



# Huntington Woods

## 2014 Master Plan Update

Draft for Review - October 2014

## **ACKNOWLEDGEMENTS**

This Master Plan Update was prepared by the City of Huntington Woods  
Planning Commission:

Andy Doctoroff

Karen Fairman

Gordon Glidden

Robert Lebow

Martha Schrode

Eric Slutzky

Janet Turner

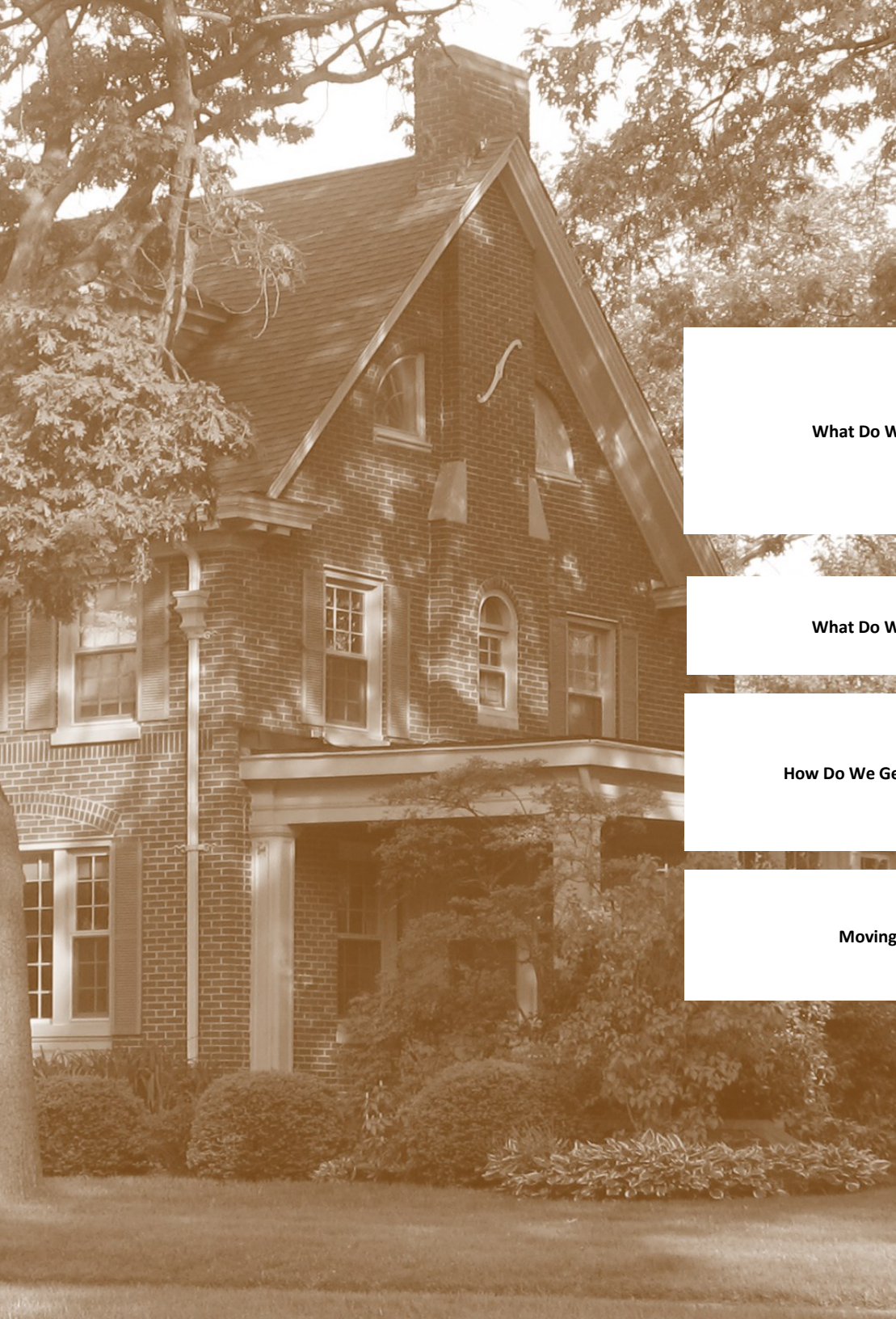
Chris Vogelheim

Mary White, City Commissioner (voting member)

Staff: Hank Berry

With assistance from Clearzoning, Inc.





## CONTENTS

### Executive Summary

### Background Data—2014 Update .....6

Regional Setting  
Population  
Housing  
Economic Characteristics  
Existing Land Use

### Public Input & Master Plan Goals .....15

Public Input Summary  
Vision Statement  
Goals & Objectives

### Life Cycle Housing Plan .....25

### Complete Streets Plan .....31

### Commercial Corridor Plan .....45

### Future Land Use Plan .....53

### Implementation .....57

Implementation Strategies  
Zoning Plan

### Attachments

#### What Do We Have?

#### What Do We Want?

#### How Do We Get There?

#### Moving Forward





## EXECUTIVE SUMMARY

Huntington Woods remains a “city of homes.” Its 2008 Master Plan illustrated the character of its neighborhoods and historic resources. This 2014 Master Plan Update reaffirms the goals and objectives from the 2008 Plan. Key findings from the 2014 planning process include the following:

- **The City’s population is aging.** Changing demographics in the City of Huntington Woods will have implications on housing, transportation, and municipal services.
  - \* Since 2000, the City has seen a decrease in the 18-34 age group of 14% while those in the 35-64 years age group increased by 12%.
  - \* The Southeast Michigan Council of Governments (SEMCOG) estimates by the year 2035, the City can expect to see a decline of 24% in is population under 18 an **increase of 72% in its senior population.**
  - \* The SEMCOG projection forecasts that in 20 years, the over 65 population will comprise almost 25% of the City’s total population—up from 13.5% in the 2010 Census.



