/tours	<ul style="list-style-type: none">Incentives potentially availableCentrally located in Oakland County with good transportation access routesEasy access to target markets for sales generationForward thinking leadership
Developers	<ul style="list-style-type: none">Reducing riskQuality/style of developmentReturn on investmentQuick tenant placementPredictable permitting processZoning and land use	<ul style="list-style-type: none">Engagement in community building visionTrade media and pressBriefings/toursWebsite/online mediaArea business reports	<ul style="list-style-type: none">Untapped market potentialDesirable locationFast approvalsIncentives availableProgressive city leadershipSmall-town charm with forward thinking leadershipHighly educatedHigh family incomes and disposable incomes
Regional & Intermediary Organizations, Public-Private Partnerships (Aerotropolis, SEMCOG, Detroit Regional Partnership, Oakland County, MEDC)	<ul style="list-style-type: none">Promoting and expanding economic development in the regionGrowing the organization's reputation and credibilityNetworking	<ul style="list-style-type: none">Brochures/Fact sheetsBriefingsEngagement in community building visionCommunity educational forums	<ul style="list-style-type: none">Changes will offer major economic opportunities for local communityTogether we can make Huntington Woods a great place to live, do business and develop projectsWe are leveraging your investment

Having a strong business retention program can be one of the most successful tools for supporting the local business community. Oakland County Economic Development, Oakland County Main Street and MEDC can be a resource to the City

since it brings collaborative partnerships together around development, business growth and support, entrepreneurialism, workforce development, infrastructure and beyond.

It will also be important for the community to work with Economic Development partners for the purpose of economic gardening and identifying and fostering growth of new entrepreneurs in the community. Many retailers and food service businesses start as home-based operations, sewing and designing clothing or preparing food for a start-up catering company. Connecting these individuals to the Michigan Small Business Development Center and other agencies that are intended to support small businesses development.

Marketing/Brand Strategy

Upon completion of the Master Plan, **the City should focus efforts on marketing and branding to reintroduce the redevelopment concepts for its commercial corridors and become a tool to highlight investment opportunities within the City.**

Huntington Woods could work with neighboring communities that have all been working together along the Woodward Corridor to create a stronger “Invest Woodward” brand that highlights investment and development/ redevelopment opportunities throughout the Woodward Corridor. The table to the left provides the framework for a marketing strategy for the City of Huntington Woods.

Business Attraction

It will be important to continue to **engage with Oakland County Economic Development and MEDC to implement a business attraction strategy that works for the community** based on the outcome of the Master Plan. While Huntington Woods may not be looking to land large employers in the community, a strong business attraction strategy can also work to land retail and office based tenants for existing spaces within the community. Oakland County Economic Development, as well as Oakland County Main Street, have offered support to Huntington Woods and can be a useful partner for assisting with attracting new retail and office users to the community. Utilization of their broker networks, as well as hosting local familiarization tours within the community, can work to attract new investors and tenants that strengthen and diversify the economic fabric of the community.

Diverse Housing Options

Huntington Woods should promote the redevelopment and rehabilitation of target properties, especially along Woodward and Coolidge, to attract new residents as well as provide different housing opportunities for the existing residents who may want to downsize and/or have less maintenance responsibilities. New development should promote enhanced connectivity, mobility and open space opportunities. This effort will take close coordination with Oakland County, MEDC, and interested property owners.

Resources and Incentives

The following programs are a sampling of the most applicable incentives that may be available to Huntington Woods and developers to assist with redevelopment:

Commercial Rehabilitation Abatement

– Encourages the rehabilitation of commercial property by abating the property taxes generated from new investment for a period up to 10 years. Commercial property is qualified facility that includes a building or group of contiguous building of commercial property that is 15 years or older, of which the primary purpose is the operation of a commercial business enterprise or multi-family residential. The CRA freezes the taxable value of the building and exempts the new investment from local taxes. This tool would be administered locally, with approval from City Council, Oakland County and the State of Michigan

Community Revitalization Program - The Michigan Community Revitalization Program (MCRP) is an incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC), designed to promote community revitalization that will accelerate private investment in areas of historical disinvestment; contribute to Michigan's reinvention as a vital, job generating state; foster redevelopment of functionally

obsolete or historic properties; reduce blight; and protect the natural resources of this state. The program is designed to provide grants, loans, or other economic assistance for eligible investment projects in Michigan.

Brownfield Act 381 - The Brownfield Program uses tax increment financing (TIF) to reimburse brownfield related costs incurred while redeveloping contaminated, functionally obsolete, blighted or historic properties. It is also responsible for managing the Single Business Tax and Michigan Business Tax Brownfield Credit legacy programs (SBT/MBT Brownfield Credits). A Brownfield TIF can be administered locally or through Oakland County or the State of Michigan.

The Michigan Strategic Fund (MSF) with assistance from the Michigan Economic Development Corporation (MEDC), administers the reimbursement of costs using state school taxes (School Operating and State Education Tax) for non-environmental eligible activities that support redevelopment, revitalization and reuse of eligible property. The MEDC also manages amendments to SBT/MBT Brownfield Credit projects approved by MSF.

The Michigan Department of Environmental Quality (MDEQ) administers the reimbursement of environmental response costs using state school taxes

for environmental activities, and local units of government sometimes use only local taxes to reimburse for eligible activities (i.e., "local-only" plans).

Municipal/Non-profit Public Private Partnerships – This opportunity would allow a municipality or non-profit agency the ability to partner with a for-profit builder to develop new housing, mixed-use or campus options within the city. By partnering, it is possible for the developers/builders to get land at a lower cost, thereby reducing total construction costs.

In theory, the municipality/non-profit could hold the land, reducing holding costs and taxes while the project is under construction. The P3 could also be instrumental with infrastructure development on the property and eventually recuperate initial costs upon final sale or redevelopment of property.



Woodward Avenue Corridor Plan

Existing Conditions

Existing Conditions along Woodward

Woodward Avenue serves as the City's front door, passed by over 40,000 cars on a daily basis. This area has the optimal potential to evolve into a more pedestrian-oriented environment.

Currently, there is a narrow, concrete buffer strip that provides separation from Woodward and the vehicular access drive and angled parking for the businesses along Woodward. However, this buffer is aesthetically unpleasing and also does not provide any stormwater runoff benefits. The access drive is also currently in need of repair and maintenance.

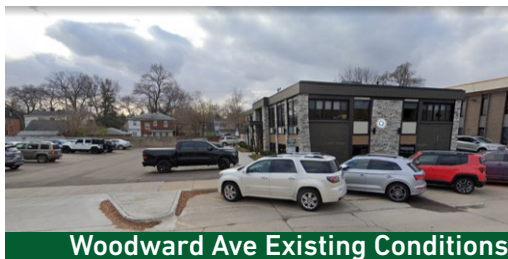
Additionally, there are narrow sidewalks along the businesses and parking lot areas. Parking lots are not screened from the public sidewalk and frequent driveways further add to an overall unwalkable environment.

There is some investment occurring along this corridor, with newer buildings and facade improvements. However, there is a general lack of pedestrian activity - part of which can be attributed to the general make up of businesses which are primarily offices. A healthy mix of businesses and updating building facades will generate more activity, including adding more retail and restaurant uses.

It is critical that the City coordinate with the Michigan Department of Transportation (MDOT) as the service drive is within their jurisdiction. Any future upgrades along here will need to be led and approved by MDOT.



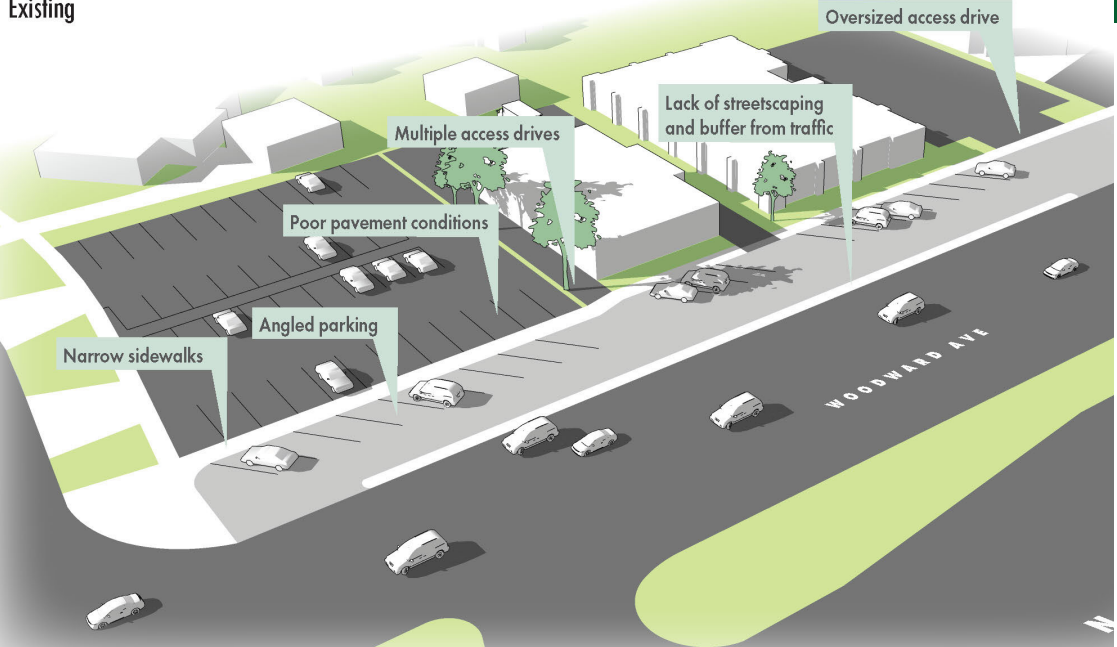
Woodward Ave Existing Conditions



Woodward Ave Existing Conditions

Woodward Avenue

Existing

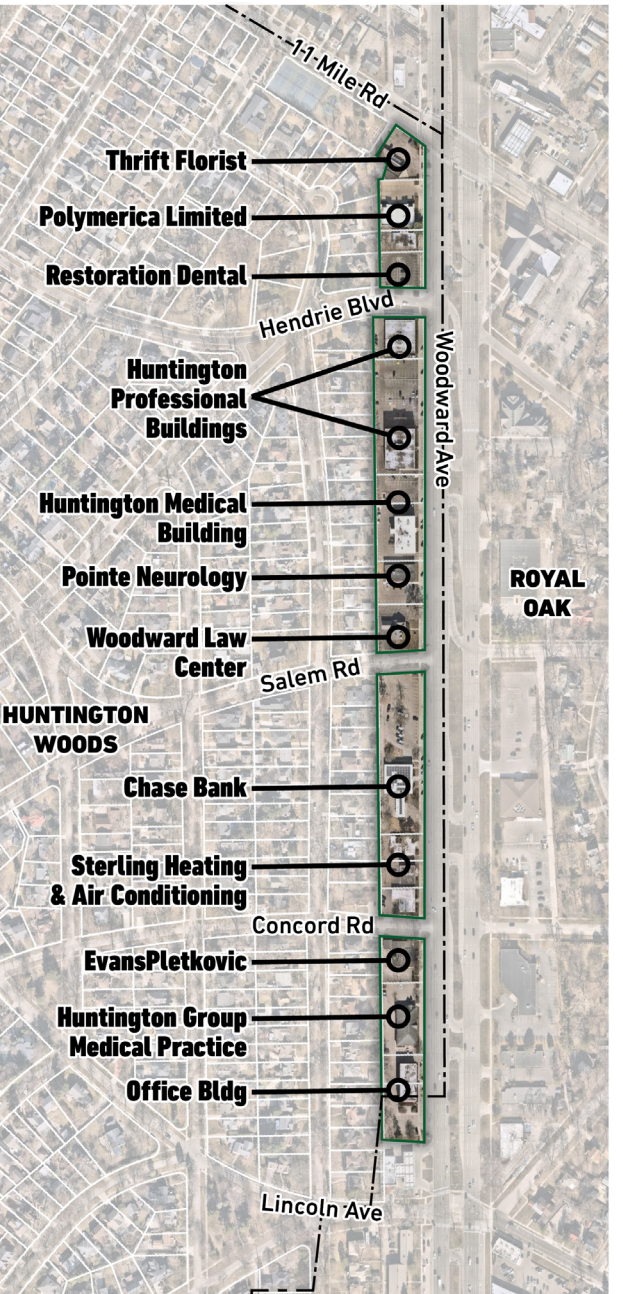


Woodward Ave Existing Conditions - Representative Typical Block



Woodward Ave Existing Conditions

Woodward Ave Corridor



Overview of the RTA MOD Study

The RTA (Regional Transit Authority) of Southeast Michigan currently services a 4-county region, including Oakland County and provides important transit service to the City of Huntington Woods.

In 2020, the RTA created a Mobility-Oriented Development (MOD) Study of the Woodward corridor between Detroit and Pontiac. The MOD Study builds upon Transit Oriented Development (TOD) planning efforts, which is a defined as denser development that includes residential, commercial, office, and public space within close walking distance of public transportation. The MOD Study included coordination with local municipalities and looked at mobility connections, station accessibility, as well as redevelopment opportunities along the corridor.

TOD promotes economic development and caters to shifting market demands and lifestyle preferences. According to a study from the American Public Transportation Association and the National Association of Realtors, “property values of residential and commercial buildings increase dramatically when located close to transit.” They found that residential properties within a 1/2 mile of transit options had between 4-24% higher median sale price (between 2012-2016). Similarly, commercial properties experienced a median sales price per square foot increase between 5-42%.

Recommendations from the Study

Analysis of the corridor included reviewing existing mobility, land use and zoning barriers and strengths. Huntington Woods was noted as already having some transit-oriented friendly policies in place along Woodward Avenue, including maximum building heights of three stories (or four stories if certain design criteria is met) and promoting a mix of uses along the corridor.

Recommendations from the study prioritized actions for each station and mobility hub and how they could capitalize on rapid bus service along Woodward Avenue. According to the MOD Study, “A mobility hub refers to where multiple transportation networks converge and several mobility options are available for transfers between modes... When determining what goes into a mobility hub, local jurisdictions often consider surrounding land uses, transportation options, and supportive roadway infrastructure such as bike lanes and crosswalks.”

The station area/mobility hub that includes Huntington Woods is located at 11 Mile and Woodward and there are specific recommendations from the study that rely on Huntington Woods to help implement.

In general, recommendations across the corridor encourage municipalities to adopt Pedestrian-Friendly Site Design

Guidelines for new development or redevelopment projects. These guidelines provide examples of enhanced standards related to landscaping, circulation, access, and aesthetics. There are also suggestions for types of funding programs that can be used to increase accessibility and reduce mobility gaps. Many of the mobility gaps do not require significant investment, and can be made through low cost improvements to things such as sidewalks, bike lanes, and enhancing transit station amenities.