- **New commercial development/redevelopment is desired in the Woodward Avenue Corridor.** The City wishes to maintain the residential character and uses on 11 Mile Road and Coolidge Highway and recognizes the opportunities for redevelopment on Woodward, especially given the changes in transportation.
  - \* The City anticipates a mix of commercial uses that will include retail, restaurant, and office uses.
  - \* In addition to commercial uses, the City envisions opportunities for residential units that may appeal to Huntington Woods residents of all ages—from young professionals getting started to seniors looking to downsize.
  - \* The Woodward Avenue Corridor may be suitable for denser development, particularly as transit options become viable in the region.
  - \* The City will continue to work with property owners to understand market demand and work on the regulatory framework to support desired development.
- **The City should work with adjacent communities and road agencies on transportation improvements that better address the needs of all residents.**
  - \* Enhancements are needed to improve crossings for pedestrians and cyclists throughout the City.
  - \* Residents seek improved connectivity within the City limits as well as within the local area to important destinations, including schools and shopping.
  - \* Planned non-motorized transportation improvements to Woodward Avenue will improve access for Huntington Woods residents; the City should continue supporting these regional planning efforts.

Through the Master Plan Update process, the City found that there are no changes to the future land use map needed at this time. However, the City should reassess potential impacts to land use and development as changes occur locally and regionally.

Implementation is a key part of the Master Plan, and the City should continue the planning process by prioritizing implementation strategies and creating work plans that support implementation efforts.



While most of the City is fully developed, there are opportunities for redevelopment.





## BACKGROUND DATA

This 2014 Master Plan supplement confirms the direction of the City's 2008 Master Plan and assesses the plan's vision and direction with current demographic data and updated information about existing conditions.

**T**he City of Huntington Woods' Master Plan represents an opportunity to set the course for new development and redevelopment in the City through the establishment of goals, objectives, strategies, and plans. The Master Plan is comprehensive, providing for future land use, housing, preservation, and transportation in a coordinated fashion. It portrays a clear statement of community goals and objectives, establishes a vision of the future, and includes plans to achieve the vision. In addition, the Plan promotes a land use pattern that is consistent with the community's goals.

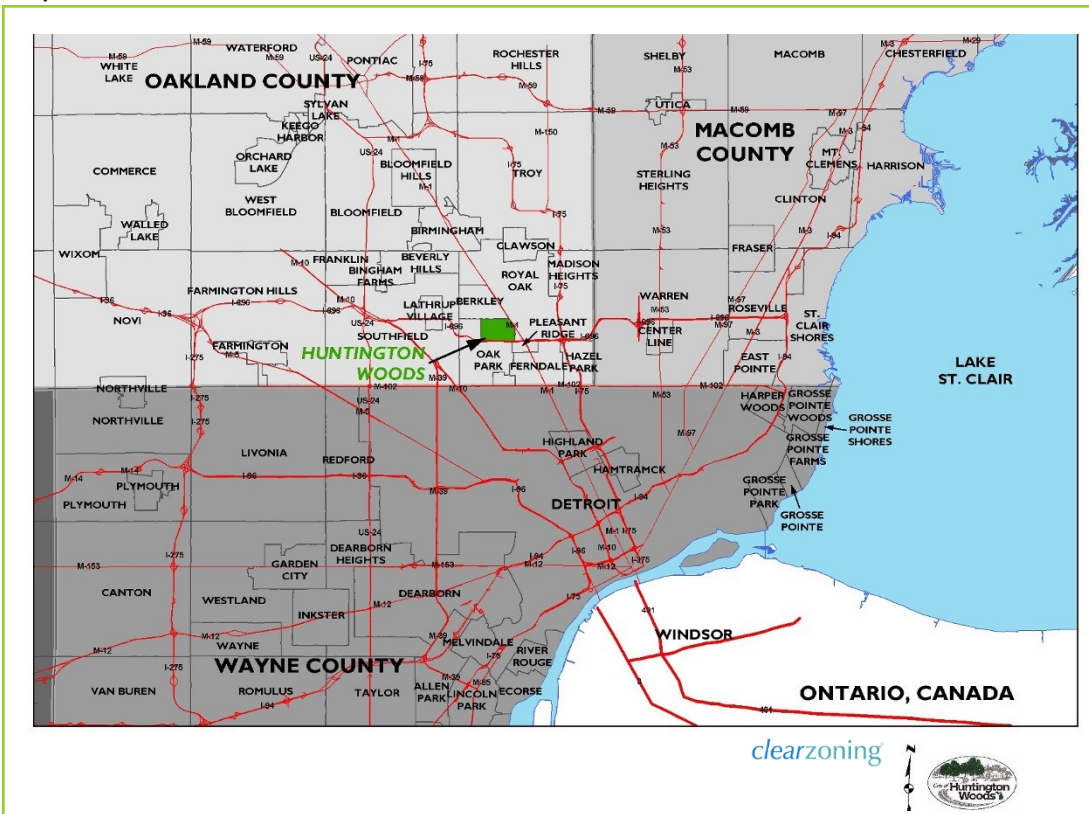
The information and concepts presented in the Master Plan are used by the Planning Commission and City Council to guide local decisions regarding public and private uses of land and the provision of public facilities and services. The Master Plan, however, is a living set of policies, strategies and plans to enhance and improve a community over a long planning horizon. While the Zoning Ordinance and Zoning Map regulate current and proposed land use, it is the Master Plan, its maps and policy statements that guide land use decision-making for 10-20 years.