The station at 11 Mile and Woodward has “a high level of demand for housing and commercial businesses, but only limited sites for such development to occur. As the border of a number of communities (Royal Oak, Berkley, Huntington Woods), these sites offer the potential for greater collaboration and coordination around more transit-oriented growth and development.” The graphic to the right shows the near and long term redevelopment opportunity sites near the station area, with near term opportunities being more low intensity uses or one-story developments.

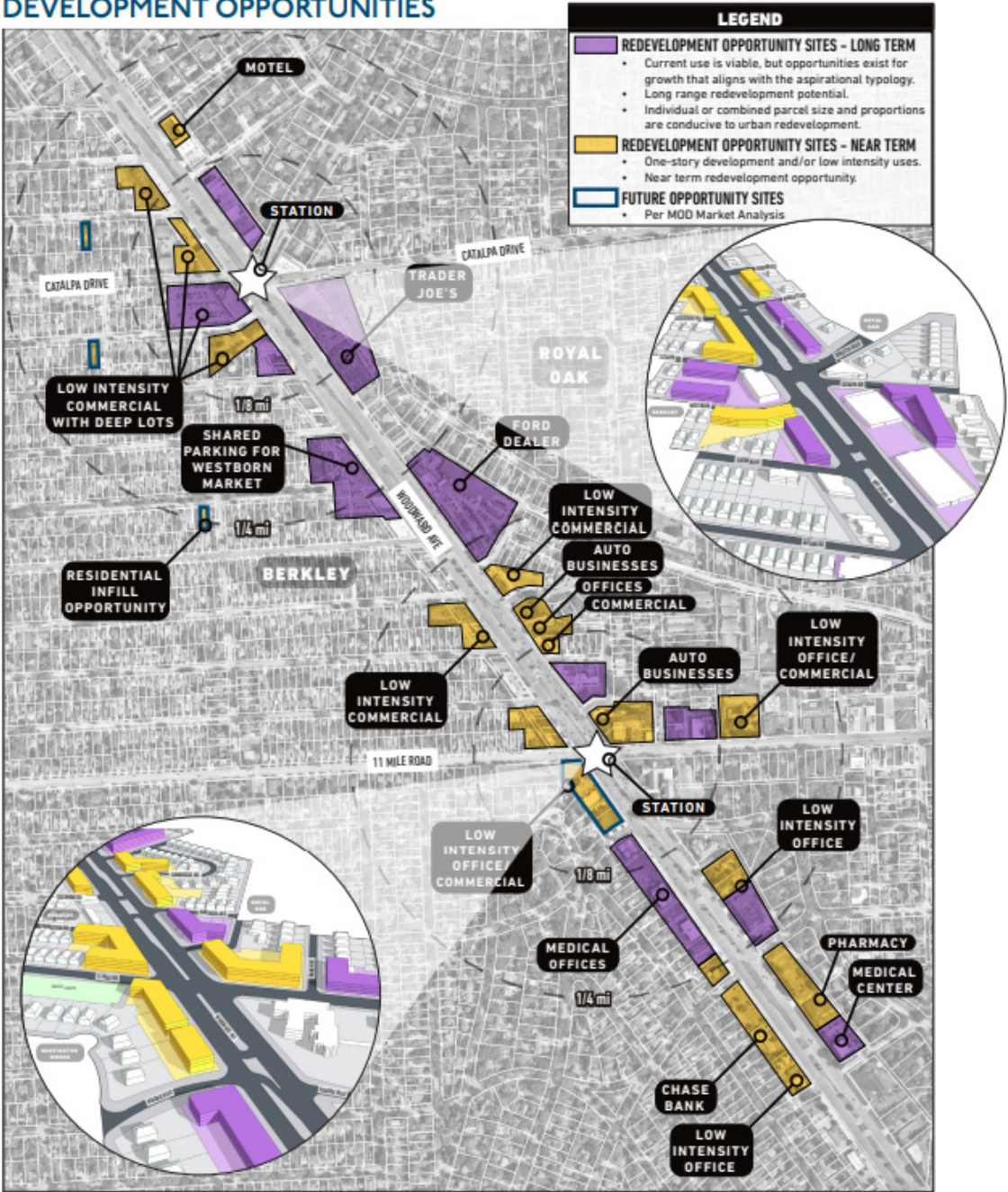
Other specific station area recommendations include:

- Enhance pedestrian crossing safety at the intersection.
- Develop a mobility hub with e-scooters, bike parking, a bikeshare station, bus stop seating and/or shelter, and real time travel information.
- Improve sidewalk, crosswalk, and bike network.
- Increase frequency on SMART Crosstown Route 740. If there is a lane reduction along 11 Mile Road, coordination on timing and traffic flow with Berkley and Huntington Woods will be key.
- Add micro transit service.

For more information on the study, please visit the RTA's website: <https://rtamichigan.org/mobility-oriented-development-study/>

CATALPA DRIVE / 11 MILE ROAD

DEVELOPMENT OPPORTUNITIES



Woodward Avenue Corridor Plan Recommendations

Previous Planning Efforts

Several studies have been done along Woodward Avenue, including a Complete Streets Plan by the Woodward Avenue Action Association, a Rapid Transit Study by SEMCOG, and the RTA MOD Study. These plans, which were all endorsed or adopted by communities along Woodward, largely focused on improving bike travel, easing pedestrian crossings, and adding transit amenities or event transit lanes.

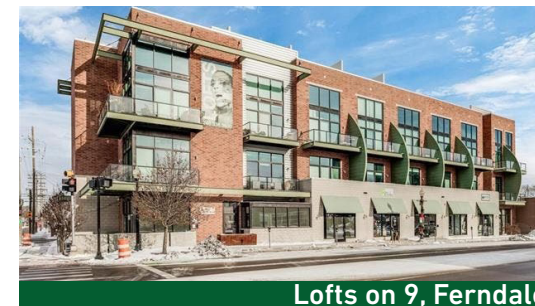
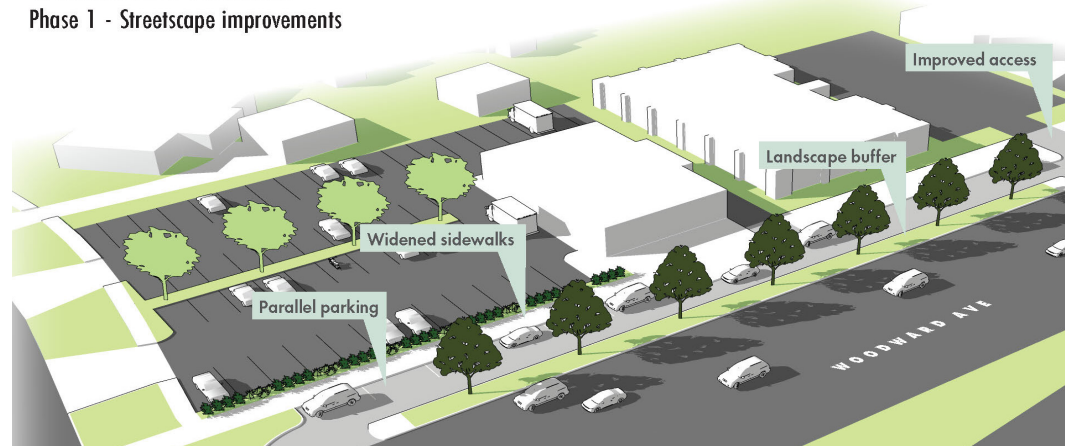
Best Practices

Some of the best practices that could be incorporated along Woodward include:

- » Mixed use: ground floor commercial retail and/or restaurant spaces, upper floors residential, offices and/or institutional.
- » Screen existing parking lots along the right-of-way frontage.
- » Establish smaller storefronts for local businesses.
- » Incorporate outdoor dining and

Woodward Avenue

Phase 1 - Streetscape improvements



Lofts on 9, Ferndale

Woodward Avenue Phases

Phase 1: Streetscape Improvements

- » Reconfigure access to the Woodward Avenue service drive and minimize some driveway widths to increase safety and improve overall circulation.
- » Create a landscape buffer between the service drive and Woodward Avenue.
- » Widen the sidewalks to help create opportunities for spaces to gather and potential outdoor dining areas.
- » Convert the service drive parking from angled to parallel parking in order to implement the landscape buffer and wider sidewalks.

Phase 2: Facade Improvements

- » Implement facade improvements to help provide more consistent street frontage and improve the overall character of the corridor.
- » Opportunities for second or third story additions on existing one to two story buildings.
- » Improve mobility options by providing bike parking and enhancing existing transit stops.
- » Inclusion of sustainability initiatives, such as green infrastructure and electric vehicle/shared parking spots in parking lots.

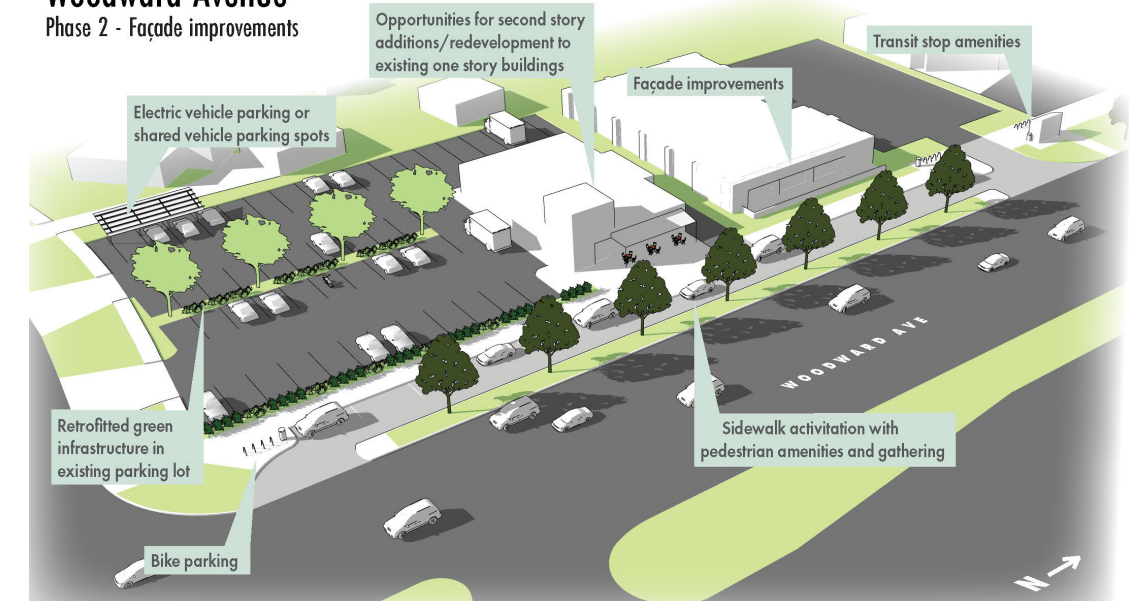
Phase 3: Infill Development

- » When Bus Rapid Transit (BRT) is implemented along Woodward, there are additional opportunities for 2-3 story infill development on underutilized properties and parking areas.
- » Create shared parking areas.
- » Enhancing screening along the parking areas adjacent to existing residential.

Woodward Ave Phases

Woodward Avenue

Phase 2 - Façade improvements



Woodward Avenue

Phase 3 - Infill development



*Renderings created for the Master Plan are conceptual and visionary tools that can be used to inspire redevelopment.

Coolidge Highway Corridor Plan

Existing Conditions and Recommendations

Existing Conditions along Coolidge

Coolidge Highway contains primarily single-family residential within the City, but has a smaller business cluster at Lincoln Drive, which is essentially the Rite Aid and Chase Bank. There is also a dry cleaners at the corner of 11 Mile and Coolidge which was recently renovated.

While there are newer sidewalks along Coolidge near Lincoln Drive, there are also some oversized access drives and larger parking areas. Minimal landscaping and buffering is present along the street edge or along the parking lot perimeters. This area could be enhanced to be more pedestrian-friendly with some lower budget upgrades.

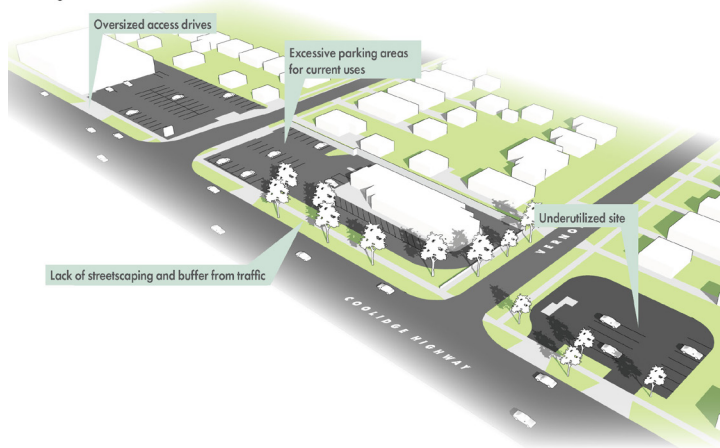
Additionally, there are a couple of underutilized properties in this business cluster, including the Chase Bank and the Chase ATM property. Both of these represent potential redevelopment opportunities.

Best Practices

Some of the best practices that could be incorporated along Coolidge include:

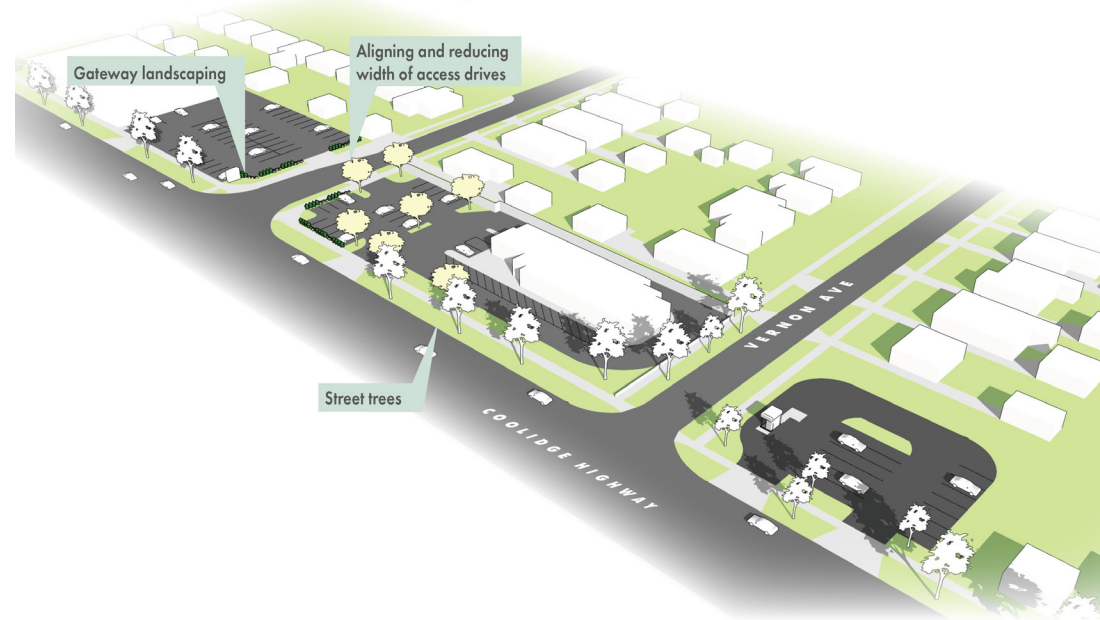
- » Low to medium density mixed use opportunities: ground floor commercial/retail and upper floors are reserved for residential.
- » Residential opportunities: townhomes or condos.
- » Implement access management by aligning existing driveways.
- » Incorporating enhanced landscaping along the street and parking areas.
- » Providing safer pedestrian access to businesses/properties.
- » Increase access to local goods and services adjacent to residential neighborhoods.