100

The Regional Setting Map (Map 1) illustrates Huntington Woods' central location within the Detroit metropolitan area. The City 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. Woodward Avenue also connects Huntington Woods to Pontiac, the Oakland County seat, less than 15 miles to the northwest. Huntington Woods is approximately five miles south of Troy, home to the headquarters of several major companies and some of the most upscale retail shopping in the country. The City is less than 15 miles north of Dearborn, which hosts a University of Michigan campus and the Ford Motor Company headquarters. More locally, Huntington Woods is within a few miles of some of the most vibrant downtowns in the State of Michigan, including Birmingham, Ferndale, and Royal Oak.

## Map 1: HUNTINGTON WOODS REGIONAL SETTING



Major roads afford Huntington Woods a ready connection with the entire southeast Michigan region. The I-696 freeway defines the City's southern boundary, and provides a link with other highways including I-75, I-94, I-275, I-96, and US-24 (Telegraph Road).

Eleven Mile Road along Huntington Woods' northern border, and Coolidge Highway along the City's western edge, also connect Huntington Woods to neighboring communities.

Huntington Woods is located in southeastern Oakland County. Oakland County, one of the wealthiest counties in the United States, is home to the original "Automation Alley," a thriving high-tech business community.

The 2007-2011 American Community Survey identified the mean travel time to work for a Huntington Woods commuter as 21 minutes, compared with 26 minutes for commuters in the southeast Michigan region as a whole. Huntington Woods' residents' shorter commuting time to work relative to residents of the wider southeast Michigan region is testament to the City's central location in the Detroit metropolitan area and proximity to numerous employment centers.

Huntington Woods is also connected to the broader region by the Suburban Mobility Authority for Regional Transportation (SMART) bus system. Regular fixed routes have designated stops along the City's borders: on Woodward Avenue, Coolidge Highway, and 10 Mile and 11 Mile Roads.



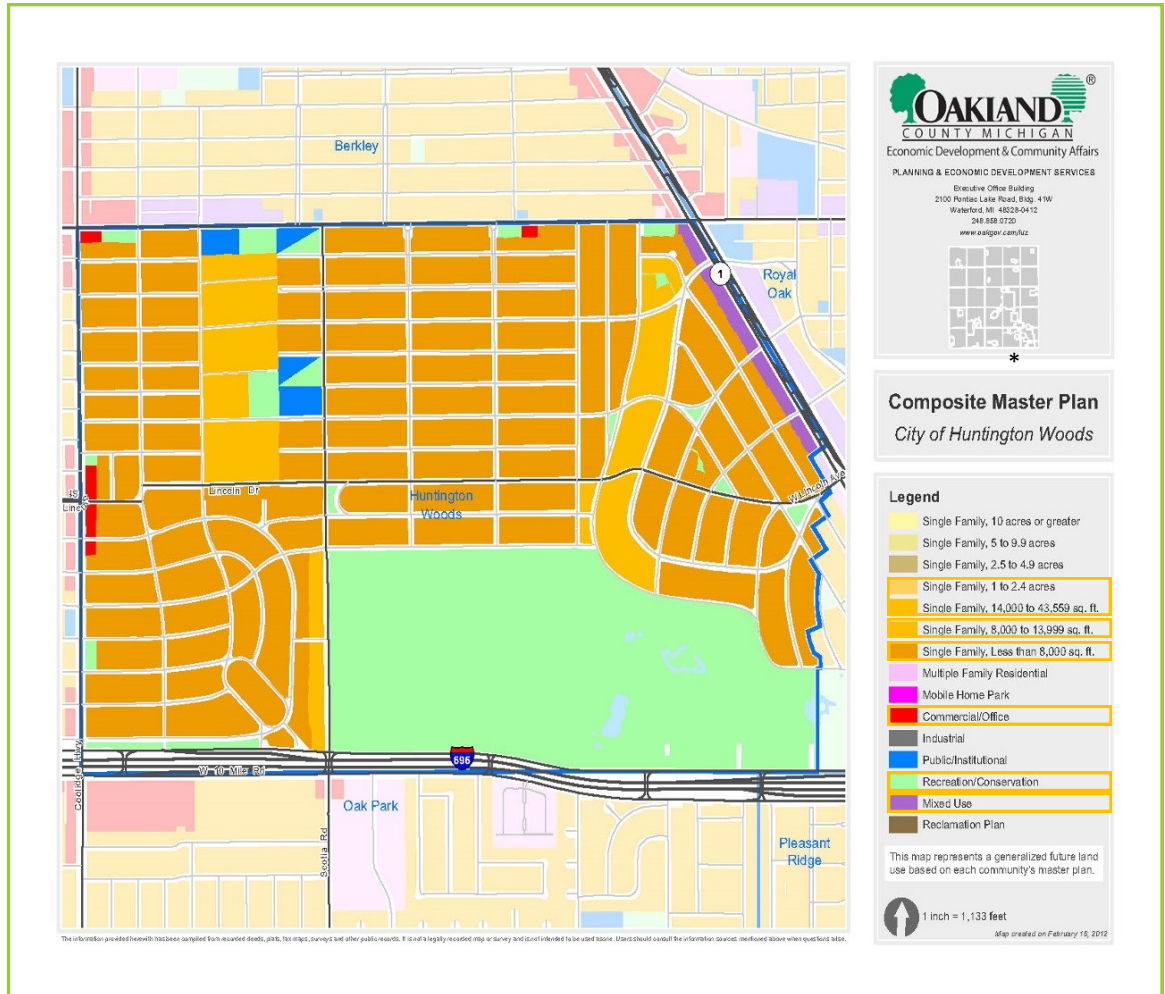
Factors outside Huntington Woods' borders are essential to consider in the planning process. Planning activities of the county, region, and neighboring communities are discussed below.