Coolidge Highway
Existing



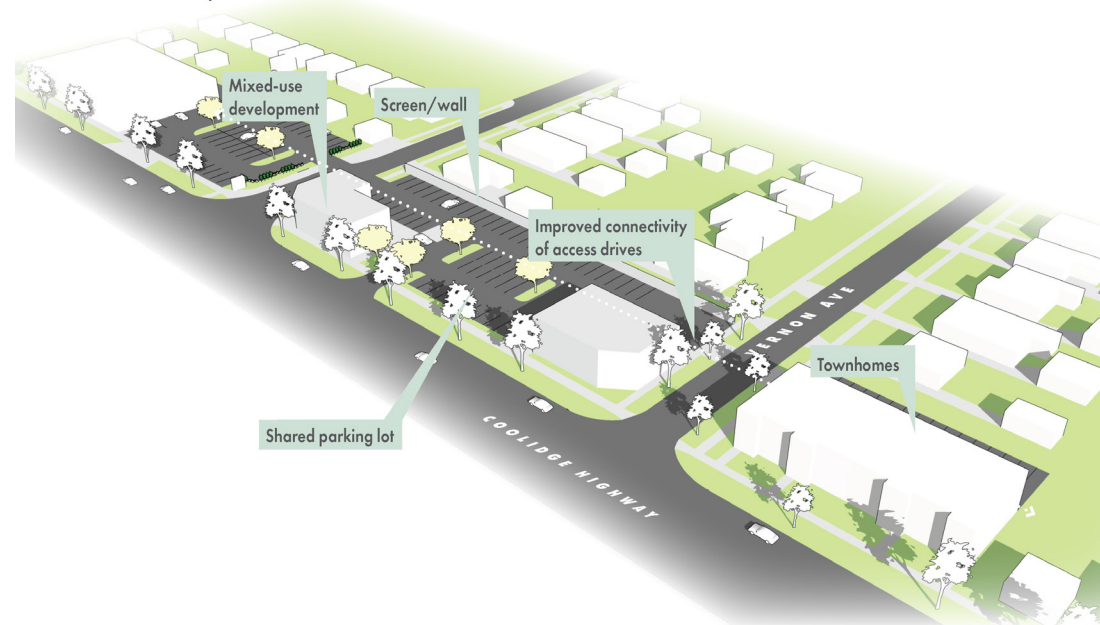
Coolidge Highway

Phase 1 - Streetscape improvements and access management



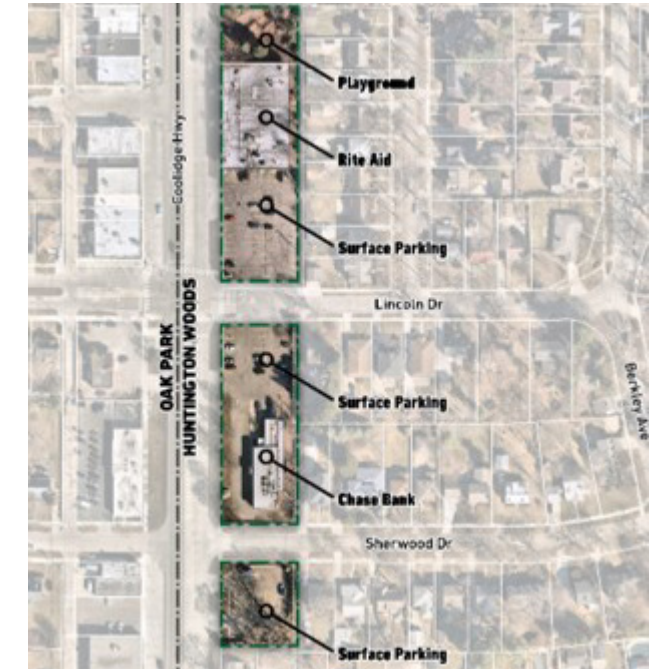
Coolidge Highway

Phase 2 - Infill development



*Renderings created for the Master Plan are conceptual and visionary tools that can be used to inspire redevelopment.

Coolidge Corridor Plan



Coolidge Highway Corridor Plan

Phase 1: Streetscape Improvements and Access Management

- » Incorporate street trees, and parking lot landscaping to enhance the area.
- » Minimize the width and align the access drives between Chase and Rite Aid.

Phase 2: Infill Development Opportunities

- » Potentially redevelop the Chase Bank property to retain the bank, but also include a mix of other uses, including additional retail and residential.
- » Create shared parking opportunities between businesses to help improve connectivity and a more walkable environment.
- » Include new housing options, such as townhomes, where the existing underutilized ATM parking lot space is currently located.



SUMMARY OF PRESERVATION PLAN

OVERVIEW

The following section provides a summary from the 2008 Huntington Woods Master Plan which included a Preservation Plan for the City (which can be found on the City’s website: www.ci.huntington-woods.mi.us). This remains an important guiding tool for Huntington Woods. Subsequent recommendations to carry out the Preservation Plan remain in place and are incorporated into the Action Plan.

A COMMUNITY WITH RICH HISTORIC CHARACTER

Huntington Woods is home to a variety of historic resources that enrich its community character. The residential neighborhoods of the City include several different significant architectural styles from the early and mid-twentieth century (i.e. Bungalows, Tudors, Cape Cods, Ranches, etc.). Additionally, the Rackham Golf Course is also a historic asset,

containing approximately 123 acres and established nearly 100 years ago. The golf course was donated by Horace Rackham and was designed by a legendary course architect, Donald Ross. This golf course was also noted as being one of the first racially integrated courses in the entire country.

ESTABLISHMENT OF HISTORIC DISTRICTS

In 2004, the City Commission adopted an ordinance to create the Hill Historic District. As demonstrated by the study completed for that area of the City, “most of the homes in the district were constructed during the 1920s and 1930s, including the works of world renowned Detroit-based architects Eero Saarinen, Albert Kahn, and Minoru Yamasaki” (Excerpt from 2008 Huntington Woods Master Plan).

In 2006, the City Commission adopted another ordinance to create the Rackham Golf Course Historic District based on its rich historical value that plays a significant role in the region.

OVERALL PRESERVATION STRATEGY

“The intent of the Preservation Plan is to establish preservation goals, define the City’s historic character, summarize past preservation efforts, survey historic resources, explain the legal basis for preservation, discuss the relationship between historic preservation and zoning, explain public sector responsibilities, discuss incentives and local education programs, and identify an agenda for future action” (Excerpt from 2008 Huntington Woods Master Plan).

In order to preserve the historic districts in the City, any application for permit for construction, additions, alterations, and demolition goes before the Huntington Woods Historic District Commission

for review and approval to ensure consistency and compliance with the guidelines are established.

In addition to preserving the local historic districts in Huntington Woods, the City has also created residential design guidelines in order to extend preservation of the City beyond those designated historic areas. The guidelines help ensure that new construction and additions to residential homes are meeting criteria that is compatible with existing character in the neighborhood (i.e. roof lines, materials, size and scale, etc.).

RECOMMENDATIONS

The following includes a set of recommended action items to help implement the Preservation Plan:

- » Consistently enforce historic district regulations.
- » Develop marketing materials that better educate homeowners and architects at the preliminary design stage to ensure historic district regulations are being met.
- » Continue to implement recommendations of the Hill Historic District and Rackham Golf Course Historic District Final Reports.
- » Educate local real estate, design professionals, and new homeowners about Residential Guidelines and local historic resources through marketing materials, workshops, and videos and on City website.

Time, geography, people and events uniquely shape each community. It is the combination of the individual places—houses and yards, stores and public buildings, trees and sidewalks, streets and alleys—that form the community’s overall character. The primary reason for establishing local historic districts is to manage how change occurs in a designated area to ensure that as much of the original character as possible remains intact. After all, changes that occur to one property can impact the property next door, the block, and ultimately the neighborhood overall. Local historic district designation provides communities with the legal tools to protect their local landmarks and architectural character.

Benefits of Local Historic District Designation
Local historic districts provide a wide range of benefits to a community including:

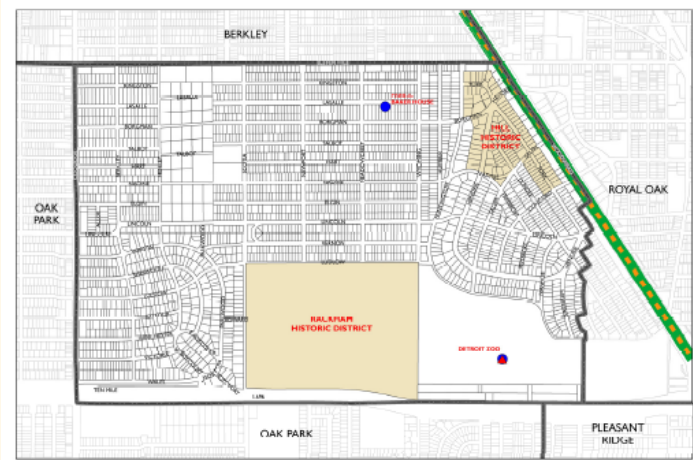
- Legal protection for historic resources
- Increased property and resale values
- Eligibility for preservation tax incentives
- Certified Local Government program
- A better quality of life

Local historic district designation enables communities to preserve their unique character and use it to create their future.

Source: “Local Historic Districts in Michigan.” A Manual of Michigan’s State Historic Preservation Office.

HISTORIC RESOURCES. The City’s historic resources that have been recognized at the national and state levels include the Fred A. Baker House, the Detroit Zoological Park, and Woodward Avenue.

Excerpt from the 2008 Huntington Woods Master Plan



DESIGNATED HUNTINGTON WOODS HISTORIC RESOURCES.



PRESERVATION PLAN 73



Existing Zoning

DRAFT

Existing Zoning

The current zoning in Huntington Woods includes six different residential districts, a transitional district, a business district, a parks and recreation district, and two historic districts (Hill and Rackham).

Residential

The majority of Huntington Woods is zoned for residential. The residential districts in the City are differentiated between single family types and the one and two family attached district. The single family districts are determined by total square footage and frontage of lots.

Transitional District

The transitional district is applied only along Woodward Avenue. The district is intended to encourage a mixture of compatible uses (retail, office, multiple-family residential dwelling) and helps promote mixed-use development that will

meet the needs for residential, office and commercial spaces. This district is also in place to help increasing transit and non-motorized transportation options.

Business District

The business district is intended to provide a limited range of services and businesses. The business zoning district is located along the edges of Huntington Woods (11 Mile Road and Coolidge Highway).

Parks and Recreation District

The main purpose of the district is to reserve space for parks, open space and recreational uses. This zoning district is primarily located around the existing institutional uses throughout the City as well as popping up around the existing residential uses, particularly the east side of the City where there are more pocket parks.

Huntington Woods Zoning Map

City of Huntington Woods

ZONING MAP

April, 2018

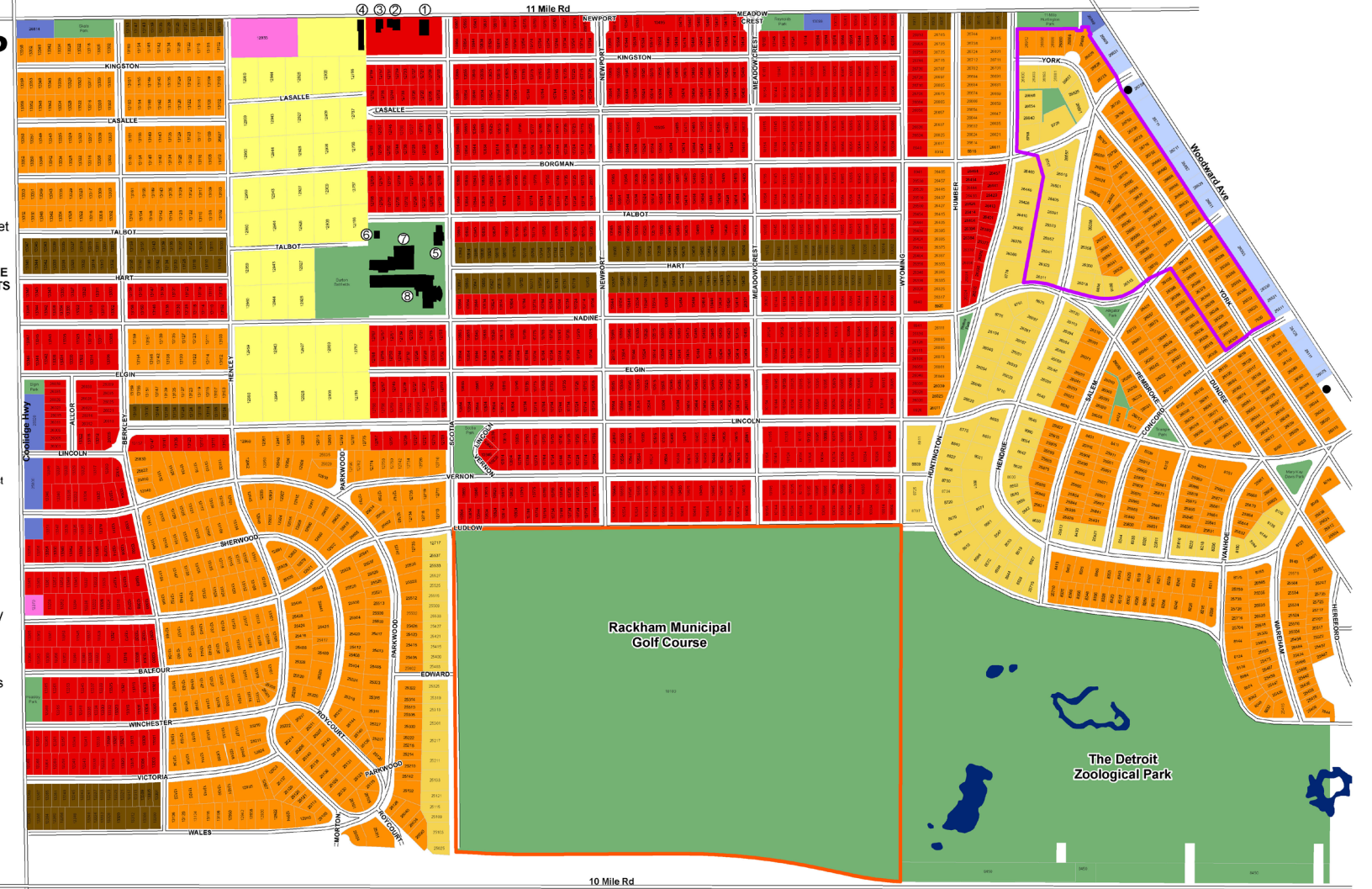


0 500 1,000 Feet

ZONE DISTRICTS, MINIMUM LOT SIZE AND LOT FRONTAGE REQUIREMENTS

- Hill Historic District
- Rackham Historic District
- Waterbodies
- R-1A 30,000 sq. ft. 160 ft. frontage
- R-1B 9,000 sq. ft. 60 ft. frontage
- R-1C 7,000 sq. ft. 50 ft. frontage
- R-1D 6,000 sq. ft. 50 ft. frontage
- R-1E 5,000 sq. ft. 40 ft. frontage
- RT One & Two Family Attached District
- TD Transitional District
- BD Business District
- PRD Parks & Recreation District

- 1 City Office
- 2 Department of Public Safety
- 3 Parks Garage
- 4 Department of Public Works
- 5 City Library
- 6 Swimming Pool
- 7 Recreation Center
- 8 Burton School
- Mail Boxes (U.S.)