Huntington Woods is located in the Southeast Michigan Council of Governments (SEMCOG) region, which encompasses seven counties, including Oakland. SEMCOG provides regional planning services and supports local government planning in the areas of environment, education, community and economic development, and transportation.

Huntington Woods is adjacent to the following cities: Royal Oak to the east; Pleasant Ridge to the southeast; Oak Park to the south and west; and Berkley to the north. The Composite Master Plan illustrates land uses planned along Huntington Woods' border (Map 2).

The map illustrates the prevalence of planned detached single family residential development in neighboring communities, with multiple family residential development also planned in close proximity to the City, primarily along major thoroughfares. Nearby, downtown Royal Oak is located across Woodward Avenue, east of Huntington Woods. In adjoining communities, some commercial and office uses are planned in a linear pattern along major roadways: Woodward Avenue, Coolidge Highway, and 11 Mile Road. Woodward frontage is also designated for future mixed-use development, and an industrial corridor is planned on 11 Mile in Oak Park.

**Map 2: COMPOSITE MASTER PLAN FOR HUNTINGTON WOODS AND ADJACENT COMMUNITIES (2012)**

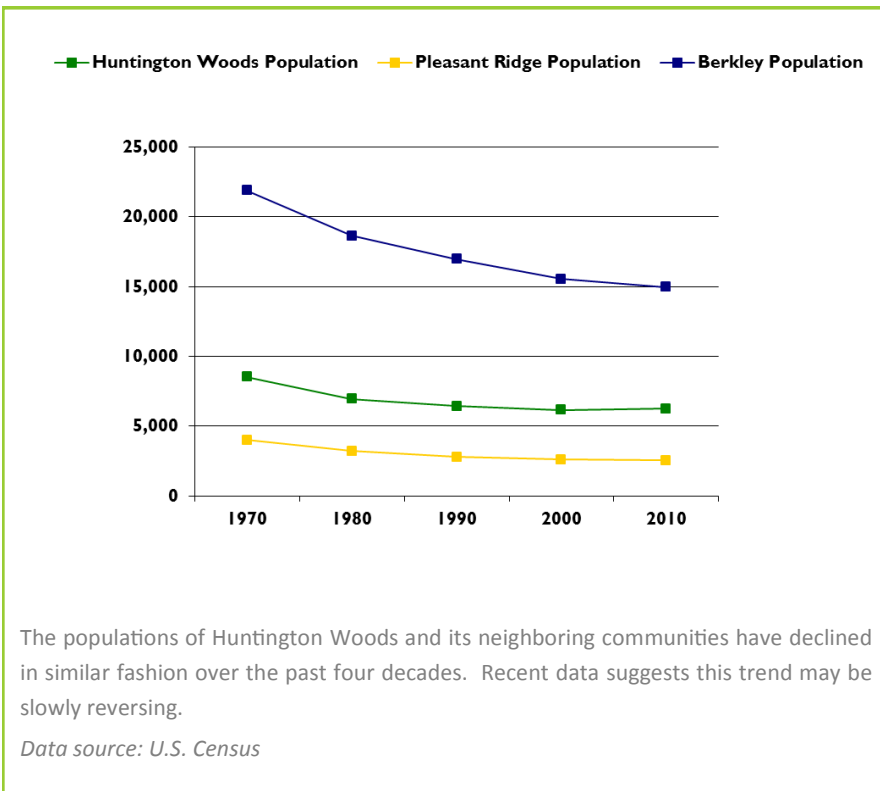


\*Note: Land use categories applicable in Huntington Woods are highlighted in the legend with orange boxes. Two categories for single family residential are grouped together as they appear in the same color on the map, prepared by Oakland County.

## POPULATION

According to the U.S. Census, the City of Huntington Woods had a population of 6,238 in 2010. (Fig. 1) This represents a 1% increase since 2000 when the City's population was 6,151. The Southeast Michigan Council of Governments (SEMCOG) estimates the City's July 2013 population to be 6,391. If accurate, this estimate represents another 2% increase over the last three years. While there was a modest increase in population over the last 13 years, the overall trend has been a slow decline that began approximately 50 years ago after the Census reported a population of 8,746 in 1960. Overall, the population of Huntington Woods has decreased nearly 27% since then. Declining population is a typical phenomenon of inner ring suburbs that is likely