DRAFT

EXISTING CONDITIONS UPDATE
& RECOMMENDATIONS

Zoning Plan

Overview of Zoning Plan

This Zoning Plan targets how the existing Zoning Ordinance and Zoning Map are inconsistent with the Master Plan. Overall, the Zoning Ordinance and Map are already fairly aligned with the Master Plan. However, there are a few areas, which are discussed here, that could be updated to better reflect the recommendations discussed in the Plan.

Zoning Map Recommendations

The **Zoning Map should remain largely unchanged** as the Future Land Use Map indicates the majority of the City should be preserved. For most of the Invest and Enhance properties, the zoning designation is already appropriate. But, there are some select properties that currently do not reflect the recommendations in the Master Plan.

The **City Campus Area** is currently zoned as R-1A and R-1D. Rezoning this area to

BD (Business District) would allow some flexibility in the future for this site in case the City opts to pursue collaborating in a public-private partnership to redevelop this into a mixed-use City Campus site. Another option is to retain the existing zoning, but create a separate overlay zoning district specific to the City Campus Area that has guidelines on what should be preserved (i.e. open space, City facilities to remain on site, etc.), types of appropriate permitted uses, as well as detailed design standards that would help guide site development.

The southwest **corner property at 11 Mile and Woodward** should be rezoned from BD (Business District) to TD (Transitional District) to align with the rest of the Woodward Avenue corridor zoning. Since this prime corner is part of the mobility hub in the RTA MOD Study, this zoning district would be the most appropriate designation to accommodate slightly denser development in the future.

Changes to Zoning Districts

Again, minimal changes are necessary for the Zoning Ordinance related to the standards in the zoning districts. There are some additions or changes that could be beneficial and would further implement some of the priority goals in the Master Plan.

Preservation Plan - Zoning/Policy Recommendations

The following includes a set of recommended action items to help implement the Preservation Plan that are related to the Zoning Plan or policy changes:

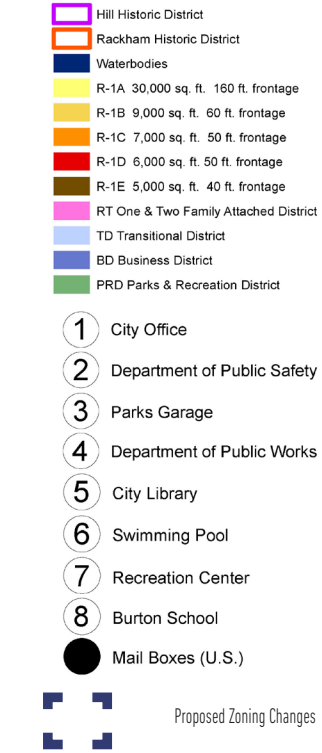
- » Continue to research anti-monotony standards from other communities to evaluate how residential guidelines may be amended.
- » Develop visual guidelines that illustrate how to achieve desired

community character for residential and commercial areas of the City.

Sustainable Standards

The Zoning Ordinance has a set of Sustainable Design and Environmental Standards in place. These **standards could be tweaked to provide stricter and more detailed regulations on managing stormwater runoff**. For example, best management practices can include:

- » Parking lots over a certain threshold (i.e. parking areas that are in excess of 20% of the required number of parking spaces) should be held to more rigorous stormwater management practices and incorporate green infrastructure in the parking areas.
- » Single-family and two-family residential properties that add over a certain threshold of square footage of impervious surface (i.e. the City of Ann Arbor’s requirement is 200 sq ft) should be required to show retention of first flush storm events for the net increase of impervious surface they add. First flush is the initial surface runoff of a rainstorm where water pollution entering storm drains is typically more concentrated than compared to the remainder of the storm.
- » Residential properties should also be required to redirect all



downspouts to vegetated areas or other approved areas, but not to impervious surfaces or adjacent properties.

Zoning Plan





Action Plan



Action Plan

Overview of Implementation

This plan serves as the policy guide for moving Huntington Woods forward, guiding decisions about future physical and economic development. Transforming the Plan's goals into reality will require a long-term commitment and political consensus. The plan is designed to be a road map for action, incorporating strategies, specific projects, and programs that will achieve the desired results.

Successful plan implementation will be directly related to committed City leadership. While elected and appointed officials will have a strong leadership role, many others, including City staff and leaders and stakeholders from the community, will also be instrumental in supporting the Master Plan.

City officials and departments must embrace the plan, applying its recommendations to help shape annual budgets, work programs, and the design of capital improvements. For example, the City's engineering practices can support implementation through infrastructure improvements, streets, and storm systems designed consistent with plan policies and recommendations. Each department, staff person, and elected official should find it a benefit, if not an obligation, to reference the Plan when making decisions and setting priorities.

This Master Plan is designed for routine use and should be consistently employed during any process affecting the community's future. Private investment decisions by developers, corporations, and land owners should consider the Plan's direction as it is the guide for the community and supports the goals and objectives.

What is an Action Plan?

An Action Plan was created to provide guidance when implementing the Master Plan. The Action Plan contains goals, strategies, and action steps as well as provides time frames, priorities, and key partners.

This Master Plan has been developed with a degree of flexibility, allowing nimble responses to emerging conditions, challenges, and opportunities. To help ensure the Master Plan stays fresh and useful, periodic reviews and amendments should be carried out by Planning Commission and City Commission. This will ensure the goals, objectives, and recommendations reflect changing community needs, expectations, and financial realities.

- » Goal 1: Maintain the **excellent quality of City services** while avoiding tax increases.
- » Goal 2: Promote the **long-term stability of the City's residential neighborhoods.**
- » Goal 3: Encourage **quality infill development and residential additions** that reflect the character of existing homes.
- » Goal 4: Promote a **diversified housing stock, focusing on targeted commercial corridors**, that accommodates residents of all ages and strive to retain affordable housing.
- » Goal 5: In planned locations at the City's perimeter, **encourage mixed-use development** with high quality retail and restaurant uses.
- » Goal 6: **Maintain and improve the City's park system and recreational facilities** and programs. Continue to use the parks and recreational uses as buffers along the community's borders.
- » Goal 7: Promote the **preservation and enhancement of trees, urban forest, and natural resources and features.** Use sustainable best practices to protect and preserve the City of Huntington Woods.
- » Goal 8: Promote **continued walkability within Huntington Woods** and strengthen pedestrian connections to neighboring communities.
- » Goal 9: **Maintain, improve, and beautify the City's road network.**
- » Goal 10: Create a more **welcoming environment that promotes diversity and inclusion** in the City.

#	Topic	Actions	Timeframe	Priority	Responsible Partners
1	Future Land Use and Zoning	Preserve residential land use and zoning within the core of Huntington Woods.	Ongoing	High	City
2	Future Land Use	Maintain and expand programs and services that assist the City’s older residents so they can remain in their existing homes as they age. Partner with Oakland County, other communities, and local non-profits to ensure that seniors have adequate services and housing. This may include obtaining block grant funding.	Ongoing	Medium	City, Oakland County
3	Future Land Use	Coordinate with Finance Officer to determine costs to upgrade the public safety building.	Short Range (0-3 years)	High	City
4	Sustainability	Increase recycling education awareness through targeted marketing campaigns and include best practices and how to’s on the City’s website and social media outlets.	Ongoing	Medium	City
5	Sustainability	Promote street tree planting and maintenance programs and regulations protecting street trees. Promote tree planting on public and private property throughout City. Prioritize tree planting program schedule based on community input and funding.	Ongoing	High	City
6	Sustainability	Create a Climate Action Plan for the City of Huntington Woods that incorporates measurable goals, benchmarks, and best practices to help achieve environmental, social, and economic sustainability initiatives. Finance and Sustainability Committees will take ownership of this effort.	Short Range (0-3 years)	High	City, Sustainability Committee, Finance Committee, Oakland County
7	Sustainability	Complete a Needs Assessment of the City Campus Area facilities along 11 Mile Road to determine functionality and upgrades needed. Coordinate with Finance Officer to determine costs to upgrade the public safety building.	Short Range (0-3 years)	High	City
8	Sustainability	Investigate and apply funding opportunities to upgrade municipal buildings to become more energy efficient.	Short Range (0-3 years)	Medium	City
9	Sustainability	Review case studies of Michigan municipalities that have implemented alternative energy programs, including Electric Vehicle Charging Stations and incentivizing green roof installations on new developments.	Short Range (0-3 years)	Low	City
10	Sustainability	Require commercial and mixed-use developments to bear their fair share of system costs, such as providing on-site storage for storm water. Evaluate impacts of development on municipal systems and review fees for adequacy.	Short Range (0-3 years)	High	City, MEDC
11	Sustainability	Support Huntington Woods’ Adopt-a-Garden program for gardens in parks and within road right-of-way.	Short Range (0-3 years)	Medium	City
12	Sustainability	Launch an education awareness campaign on best management practices for stormwater runoff and provide instructions for personal management, including planting rain gardens, redirecting downspouts, and installing and using rain barrels.	Short Range (0-3 years)	Medium	City, Oakland County
13	Sustainability	Require residential properties to redirect all downspouts to vegetated areas or other approved areas, but not to impervious surfaces areas and not to adjacent properties.	Short Range (0-3 years)	Medium	City

#	Topic	Actions	Timeframe	Priority	Responsible Partners
14	Sustainability	Using grant funding, implement Electric Vehicle Charging Stations at the Recreation Center and City Hall.	Mid Range (3-6 years)	Low	City
15	Sustainability	Identify services where Huntington Woods can collaborate or co-locate with other local communities to help reduce tax burdens to the community.	Mid Range (3- 6 years)	High	City, adjacent communities
16	Sustainability	Consider privatization of certain services where appropriate. Competition between contractors encourages service providers to keep costs more efficient, deliver high quality services, and can help accommodate staff fluctuations during peak demand season changes so services go uninterrupted for residents.	Mid Range (3- 6 years)	Medium	City
17	Parks and Recreation	Update the Parks and Rec Master Plan every 5 years to be eligible for DNR funding. Seek DNR and other grant opportunities, contributions, and dedications to accomplish improvements to the parks system and recreation facilities and programs.	Ongoing	Medium	City, MDNR
18	Parks and Recreation / Preservation Plan	Maintain regular dialog with Detroit Mayor’s Office, golf course management contractor and Detroit Parks and Rec department to ensure compliance with local historic district regulations and to preserve views of Rackham Golf Course and woods along the north edge of the Detroit zoo property. This includes improving the fence along the property line.	Ongoing	Medium	City, Detroit, Zoo
19	Parks and Recreation	Dedicate more resources and look for opportunities to refresh the variety of social and recreational activities offered to better accommodate the adult and senior population in Huntington Woods.	Short Range (0-3 years)	Medium	City
20	Parks and Recreation	Seek opportunities for enhancement of residents’ access to Rackham Golf Course.	Mid Range (3- 6 years)	Medium	City, Parks and Recreation, Historic District Commission, City of Detroit
21	Complete Streets	Ensure that street upgrades remain a key element of the City’s Capital Improvement Plan (CIP).	Ongoing	High	City, MDOT
22	Complete Streets / Sustainability	Research and recommend appropriate fixture types, spacing, cost, and budgeting for pedestrian-scaled streetlights in the City, including LED lighting upgrades. Coordinate with energy consultants to recommend fixture types, spacing, and cost.	Short Range (0-3 years)	Medium	City, Energy Consultants
23	Complete Streets	Enhance and upgrade the streetscaping along the commercial corridors of the City, including Coolidge, 11 Mile, and Woodward.	Short Range (0-3 years)	High	City, MDOT, Berkley
24	Complete Streets	Implement new midblock pedestrian crossings along 11 Mile Road near Scotia and Meadowcrest to help provide safer connections to Berkley and to the school.	Short Range (0-3 years)	High	City, Berkley, Safe Routes to School

#	Topic	Actions	Timeframe	Priority	Responsible Partners
25	Complete Streets	Complete a Safe Routes to School Study for pedestrian crossings along 11 Mile Road to identify and confirm appropriate crossing locations and determine if light timing should be increased at existing intersections for pedestrians.	Short Range (0-3 years)	High	City, Berkley, Safe Routes to School
26	Complete Streets	Coordinate with the City of Berkley to continue to study the possibility of implementing a 4-3 lane reconfiguration along 11 Mile Road to allow for safer pedestrian crossings and implement green infrastructure. The study should include a pilot project to test out design ideas and evaluate traffic flow.	Short Range (0-3 years)	High	City, Berkley
27	Complete Streets	Adopt a resolution that describes improvements needed along Woodward Avenue. Work with MDOT to reconfigure and upgrade the service drive along Woodward Avenue to help increase safety, walkability, and the overall aesthetics of the corridor. Coordinate with MDOT to design and implement landscaping and amenity improvements along Woodward Avenue.	Short Range (0-3 years)	High	City, MDOT, Berkley, Royal Oak
28	Complete Streets	Develop a City Signage Plan to unify park signs, City signs, and gateways.	Mid Range (3- 6 years)	Medium	City, MDOT
29	Complete Streets	Enhance existing pedestrian crossings throughout the City, including along I-696 and at 11 Mile Road and Woodward Avenue.	Mid Range (3-6 years)	Medium	City, MDOT, Berkley
30	Complete Streets	Collaborate with SMART to evaluate service frequency along 10 Mile and 11 Mile Roads for routes 730 and 740.	Mid Range (3-6 years)	Low	City, SMART
31	Complete Streets	Huntington Woods should partake in discussions with adjacent communities, SMART, and MDOT to help develop a mobility hub at 11 Mile Road and Woodward Avenue with e-scooters, bike parking, a bikeshare station, bus stop seating and/or shelter, and real time travel information that is consistent with the RTA MOD Study.	Long Range (7-10 years)	Medium	City, MDOT, SMART, Royal Oak
32	Complete Streets	Coordinate with the Recreation Center to continue to provide on-demand door-to-door service to complement existing fixed route service for seniors or disabled.	Long Range (7-10 years)	Low	Recreation Center, City