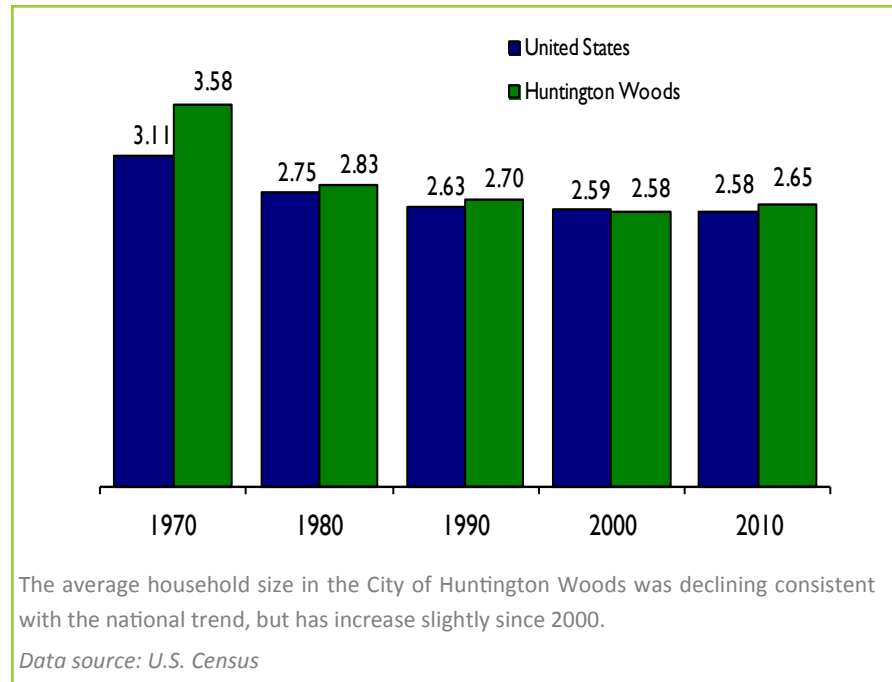
**Figure 1: POPULATION AND HOUSEHOLDS**



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.

While the population of Huntington Woods slowly declined from 1960-2000, the number of households (2,354 in 2010) remained relatively constant in recent years. This can be attributed to the City's shrinking average household size: the average number of persons per household decreased from 3.58 in 1970 to 2.58 in 2000 (Fig. 2). This was consistent with nationwide trends toward an overall decrease in household size. However, Huntington Woods has seen a modest increase in household size from 2000 to 2010, when it increased to 2.65 person per household. This slight increase in household size may explain the modest increase in population over the last few years.

**Figure 2: PERSONS PER HOUSEHOLDS**



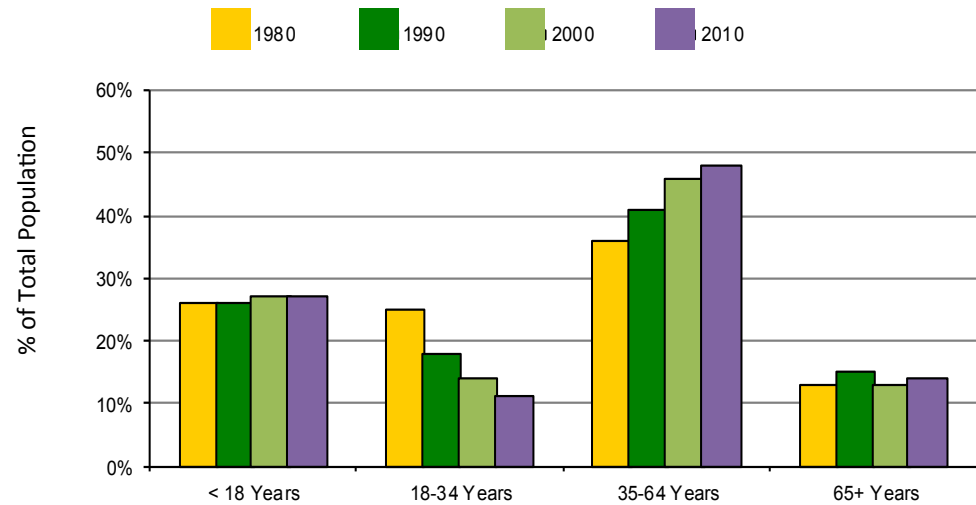


In addition to examining trends in total population and households, it is also important to understand changes in the age groupings of the City's population. This data provides information regarding the size of the workforce (i.e., 18-64 years), the number of school-aged children, and the size of the elderly population. Such information can be used for school enrollment projections and planning for recreation facilities, special services for the elderly, and other governmental and community services.

A closer look at available Census data reveals several shifts in the composition of Huntington Woods' population. Between 1980 and 2010, the number of residents in the 18-34 years age group decreased by 14% while those in the 35-64 years age group increased by 12%. The under 18 and over 64 age groups have both increased by 1% during this period (Fig. 3-4); however, according to SEMCOG estimates by the year 2035, the City can expect to see a decline of 24% in its population under 18 and an **increase of 72% in its senior population**. The SEMCOG projection forecasts that the over 65 population will comprise almost 25% of the City's total population—up from 13.5% in the 2010 Census. This aging of the City's population is likely due to the same factors as its overall decline in population. The aging of the City's population will present the City with challenges in the future related to housing, transportation, and public health.

Ninety-five percent of Huntington Woods residents were white as of the 2010 Census. Of the 5% who were members of minority groups, 2% were Hispanic, 1% were Asian, 1% were black, and 1% were either Native American, multi-racial or another race.

**Figure 3: HUNTINGTON WOODS POPULATION BY AGE**



Huntington Woods' population is aging, with growing numbers of residents between the ages of 35 to 64 and over 65, and declining numbers between 18 to 34 years of age.

*Data source: U.S. Census*

**Figure 4: HUNTINGTON WOODS POPULATION AGE BREAKDOWN (2010)**

The 2010 Population breakdown is as follows:

- Under 18: 25% (slight increase from 2000)
- 18-34: 11% (decrease)
- 35-64: 48% (increase)
- 65+: 14% (increase)



*Image: Huntington Woods Parks & Recreation*

## HOUSING

Referred to as “The City of Homes,” Huntington Woods enjoys a well maintained housing stock of single family homes. According to the 2010 U.S. Census, 95% of all housing units are single-family residential (Fig. 5), and 95% of all units are owner-occupied, and two percent were renter-occupied. Only about 4% of the City’s housing units were vacant at the time of the 2010 Census. This compares to 6.7% of neighboring Royal Oak’s vacancy rate for housing.