#	Topic	Actions	Timeframe	Priority	Responsible Partners
33	Economic Development	Coordinate with partners like Oakland County Economic Development, as well as Oakland County Main Street and the Michigan Economic Development Corporation to assist in attracting new retail and office users to the community. These partners can use their broker networks, host local tours of the community, and use their local expertise to attract new investors and tenants.	Ongoing	Medium	City, Oakland County, MEDC
34	Economic Development	Collaborate with MEDC and Oakland County to provide assistance with applying for funding resources and incentives to help trigger redevelopment opportunities along the commercial corridors in the City. This could include exploring a Corridor Improvement Authority (CIA) along Woodward Avenue with adjacent communities.	Ongoing	Medium	City, Oakland County, MEDC, Royal Oak, Berkley, Ferndale
35	Economic Development	Coordinate with MEDC, Oakland County, developers, and property owners to explore and determine whether Coolidge Highway retail nodes could support more intensive neighborhood-oriented retail and additional housing options.	Short Range (0-3 years)	Medium	City, Oakland County, MEDC, developers, property owners
36	Economic Development	Cultivate a stronger business environment by coordinating with Oakland County and MEDC to develop a Business Development and Retention Program for Huntington Woods.	Short Range (0-3 years)	Medium	City, Oakland County, MEDC, business owners
37	Economic Development	Create a marketing and branding strategy to reintroduce redevelopment concepts for the commercial corridors of the City to highlight potential investment opportunities. This could include working with adjacent communities to create a more dynamic “Invest Woodward” brand to life to highlight investment and development opportunities throughout the Woodward corridor.	Short Range (0-3 years)	Medium	City, Oakland County, MEDC, property owners, business owners, Royal Oak, Berkley, Ferndale
38	Economic Development	Consider creating a Request for Proposals (RFP) and all types of financing to gauge developer interest to help fund upgrades to the Public Safety building and potentially integrated into a mixed-use development.	Short Range (0-3 years)	High	City, Oakland County, MEDC, developers

#	Topic	Actions	Timeframe	Priority	Responsible Partners
39	Economic Development	Target investment and redevelopment opportunities to underutilized and/or outdated sites along the commercial corridors of Huntington Woods.	Mid Range (3-6 years)	Medium	City, MEDC, Oakland County, property owners
40	Economic Development	Promote the redevelopment and rehabilitation of target properties, especially along Woodward and Coolidge, to attract new residents as well as provide different housing opportunities for the existing residents who may want to downsize and/or have less maintenance responsibilities. New development should promote enhanced connectivity, mobility and open space opportunities.	Mid Range (3-6 years)	High	City, MEDC, Oakland County, property owners
41	Economic Development	Collaborate with property owners, MEDC, Oakland County, SMART, MDOT, and other public/private organizations to help implement suggested improvements along Woodward Avenue, including façade improvements, creating bike parking, enhancing existing transit stops, encourage shared parking opportunities, and provide enhanced pedestrian access and screening.	Mid Range (3-6 years)	High	City, MEDC, Oakland County, SMART, MDOT, property owners
42	Preservation Plan	Consistently enforce historic district regulations.	Ongoing	Medium	City
43	Preservation Plan	Educate local real estate, design professionals, and new homeowners about Residential Guidelines and local historic resources through marketing materials, workshops, and videos on City website.	Ongoing	Low	City
44	Preservation Plan	Continue to implement recommendations of Hill Historic District and Rackham Golf Course Historic District Final Reports.	Short Range (0-3 years)	Medium	City
45	Preservation Plan	Rehab and upgrade the City’s Public Safety building to ensure that the department has functional and up to date facilities that provides additional space and current technology.	Mid Range (3-6 years)	High	City
46	Zoning	Continue to research anti-monotony standards from other communities to evaluate how residential guidelines may be amended.	Short Range (0-3 years)	Medium	City

#	Topic	Actions	Timeframe	Priority	Responsible Partners
47	Zoning	Consider rezoning the southwest corner property at 11 Mile and Woodward should be rezoned to TD (Transitional District) to align with the rest of the Woodward Avenue corridor zoning.	Short Range (0-3 years)	Medium	City
48	Zoning	Update the Zoning Ordinance’s Sustainable Design and Environmental Standards to provide stricter and more detailed regulations on managing stormwater runoff. Standards can include requiring more rigorous stormwater management practices for parking areas that exceed 20% of the required number of parking spaces. Other requirements could include requiring residential properties that add over a certain threshold of square footage to show retention of first flush storm events for the net increase of impervious surface they add.	Short Range (0-3 years)	High	City
49	Zoning	Develop visual guidelines that illustrate how to achieve desired community character for residential and commercial areas of the City.	Long Range (7-10 years)	Low	City



Appendix

- » Community Survey Results
- » Planning Commission Exercise:
Evaluation of 2014-2015 Goals,
Strategies and Actions
- » Huntington Woods Six Year Capital
Improvements Program (CIP)

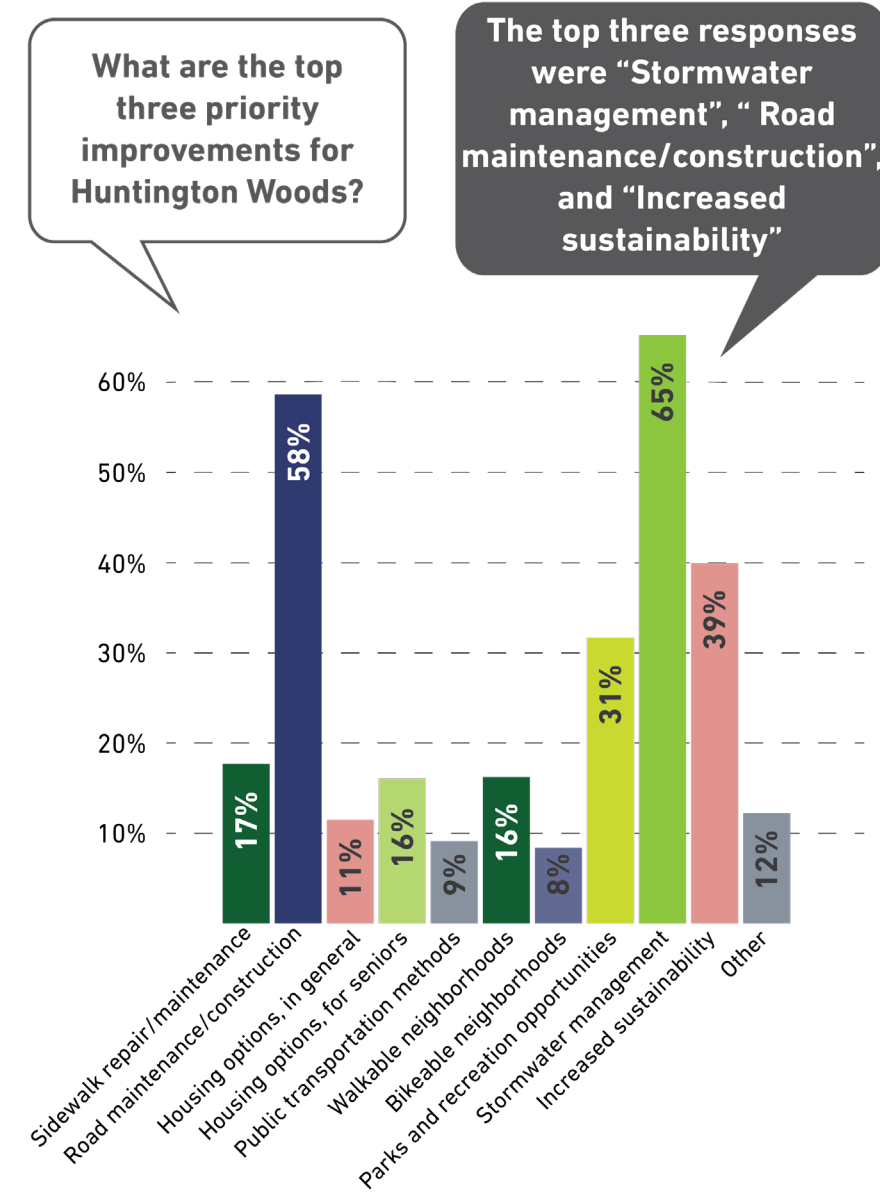
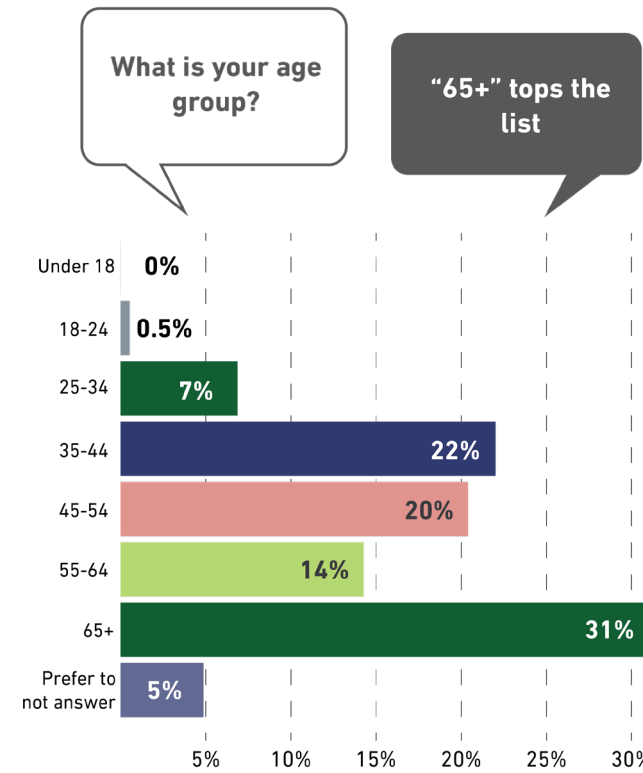
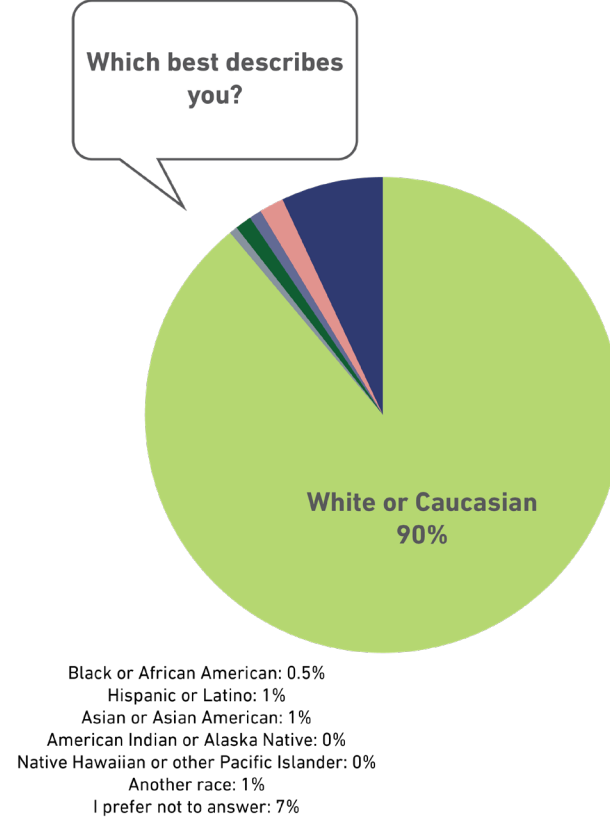
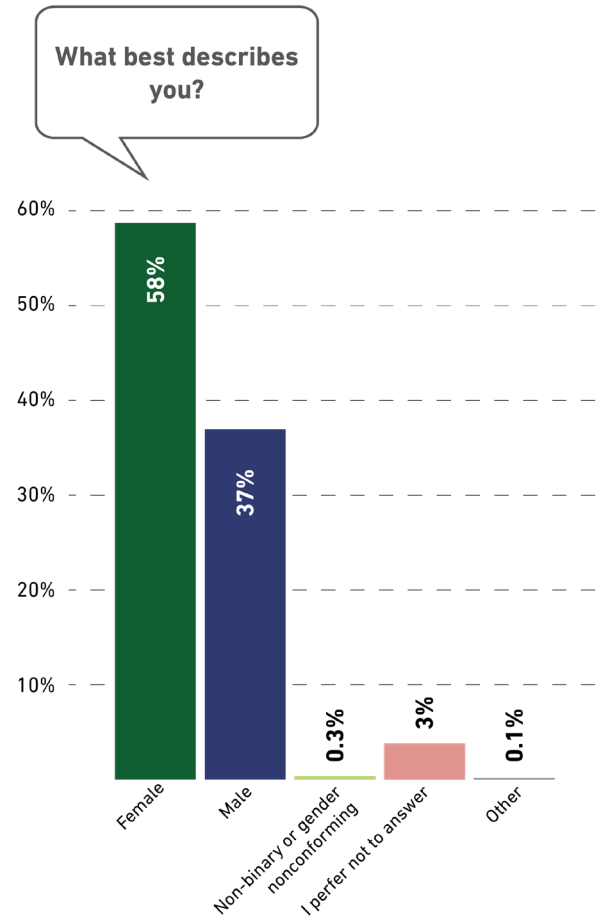


Community Survey Results

Community Survey

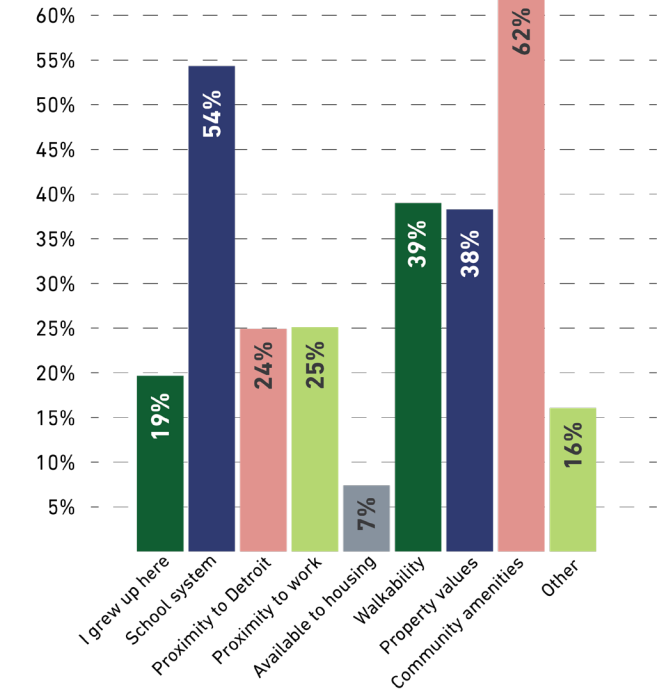
The planning team conducted an online survey in July 2021 which drew more than 560 responses. The survey was available online and by paper, and the survey was intended to gain broad community input to help inform the goals and strategies in the Master Plan update.