According to SEMCOG, there have only been seven new residential building permits issued in Huntington Woods since 2008. While new home construction within the City is minimal over the past five years, it is not surprising given the economic conditions. Four of those seven permits were issued in 2012 and 2013, showing an improvement in the economy.

Because developable land in Huntington Woods is limited, new home construction often requires the demolition of existing homes. While there have been 25 new residential building permits issued in the last 10 years, there have been 15 homes demolished. The result is a net change of only 10 housing units in the City since 2003.

Median housing value in Huntington Woods is on the rise after several down years (Fig. 6). The City’s housing value is higher than in all neighboring communities and Oakland County as a whole. The City’s \$270,000 median value of owner-occupied housing compares with the Oakland County median housing value of \$177,600 (US Census). Affordable housing is defined as that which costs 30% or less of median household income (\$112,593 in 2010). According to the US Census, in 2010, of the 1,583 housing units that have mortgages, nearly one third cost more than 30% of household income on a monthly basis. Approximately 11% of the housing without mortgages cost more than 30% of household income.

Figure 5: TYPES OF HOUSING UNITS-2010

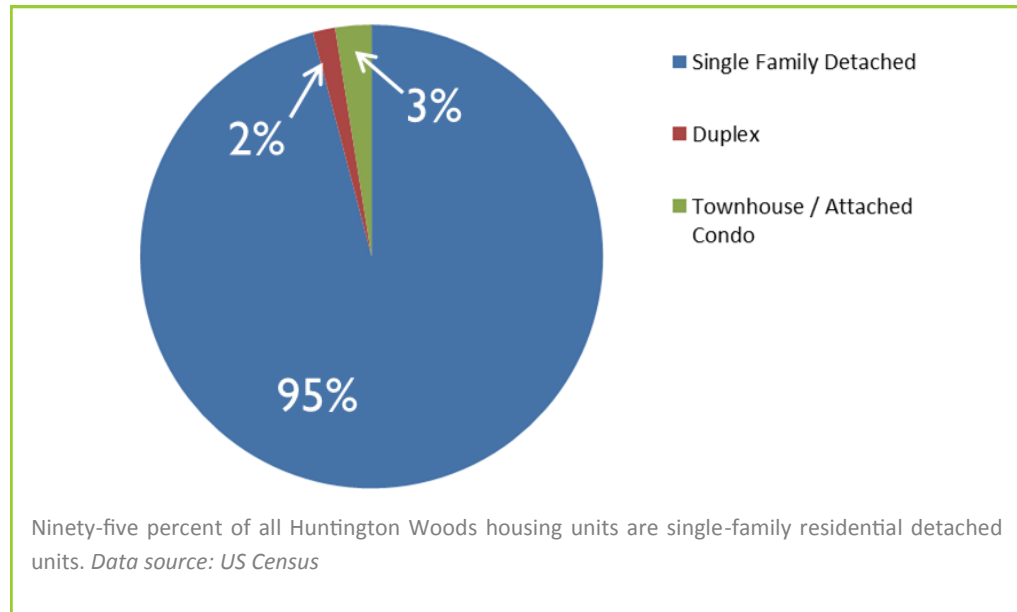
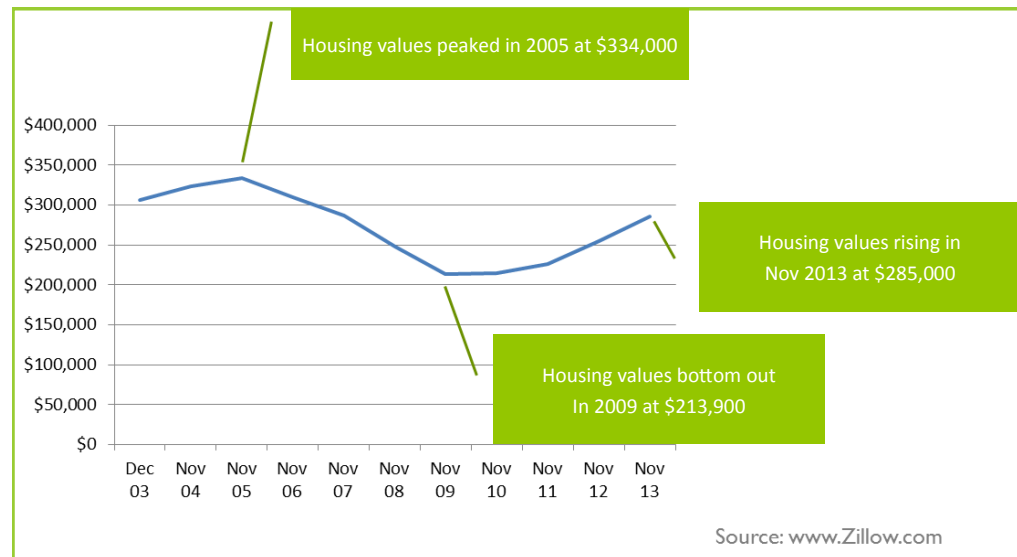


Figure 6: TRENDS IN HOUSING VALUES BETWEEN 2003-2013





## ECONOMIC CHARACTERISTICS

Huntington Woods' median household income of \$112,593 in 2010 was considerably higher than the \$87,086 reported in 2000, and that of Oakland County and the Southeast Michigan region as a whole (Fig. 7). Nearly 60% of the City's households had an annual income of \$75,000 or more, and over 20% had an annual income of \$150,000 or more, as of the 2000 Census. Only 1.6% of the City's population was living below the poverty level according to 2012 ACS estimates, down from 2.5% in 2000. This compares to 9.9% of Oakland County's population and 16.3% of the state's population living below the poverty level.