A total of nineteen questions were asked as part of the survey, with an additional four questions from the Community Workshop being added in. The questions varied in type and scope, and included multiple choice and ranking all that applied. The survey takers were almost all residents, however there were some that were either a business owner, worked in Huntington Woods, or was a visitor.



What are the top three reasons you decided to live and/or work in Huntington Woods?

The top responses were “Community amenities”, “School system”, “Walkability”, and “Property Values”

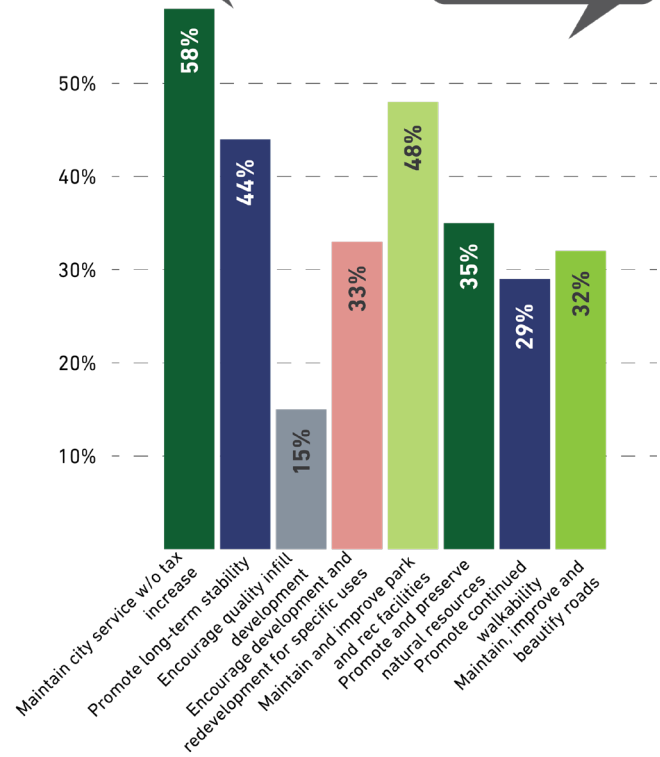


What other goals do you feel should be incorporated into the plan update?



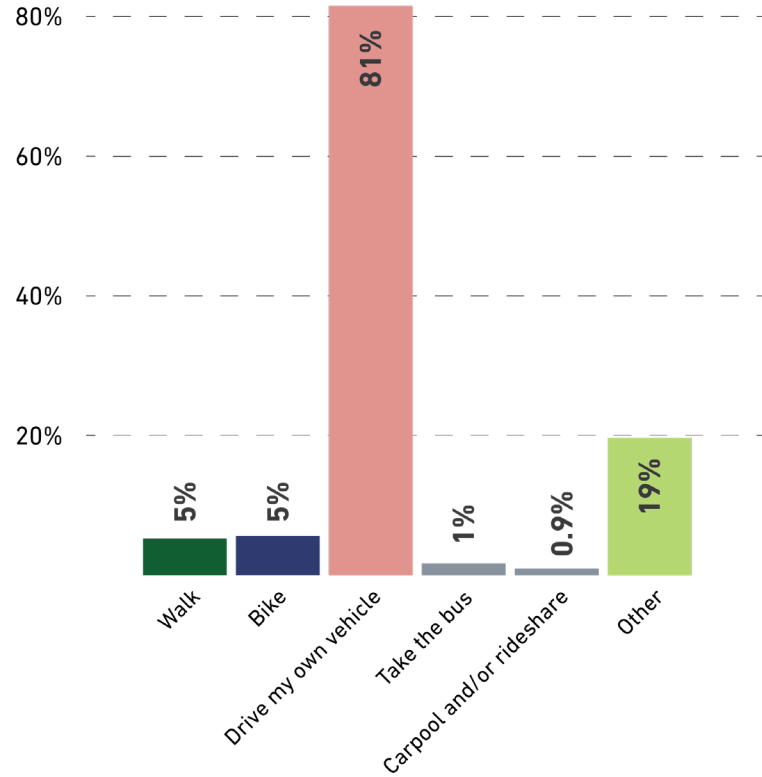
What are your top three goals from the current 2014-2015 Master Plan?

Top three answers...



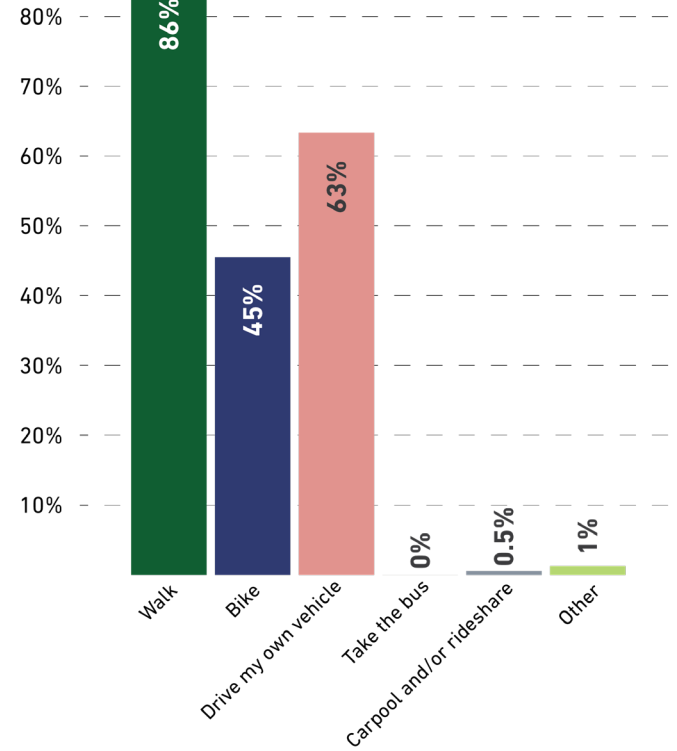
How do you most frequently travel to work?

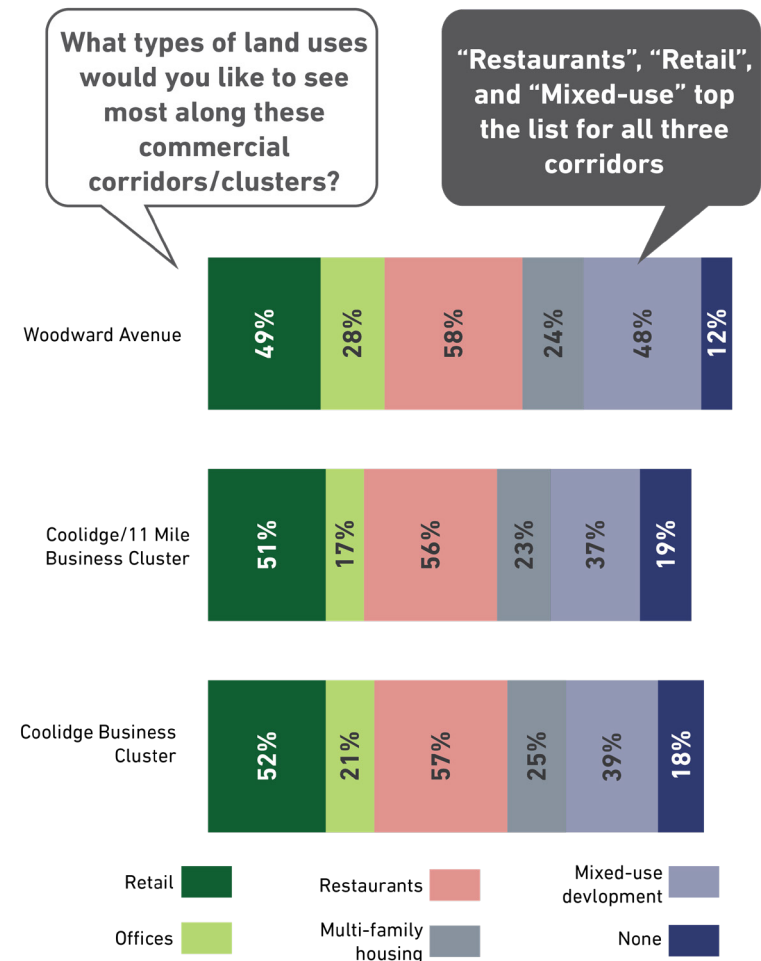
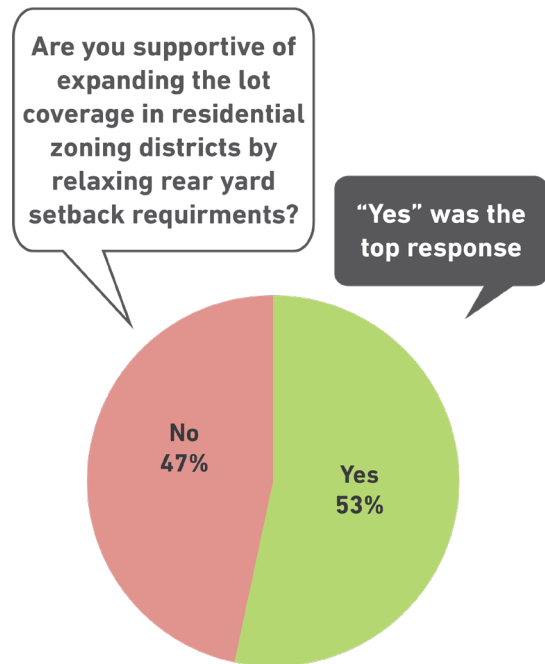
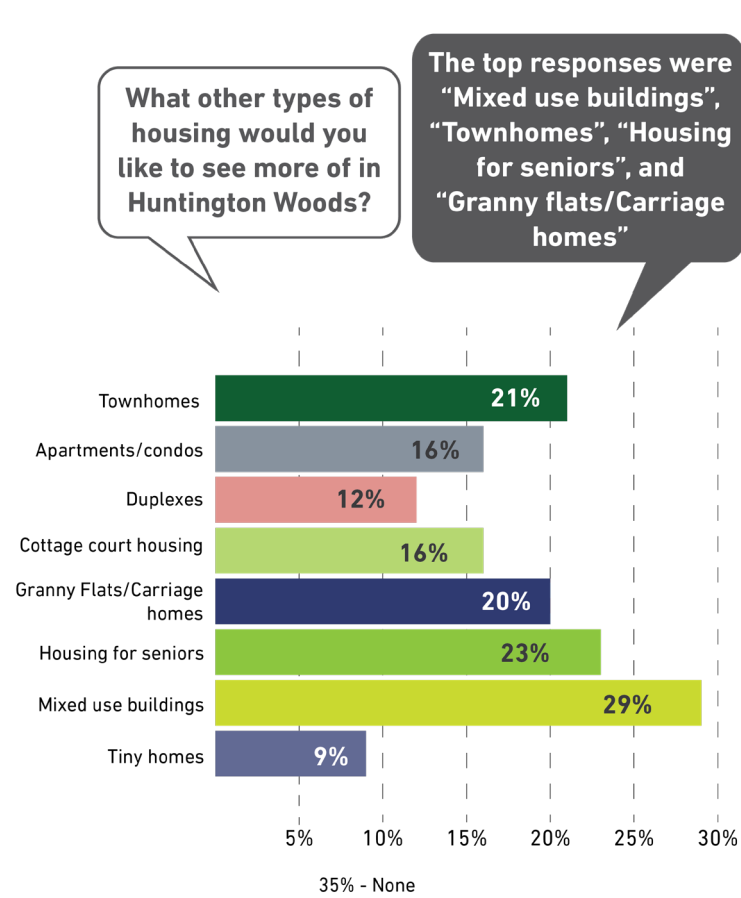
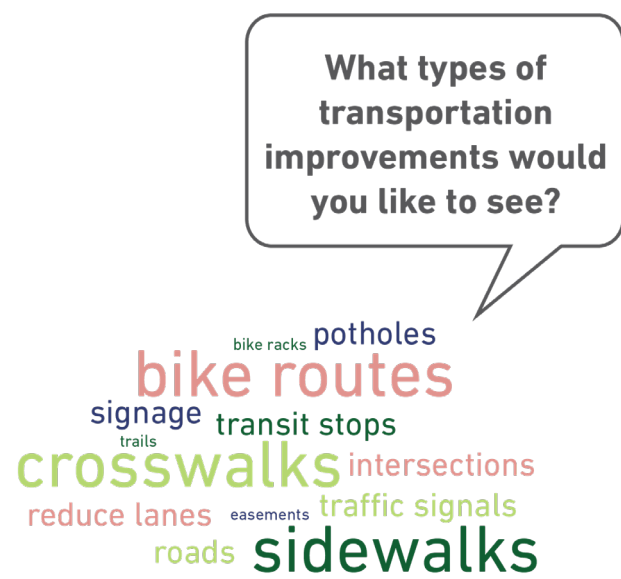
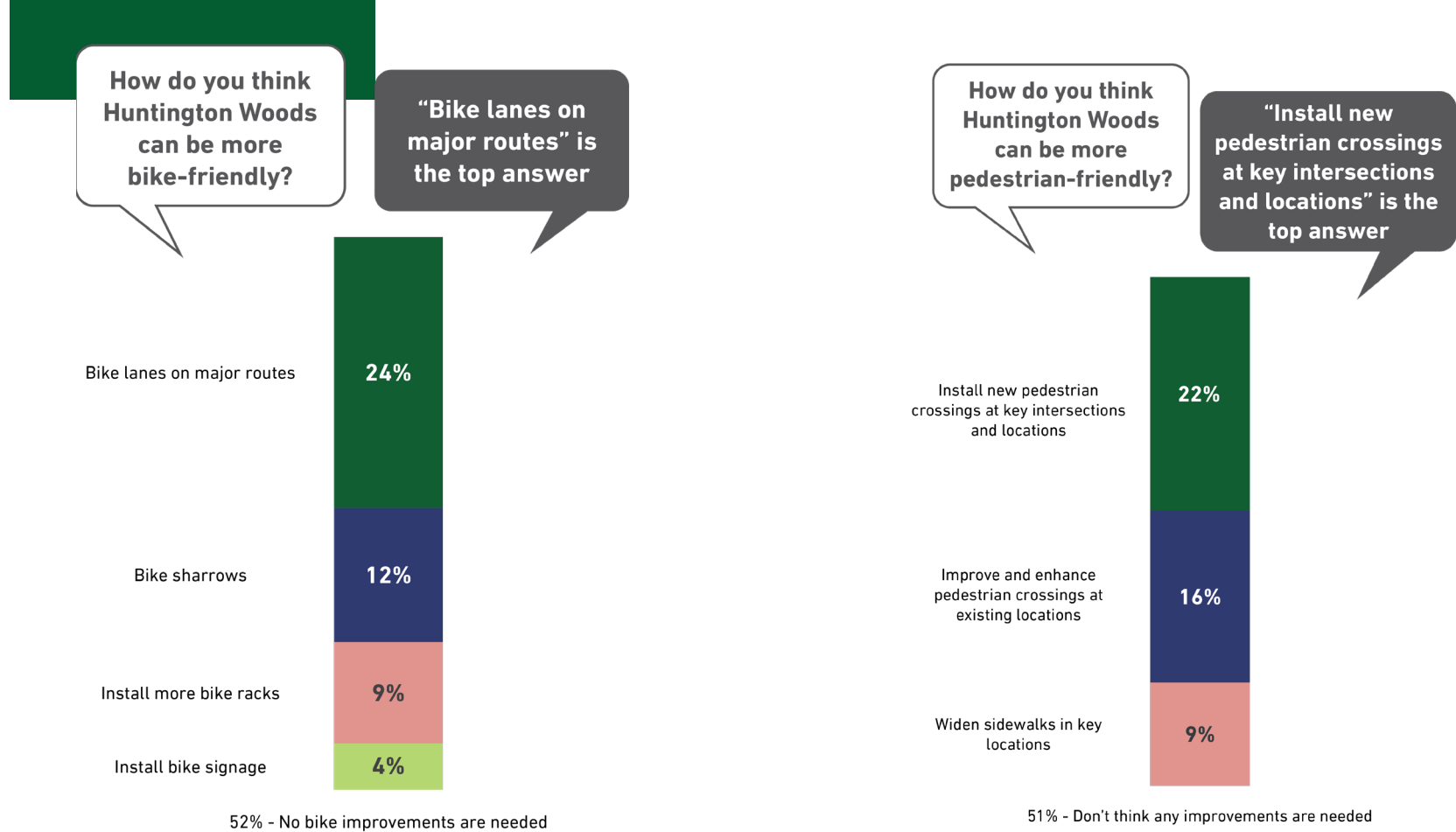
“Drive my own vehicle” tops the list



How do you most frequently travel within Huntington Woods?

“Walk” tops the list





Huntington Woods Master Plan Update Review - Summary of Planning Commission Feedback

Vision Statement or Action	Status	Summary Feedback
To reduce the tax burden on residents, opportunities to partner with neighboring cities to share selected services will be pursued, provided that residents will still receive the same high level of service	Unexecuted	Refresh
Huntington Woods will continue to have City services that are second to none.	Ongoing	Retain
Huntington Woods will continue to be "The City of Homes"New homes and additions to existing homes will exhibit a high quality of design and materials.	Ongoing	Retain
The City's Woodward Avenue frontage will be transformed into a mixed-use area with townhomes/condos, green space, offices, and small-scale retail uses.	Unexecuted	Retain
Neighborhood commercial nodes will be located in planned locations on Coolidge Highway and 11 Mile road.	Unexecuted	Refresh
Emphasis will be placed on compatibility of nonresidential uses and neighboring homes.	Ongoing	Retain
Residents will continue to have ready access to well maintained pocket parks in close proximity to their homes.	Ongoing	Retain
Huntington Woods will remain an eminently walkable City.	Ongoing	Retain
Consider adopting anti Monotony regulations	Accomplished	Remove
Maintain the City's stock of smaller single detached homes.	Ongoing	Refresh
Objective: Investigate the feasibility of partnering with neighboring communities to provide selected services.		Retain
Update the City's 2011 Collaboration Plan	Unexecuted	Refresh
Explore opportunities for shared services, including the Department of Public Services.	Unexecuted	Refresh
Objective: Continue to charge fees to non-resident users of City recreational facilities and programs. Explore other alternatives to taxes for funding of City services.		
Assess user fees for residents and non residents to determine how well fees cover expenses.	In Process	Retain
Prioritize services based on number of residents served and whether comparable services are available	Unexecuted	Retain
Consider privatization of certain services where appropriate	Unexecuted	Refresh to be more specific

Vision Statement or Action	Status	Summary Feedback
Objective: See grants, contributions, and dedications to accomplish improvements to the parks system and recreational facilities and programs.		
Evaluate DNR grant programs against current recreation needs; make applications as appropriate	Ongoing	Retain
Research foundations whose missions align with City needs and seek grant funding for specific projects	Ongoing	Retain
Develop or refresh marketing materials for the current contributions and dedications programs	Unexecuted	Retain
Objective: Promote a mix of uses in planned locations at the perimeter of Huntington Woods to boost the City's tax bases.		
Reevaluate allowable density in the Woodward Avenue Corridor Mixed Use district based on future transportation improvements in and around the City.	Accomplished	Remove
Determine whether Coolidge Highway retail nodes could support more intensive neighborhood retail and services in terms of commercial feasibility. Explore whether residents will support more intense uses.	In Process	Retain but clarify
Objective: Require developments to bear their fair share of system costs, such as providing on-site storage for storm water.		
Evaluate impacts of development on municipal systems and review fees for adequacy.	In Process	Retain
Evaluate Engineering Design Standards ordinance and amend as needed	Accomplished	Remove
Objective: Promote the retention of public buildings in central locations within Huntington Woods, where they are within walking distance of a majority of residents.		
Complete Needs Assessment of the City's 11 Mile Road facilities and properties for possible mixed use redevelopment	In Process (Done for Woodward, not for 11 Mile)	Refresh
Objective: Continue to protect residential neighborhoods from encroachment by non-residential uses.		
Maintain the current land use and zoning which keep commercial uses on the main roadways. Ensure adequate screening requirements are in place.	Accomplished	Refresh
Objective: Update and enforce property maintenance requirements.		
Review/amend City's property maintenance codes, as needed. Reevaluate enforcement protocols with goal of greater voluntary compliance.	Accomplished	Remove

Vision Statement or Action	Status	Summary Feedback
Objective: Build on existing studies, such as the Final Report for the Hill Historic District, to define the unique characteristics of different City neighborhoods. Develop a preservation land for homes in the Hill Historic District. Consider preservation plans for other historic areas in the City. Consistently enforce historic district regulations.		
Develop marketing materials that better educate homeowners and architects at the preliminary design stage	Ongoing	Retain
Implement recommendations of the HHD final report	Unexecuted	Retain
Meet with neighborhood groups to discuss opportunities to develop specific neighborhood standards	Unexecuted	Retain
Implement actions in 2008 Preservation Plan, as appropriate	In Process	Retain
Objective: Enforce guidelines for ensuring long-term preservation of the quality and character of Huntington Woods' neighborhoods (e.g. the Planning Commission's Guidelines for Residential Properties).		
Reevaluate enforcement protocols with goal of greater voluntary compliance	Accomplished	Remove
Evaluate guidelines by assessing how they are being applied to newer residential construction. Identify ways that the guidelines could be made more clear for residents and approving bodies.	Accomplished	Remove
Educate local real estate and design professionals about Residential Guidelines and local historic resources through marketing materials and workshops.	Ongoing	Retain
Objective: Encourage new construction that is appropriately scaled for the lot and appropriately scaled in relation to nearby homes. Refine and improve existing standards such as the Zoning Ordinance's maximum floor area regulations. Seek effective and reasonable approaches that permit residents to modernize their homes with respecting the established neighborhood. Consider adopting anti-monotony regulations or pursue other strategies to ensure that the new homes are individually designed.		
Evaluate newer residential construction in terms of appearance, mass and context. Identify Zoning Ordinance standards for effectiveness.	Accomplished	Remove
Identify ways that the Zoning Ordinance should be amended to be more effective and modernized for approving bodies.	Accomplished	Remove
Research anti-monotony standards from other communities to evaluate how residential guidelines may be amended.	Unexecuted	Retain
Evaluate whether better marketing of the City's unique neighborhood character would be effective alternative for additional regulatory controls, or if additional regulations are needed.	Unexecuted	Retain
Develop "pattern book" that illustrates how to achieve desired community character.	Unexecuted	Refresh
Offer home renovation workshops that teach the importance of neighborhood character in the context of good design.	Ongoing	Retain but look at cost of putting workshop on

Vision Statement or Action	Status	Summary Feedback
Objective: Encourage development of townhouses/condos along Woodward Avenue.		
Reevaluate allowable density in the Woodward Avenue Corridor Mixed Use district based on future transportation improvements in and around the City.	Accomplished	Refresh
Consider adopting a form-based code for the Woodward Avenue frontage	Unexecuted	Retain
Create marketing materials to promote opportunities for dense residential development to the area.	Unexecuted	Retain
Objective: Maintain the City's stock of smaller, detached single-family homes for residents of all ages.		
Adopt guidelines and/or regulations that promote context sensitive residential additions	Accomplished	Remove
Reevaluate enforcement protocols with goal of greater voluntary compliance	Accomplished	Remove
Objective: Assist older residents so the they may remain in their homes as they age.		
Maintain and expand programs and services that assist the City's older residents.	Unexecuted	Retain
Partner with Oakland County, other communities, and local non-profits to ensure that seniors have adequate services and housing	Ongoing	Refresh
Objective: Consider development of housing for seniors in a planned location within Huntington Woods.		
Complete Needs Assessment of the City's 11 Mile Road facilities and properties for possible mixed use redevelopment	Unexecuted	Retain
Identify redevelopment concepts based on needs assessment for future analysis	Unexecuted	Retain
Develop strategy for redevelopment as identified through assessment and analysis	Unexecuted	Retain
Objective: Promote redevelopment of the City's Woodward Avenue frontage with townhomes and condos, green space, offices, and small scale retail uses.		
Reevaluate allowable density in the Woodward Avenue Corridor Mixed Use district based on future transportation improvements in and around the City.	Accomplished	Remove
Use charrette design process to generate conceptual designs for Woodward Ave frontage	Unexecuted	Retain
Create form based code that reflects redevelopment vision of the charrette process	Unexecuted	Retain
Explore Corridor Improvement Authority options	Unexecuted	Retain
Develop marketing materials to promote the City's redevelopment opportunities in the area	Unexecuted	Refresh

Vision Statement or Action	Status	Summary Feedback
Objective: Retain neighborhood commercial nodes in planned locations on 11 Mile and Coolidge Highway. Require commercial development to be sensitive to adjacent residential uses in Huntington Woods and neighboring communities.		
Conduct a market study to determine whether Coolidge Highway retail nodes support more intense neighborhood oriented retail and services in terms of commercial feasibility	Unexecuted	Retain
Discuss market study outcomes with the public to gauge support for any needed Zoning Ordinance amendments or development guidelines	Unexecuted	Retain
Use charrette design process to generate conceptual designs for 11 Mile Road and Coolidge	Unexecuted	Retain
Develop zoning amendments and/or design guidelines that support desired development	Unexecuted	Retain
Develop marketing materials to promote the City's redevelopment opportunities in the area	Unexecuted	Retain
Objective: Develop design guidelines and/or zoning ordinance regulations for retail and office development that encourage high quality architecture, building materials, and landscaping. Add regulations to encourage service drives, interconnected parking, and shared drives. Update regulations intended to minimize nuisances, such as noise and light pollution, and ensure that adequate enforcement measures are in place. Update requirements for waste receptacles, recycling and loading areas.		
Consider adoption of a form based code for the Woodward Avenue frontage	Unexecuted	Retain
Reevaluate and reaffirm or amend site plan review standards as needed	In process	Retain
Develop design examples for on site collection and storage that encourages active recycling by businesses and improves the distinct character of the community	Accomplished	Remove
Reevaluate and reaffirm or amend performance standards in the Zoning Ordinance	Accomplished	Remove
Objective: Update and enforce property maintenance requirements for non residential development.		
Reevaluate enforcement protocols with goal of greater voluntary compliance	Ongoing	Retain
Objective: Implement Huntington Woods' Parks and Rec Master Plan		
Update the Recreation Plan per the 5 year schedule	Accomplished	Retain for future years
Evaluate the Recreation Plan to assess the balance between active and passive opportunities	Accomplished	Remove
Consider soliciting input on a yearly basis to closely track residents needs incorporate current demographics and evaluate demographic projections	?	Refresh
Objective: Maintain pocket parks throughout the city that are readily accessible from nearby homes		
Evaluate Zoning Ordinance standards for mixed use development to ensure open space is incorporated	Unexecuted	Retain
Continue to evaluate need for pocket parks and acquire available sites to meet needs	Ongoing	Retain

Vision Statement or Action	Status	Summary Feedback
Objective: Enforce historic district regulations for Rackham Golf Course and pursue historic district designation for Detroit Zoo.		
Continue to evaluate opportunities to protect important resources within the zoo	Accomplished	Remove
Maintain regular dialog with Detroit Mayor's Office and Detroit Zoo and offer support and assistance with preservation planning	Ongoing (but resisted)	Retain
Objective: Seek opportunities for enhancement of residents' access to Rackham Golf Course		
Maintain regular dialog with Detroit Mayor's Office, golf course management contractor and Detroit Parks and Rec department	Ongoing	Retain
Objective: Preserve views of Rackham Golf Course and woods along the north edge of the Detroit zoo property		
Maintain regular dialog with Detroit Mayor's Office, golf course management contractor and Detroit Parks and Rec department	Ongoing	Retain
Objective: Promote planting and maintenance of hardy, native trees and shrubs to enhance biodiversity and natural character of the City. Review and enhance the Zoning Ordinance's minimum landscaping standards.		
Reevaluate or reaffirm or amend the City's landscaping standards	Accomplished	Remove
Develop marketing materials that educate residents regarding the ecological and economic value of planting native trees and shrubs	In process	Retain
Objective: Promote street tree planting and maintenance programs and regulations protecting street trees. Promote tree planting on public and private property throughout City.		
Reevaluate and amend street tree regulations	Accomplished	Remove
Prioritize tree planting program schedule based on community input	?	Retain
Objective: Enhance Zoning Ordinance provisions that require development to minimize lot coverage by impervious surfaces		
Develop marketing materials that educate residents regarding the ecological and economic value of limiting impervious surfaces	Unexecuted	Retain
Objective: Encourage development to minimize disruption of natural site topography and drainage		
Reevaluation and reaffirm or amend City requirements for grading and soil erosion control	Accomplished	Remove
Objective: Promote maintenance and planting of street trees, as a buffer for pedestrians. Consider installation of attractive pedestrian-oriented street lights along sidewalks, to enhance pedestrian safety. Maintain the City's streetscapes and promote streetscape beautification. Consider developing a City urban design plan to unify park signs, sidewalks, perimeter walk, and similar elements.		
Research appropriate fixture types, spacing, costs, and budgeting for pedestrian scaled streetlights	Ongoing	Retain
Support Huntington Woods' Adopt-a-Garden program for gardens in parks and road rights-of-way	In Process	Retain
Evaluate need for urban design plan	Unexecuted	Retain