Huntington Woods' population is highly educated. The City has 76.7% of its population age 25 years or older holding a bachelor's degree or higher. It is also notable that the number of Huntington Woods' residents with a graduate or professional degree exceeds the population having only a bachelor's degree. It is much more typical for communities to have more residents with bachelor's degrees than with graduate or professional degrees.

According to the 2010 Census, 3,465 Huntington Woods residents are estimated to be employed in 2012. The most common employment was management, professional, and related occupations (73%). The dominant industry was education, health, and social services (35%), closely followed by professional, scientific, management, administrative, and waste management services (21%). Only 10% of the City's workers were employed in the manufacturing industry, compared to 17% of Michigan's employed population. The City's estimated unemployment rate is 3.7%.

**Figure 7: US CENSUS DATA ON INCOME AND EDUCATION**

5-year estimate American Community Survey : 2008-2012	
Median Household Income	<b>\$112,593</b> Up from \$87,086 in 2000
Median Per Capita Income	<b>\$52,358</b> Up from \$45,264 in 2000
Number of Persons in Poverty	<b>1.6%</b> Down from 2.5% in 2000
Educational Attainment	
Percent high school graduate or higher	<b>98.9%</b>
Percent bachelor's degree or higher	<b>76.7%</b>
Graduate or professional degree	<b>40.3%</b>

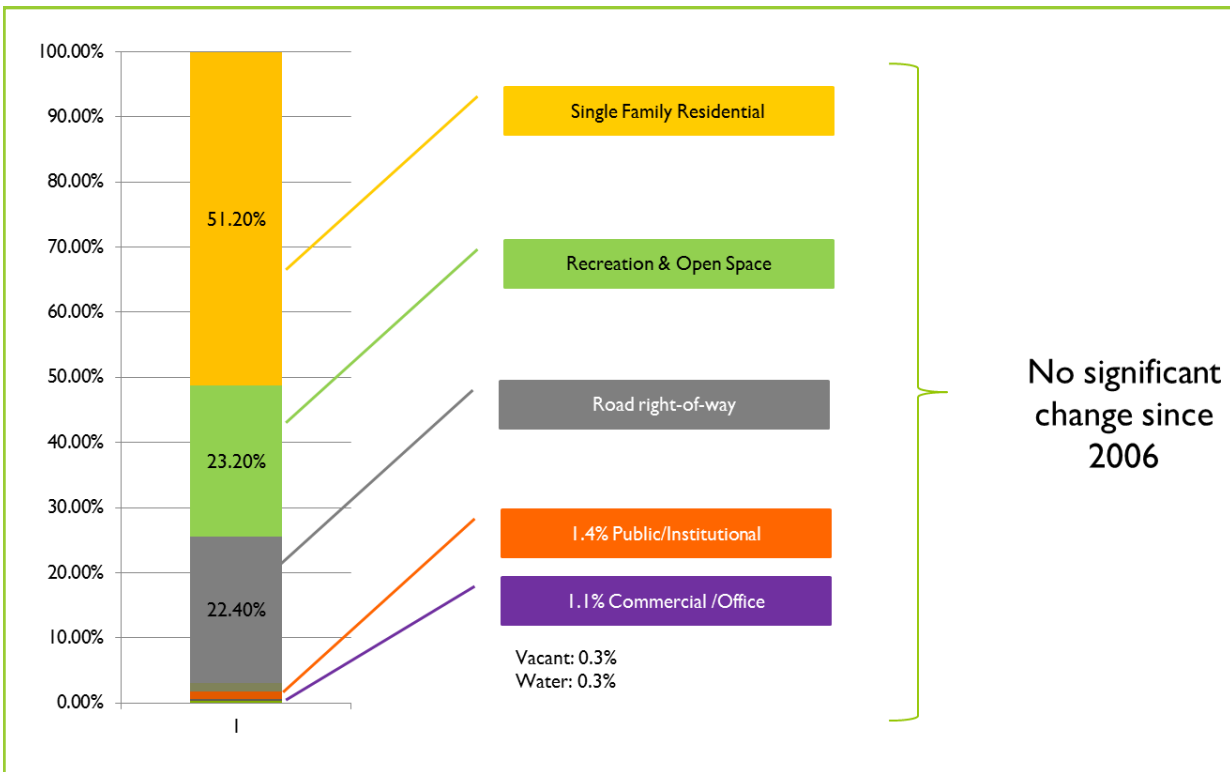
Source: 2010 US Census

## EXISTING LAND USE

Huntington Woods remains a City of Homes; detached single family homes are the City's predominant land use. With the exception of public and recreational uses in the heart of the City (along Scotia Road) scattered parks within residential neighborhoods, and a few vacant lots, the interior of Huntington Woods is comprised entirely of homes (Fig. 8).

Excluding parks and public uses, all of Huntington Woods' nonresidential uses are located on the perimeter of the City.

**Figure 8: SUMMARY OF LAND USE IN CITY OF HUNTINGTON WOODS**



Source: Oakland County Planning & Economic Development Services, 2013

Uses along Woodward Avenue primarily consist of medical and dental offices and business and professional offices, such as attorney's offices and real estate offices. A florist is located at the intersection of 11 Mile and Woodward and a bank is located at Salem and Woodward.

A mix of uses are located along 11 Mile Road, including: a number of blocks of detached single family homes fronting on 11 Mile; several parks; City Hall and other public uses; a place of worship; and a few businesses.

Single family homes are the most prevalent use along Coolidge Highway (with their side yards oriented toward Coolidge). A two-family home is located at Ludlow and Coolidge. A cluster of nonresidential uses, including a drugstore and a bank, is located at the intersection of Lincoln and Coolidge. Two parks are also located along Huntington Woods' Coolidge Highway frontage.