Vision Statement or Action	Status	Summary Feedback
Objective: Increase the ease and safety of pedestrian crossing at key locations along the City's borders.		
Work with Woodward Avenue Association and adjacent communities to improve pedestrian crossings as identified in the Complete Streets Chapter	Ongoing	Retain
Objective: Maintain and improve existing roads within the City and along its borders to improve transportation options for all users.		
Ensure that street upgrades remain a key element of the City's Capital Improvement Plan.	?	Retain
Work with adjacent communities and road agencies to plan road improvements as described in the Complete Streets Chapter. Incorporate improvements in the CIP.	Ongoing	Retain
Implement bike routes as described in the Complete Streets Chapter. Incorporate improvements in the CIP.	Accomplished	Refresh
Objective: Reconstruct uncurbed streets with rolled curbs.		
Evaluate replacing uncurbed streets as an element of the CIP	Ongoing	Retain
Objective: Continue to promote slower vehicle speeds on residential streets through traffic enforcement and traffic calming measures.		
Follow the recommendations in the Complete Streets Chapter.	In Process/Ongoing	Retain
Objective: Discourage parking between the sidewalk and the street		
Evaluate streets where parking between the sidewalk and the street is a problem; assess whether adequate on-street parking is available. Explore opportunities to improve right-of-way plantings that discourage parking.	Not enforced	Refresh
Objective: Discourage and/or prohibit obtrusive, unsightly utility structures in the right-of-way.		
Work with cable/internet providers to develop sensitive design standards for equipment cabinets in the street right-of-way	Ongoing	Retain
OTHER ACTIONS/GOALS TO INCLUDE?		
Ongoing solar ordinance debate needs to be part of the Master Plan.		
MoGo Bike Share stations are an opportunity to better connect with other centers of activity		
Diversity Equity Inclusion Plan is very important to this process - continue to aspire to be a place that is welcoming and for people to aspire to live here		
Better gathering spots in parks. More inviting		
Consider any other locations for senior center, resident apartments, City Hall		

Huntington Woods Six Year Capital Improvements Program (CIP)

CAPITAL FACILITIES BUDGET WORKSHEET													
	STATUS	PROJECT DESCRIPTION	PROJECTED YEAR	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	TOTAL OUTLAY	CURRENT RESERVE	BUDGET CONTRIBUTION	FUTURE REQUIREMENT
1	BUDGET	PC Replacements	BUDGET	1,000	1,000	1,000	2,000	1,000	1,000	7,000	1,000		6,000
2	BUDGET	Master Plan Update	BUDGET	40,000						40,000	40,000		-
3	BUDGET	Firewall Upgrade	BUDGET	6,000						6,000	6,000		-
4	BUDGET	Copy Machine Replacement	BUDGET	16,000						16,000	16,000		-
5	BUDGET	Air Conditioning Unit Replacement	BUDGET	12,000						12,000	12,000		-
6	PLANNED	Server Replacement	PLANNED 2023		12,000				12,000	24,000		12,000	12,000
7	PLANNED	Roof Replacement 2023 (per inspection report)	PLANNED 2024			75,000				75,000			75,000
TOTAL ADMINISTRATION/CITY HALL				75,000	13,000	76,000	2,000	1,000	13,000	180,000	75,000	12,000	93,000
8	BUDGET	PC Replacements	BUDGET	3,000	1,000	1,000	1,000	2,000	1,000	9,000	3,000	1,000	5,000
9	BUDGET	Body Cams & Tasers	BUDGET	37,900	26,860	29,300	26,860	26,860	29,300	177,080	147,780		29,300
10	BUDGET	In Car Video System	BUDGET	8,920	8,920	8,920	8,920	8,920		44,600	44,600		-
11	BUDGET	Copy Machine Replacement	BUDGET	6,500						6,500	6,500		-
12	PLANNED	Breathing Apparatus	PLANNED 2023		90,000					90,000	90,000		-
TOTAL PUBLIC SAFETY				56,320	126,780	39,220	36,780	37,780	30,300	327,180	291,880	1,000	34,300
13	BUDGET	Streetlight LED Replacement	BUDGET	65,000						65,000	65,000		-
14	BUDGET	PC Replacements	BUDGET	2,000	1,000		1,000	1,000		5,000	2,000		3,000
TOTAL DEPARTMENT OF PUBLIC WORKS				67,000	1,000	-	1,000	1,000	-	70,000	67,000	-	3,000
15	BUDGET	HVAC Improvements	BUDGET	20,000		20,000		10,000		50,000	20,000	20,000	10,000
16	BUDGET	Reynolds Park Outdoor Fitness Area	BUDGET	130,000		-	-			130,000	130,000		-
17	BUDGET	PC Replacements	BUDGET	3,000	2,000	2,000	1,000			8,000	3,000		5,000
18	BUDGET	Burton Park Infield	BUDGET	55,000						55,000	55,000		-
19	PLANNED	Reynolds Park Fitness Shade	PLANNED 2023		37,000					37,000	37,000		-
20	PLANNED	Reynolds Park Pavilion Shade	PLANNED 2023		30,000					30,000	30,000		-
21	PLANNED	Elgin Park Playground Equipment	PLANNED 2024			123,000				123,000	32,950		90,050
22	PLANNED	Men's Club Field Improvements	PLANNED 2024			120,000				120,000	63,771	56,229	-
23	PLANNED	Security Cameras Recreation Center & Pool	PLANNED 2024			35,000				35,000		35,000	-
24	PLANNED	Tennis Court Rehabilitation 11 Mile/ Huntington	PLANNED 2025				245,000			245,000		118,271	126,729
25	PLANNED	Park Security Cameras	PLANNED 2025				35,000			35,000		17,500	17,500
26	PLANNED	Tennis Court Rehabilitation Recreation	PLANNED 2026					260,000		260,000			260,000
27	PLANNED	11 Mile Park Update	PLANNED 2027						175,000	175,000			175,000
TOTAL RECREATION CENTER				208,000	69,000	300,000	281,000	270,000	175,000	1,303,000	371,721	247,000	684,279
28	BUDGET	Technology Improvements	BUDGET	5,000	5,000	5,000	5,000	5,000	5,000	30,000	10,000	5,000	15,000
29	PLANNED	HVAC Replacement Rear North	PLANNED 2023		45,000					45,000	45,000		-
30	PLANNED	HVAC Improvements	PLANNED 2023		10,000	10,000	10,000	10,000	10,000	50,000	10,000	10,000	30,000
TOTAL LIBRARY				5,000	60,000	15,000	15,000	15,000	15,000	125,000	65,000	15,000	45,000
TOTAL				411,320	269,780	430,220	335,780	324,780	233,300	2,005,180	870,601	275,000	859,579

SIX YEAR CAPITAL IMPROVEMENT PROGRAM - ALL FUNDS

STATUS	PROJECT DESCRIPTION	PROJECTED YEAR	2021	2022	2023	2024	2025	2026	TOTAL
			2022	2023	2024	2025	2026	2027	OUTLAY
BUDGET	PC Replacements	BUDGET	1,000	1,000	1,000	2,000	1,000	1,000	7,000
BUDGET	Master Plan Update	BUDGET	40,000						40,000
BUDGET	Firewall Upgrade	BUDGET	6,000						6,000
BUDGET	Copy Machine Replacement	BUDGET	16,000						16,000
BUDGET	Air Conditioning Unit Replacement	BUDGET	12,000						12,000
BUDGET	PC Replacements	BUDGET	3,000	1,000	1,000	1,000	2,000	1,000	9,000
BUDGET	Body Cams & Tasers	BUDGET	37,900	26,860	29,300	26,860	26,860	29,300	177,080
BUDGET	In Car Video System	BUDGET	8,920	8,920	8,920	8,920	8,920		44,600
BUDGET	Copy Machine Replacement	BUDGET	6,500						6,500
BUDGET	Streetlight LED Replacement	BUDGET	65,000						65,000
BUDGET	PC Replacements	BUDGET	2,000	1,000		1,000	1,000		5,000
BUDGET	HVAC Improvements	BUDGET	20,000		20,000		10,000		50,000
BUDGET	Reynolds Park Outdoor Fitness Area	BUDGET	130,000		0	0			130,000
BUDGET	PC Replacements	BUDGET	3,000	2,000	2,000	1,000			8,000
BUDGET	Burton Park Infield	BUDGET	55,000						55,000
BUDGET	Technology Improvements	BUDGET	5,000	5,000	5,000	5,000	5,000	5,000	30,000
BUDGET	Sewer Lining Program	BUDGET	250,000	250,000					500,000
BUDGET	Pavement Resurfacing Borgman- Henley to Scotia	BUDGET	129,920						129,920
BUDGET	Pavement Resurfacing Balfour- Coolidge to Henley	BUDGET	183,070						183,070
BUDGET	Pavement Resurfacing Henley- Roycourt to Ludlow	BUDGET	82,680						82,680
BUDGET	Pavement Resurfacing Lincoln- Coolidge to Allor	BUDGET	41,340						41,340
BUDGET	Pavement Resurfacing Allor- Lincoln to Elgin	BUDGET	47,240						47,240
BUDGET	Pavement Resurfacing Borgman- Coolidge to Berkley	BUDGET	76,770						76,770
BUDGET	Pavement Resurfacing Huntington- Borgman to 11 Mile	BUDGET	106,300						106,300
BUDGET	Pavement Resurfacing Borgman- Wyoming to Huntington	BUDGET	82,680						82,680
BUDGET	Sewer Pipe Bursting	BUDGET	1,500,000	1,500,000	3,000,000				6,000,000
BUDGET	Sewer Pipe Replacement	BUDGET	2,500,000	2,761,370					5,261,370
BUDGET	Road Replacement Kingston- Newport to Wyoming	BUDGET	1,017,820						1,017,820
BUDGET	Road Replacement Lasalle- Henley to Terminus	BUDGET	471,340						471,340
BUDGET	Road Replacement Lasalle- Berley to Henley	BUDGET	453,070						453,070
PLANNED	HVAC Replacement Rear North	PLANNED 2023		45,000					45,000
PLANNED	Road Heavy Maintenance	PLANNED 2023		305,500	305,500	620,500	305,500	305,500	1,842,500
PLANNED	Server Replacement	PLANNED 2023		12,000				12,000	24,000
PLANNED	Breathing Apparatus	PLANNED 2023		90,000					90,000
PLANNED	Reynolds Park Fitness Shade	PLANNED 2023		37,000					37,000
PLANNED	Reynolds Park Pavilion Shade	PLANNED 2023		30,000					30,000
PLANNED	HVAC Improvements	PLANNED 2023		10,000	10,000	10,000	10,000	10,000	50,000
PLANNED	Roof Replacement 2023 (per inspection report)	PLANNED 2024			75,000				75,000
PLANNED	Elgin Park Playground Equipment	PLANNED 2024			123,000				123,000
PLANNED	Men's Club Field Improvements	PLANNED 2024			120,000				120,000
PLANNED	Security Cameras Recreation Center & Pool	PLANNED 2024			35,000				35,000
PLANNED	Tennis Court Rehabilitation 11 Mile/ Huntington	PLANNED 2025				245,000			245,000
PLANNED	Park Security Cameras	PLANNED 2025				35,000			35,000
PLANNED	Tennis Court Rehabilitation Recreation	PLANNED 2026					260,000		260,000
PLANNED	11 Mile Park Update	PLANNED 2027						175,000	175,000
TOTAL			7,353,550	5,086,650	3,735,720	956,280	630,280	538,800	18,301,280

CAPITAL PLANNING PURCHASES 2021-22

Desktop PC Replacements - The City has 9 devices scheduled for replacement this year. Windows 7 operating system is no longer supported since January 2020. All computers that are everyday use have now been upgraded. We are now updating the remaining PC's throughout the City.

Master Plan Update- \$40,000 is budgeted for an update of the Master Plan. The update is underway in the current year and will be wrapped up in the 2021-22 budget year. As part of the Redevelopment Ready City Program, we will receive a grant in the amount of \$30,000 to offset the cost of the update.

Streetlight LED Conversion - \$65,000 is budgeted to convert City streetlights to LED bulbs. The more efficient LED bulbs will save the City approximately \$14,600 per year in energy costs. This gives a payback of approximately four and a half years.

HVAC Improvements- The Gillham Recreation Center has had more frequent repairs needed recently to heat exchangers and ducts. This budget item is a reserve for potential repairs or improvements to the system.

Burton Park Infield - For decades after the redesign of the BCP park, the infields at Burton Baseball diamonds have suffered from poor fill. The soil mix used in the building of the fields has not been good and has not held up to the heavy use. There have been numerous injuries, and complaints brought by users that stones and uneven ground make the ballfields difficult to use. The Rec Department have determined that it is time to scarify the surface and bring in fill that is constant new standards for use of publicly operated ballfields. Private donations will be solicited for this project.

Firewall Upgrade- The City firewall need to be updates at a cost of \$6,000. This will allow us to better utilize internet speed as well as ensure security.

Copy Machine Replacements- Copy machines are budget to be replaced at City Hall and Public Safety in the amounts of \$16,000 and \$6,500 respectively. Both machines are well passed their useful lives and are breaking down frequently. We currently only have one color copy machine in the City at the Library. The new City Hall machine will be a high-speed color copier used for large printings such as agendas.

CAPITAL PLANNING JUSTIFICATION 2021-22 CONT.....

Scout Car Cameras- The Public Safety Department is requesting funds to replace six (6) ten (10) year old scout car cameras. Updated cameras available through Axon will have improved image quality. All video is stored on Axon servers. The price is \$8,920 per year for five years and includes all installation, training, setup, and full warranty. After five years all equipment will be upgraded to new cameras.

Body Cameras & Tasers- Along with the scout car cameras above, Axon also provides tasers and body cams. Body cameras are expensive, but the Public Safety Department believes it is the time to invest in this. The Axon body cameras automatically turn on any time a weapon or taser is removed from its holder. All videos will be stored on Axon servers and available on demand. The price is \$37,880 for year one and then \$26,860 each year. All equipment is fully warrantied at all times. Every third year all body cams will be replaced and upgraded as part of the ongoing cost.

City Hall Compressor Replacement- The air conditioning unit at City Hall had multiple breakdowns last summer. The main reason for the breakdowns is that the unit is low on coolant. This unit uses R22 coolant which is no longer available due to its harmful effects on the environment. A new energy efficient unit has been quoted at \$12,000.

Reynolds Park Fitness Area- Upgrades are planned for Reynolds Park including senior exercise equipment, landscaping, accessible path, and benches. \$130,000 is budget for this project and that will be offset by Men's Club sponsorship in the amount of \$40,000.