"Recreation and open space" is the second most common land use in Huntington Woods, largely due to the presence of two regional recreational uses: Rackham Golf Course and the Detroit Zoo, which dominate south central and southeastern Huntington Woods. The presence of these uses is particularly evident in the aerial photo on the next page (Map 3).



Huntington Woods  
Oakland County, Michigan

Source: Esri, DigitalGlobe, GeoEye, iSat, USDA, USGS, etc.

0 500 1,000 2,000  
Feet

clearzoning  
CLEAN AND CONNECTED  
Created August 5, 2014





## PUBLIC INPUT & MASTER PLAN GOALS

Through the planning process, the Planning Commission, with input from the public, summarizes a vision of what the city should look like and how it should function in the future. This vision is the basis for the development of goals and objectives.

The 2008 Master Plan illustrated a vision for the City that was supported by Goals & Objectives to guide future land use policy decisions and actions. The Planning Commission reviewed these goals and objectives within the context of the existing conditions of the City, trends and forecasts, as well as with public input generated through an online survey, public open house, and regular Planning Commission meetings. The pages that follow summarize public input and refine the 2008 vision and Goals and Objectives.

### Public Input Summary

The Planning Commission utilized two approaches for gathering public input: an online survey and a public workshop. The results of these outreach methods have been summarized and are presented in the following pages.





**Figure 11: PUBLIC WORKSHOP EXERCISE**

**Public Workshop.** On May 19, 2014, approximately 20 community members gathered to review Master Plan Update materials and displays. They offered their comments and suggestions on the City's transportation network, commercial corridor, and community character. The input on transportation will be addressed in the Complete Streets chapter, ahead.

At the public input workshop, residents were asked for their thoughts on the following questions: *Do you think there are sufficient opportunities for commercial activity within the City? What would you change about the business mix? What about the shape and character of commercial businesses?*

The following general ideas were generated:

- Attract food-related shops within a comfortable walking distance for residents.
- Ensure that traffic control devices are accessible for all users.
- Create opportunities for accessible attached housing at a scale that is compatible with the existing neighborhood.
- Encourage more intense uses, such as multiple story buildings and a mix of uses on Woodward Avenue.



Above: Highlights of one exercise at the public open house where residents were presented a large group of pictures illustrating a variety of design elements and land uses. Participants were asked to select one picture from the group, jot a note about what in the photo resonated with them, and post it on a display.



## VISION AS DESCRIBED IN THE 2008 MASTER PLAN—UPDATED AND CONFIRMED IN 2014

**Civic Engagement:** In the future, "the people living in it" will continue to be one of the best things about the City. Huntington Woods will be characterized by an outstanding sense of community, a close-knit neighborhood feel, and an active, engaged, and informed citizenry. Events such as the City's annual 4<sup>th</sup> of July celebration will continue to bring community members together.

**Municipal Leadership:** Huntington Woods will continue to have City services that are second to none; City staff and officials will continue to be responsive, accessible, and committed. To reduce the tax burden on residents, opportunities to partner with neighboring cities to share selected services will be pursued, provided that residents receive the same high level of service they currently receive. Residents will continue to have ready access to well maintained pocket parks in close proximity to their homes. Parks and recreational uses will continue to serve as a buffer from roadways at the City's perimeter. High quality recreational programming will continue to enhance residents' quality-of-life. Rackham Golf Course and the Detroit Zoo will remain a golf course and a zoological park, respectively, as well as retain their historic character, attracting users from throughout the region.

**Housing:** Huntington Woods will continue to be "The City of Homes": streets lined with overarching trees and beautiful houses will remain the City's single most defining characteristic.

- Quality, uniqueness, variety, charm, historic character, and pride of ownership will continue to characterize the housing stock of Huntington Woods. Homes will be well maintained. New homes and additions to existing homes will exhibit a high quality of design and materials. Historic resources will be safeguarded.
- The City's housing stock will continue to consist primarily of detached single family homes in a range of sizes and values. In the future, Huntington Woods will continue to offer both starter homes and homes for move-up or second-time homebuyers.

### **Mixed Use & Community Commercial:**

- The City's Woodward Avenue frontage will respond to changes in the corridor and be redeveloped with mixed uses including townhomes/condominiums, green space, offices, and small-scale retail uses. This area will be an attractive "front door" to Huntington Woods, serving residents and visitors alike.
- Neighborhood commercial nodes will be located in planned locations on Coolidge Highway and 11 Mile Road.
- The appearance of existing nonresidential development along the City's borders will be improved. Future nonresidential development in Huntington Woods will be characterized by a high quality of architecture and site design. Emphasis will be placed on compatibility of nonresidential uses with neighboring homes.

### **Streets & sidewalks**

- Huntington Woods will remain an eminently walkable City. Sidewalks will be ubiquitous, well maintained, safe, and buffered from the street by trees. Pedestrian connections to neighboring communities — particularly Downtown Royal Oak, Downtown Berkley, and Oak Park — will be strengthened.
- City streets and roadways along the City's borders will be well maintained and beautified. New trees will be planted and existing trees will be maintained, allowing the City to always have an abundance of mature trees, particularly along its streets.

## GOALS & OBJECTIVES OF THE 2008 MASTER PLAN—UPDATED AND CONFIRMED IN 2014

The 2008 Plan outlined goals & objectives that were reviewed and updated by the Planning Commission during the 2014 update process. In addition, accomplishments over the past five years are reflected within the goals and objectives that follow.

### Goal 1: Maintain the excellent quality of City services while avoiding tax increases.

- Objective:* Investigate the feasibility of partnering with neighboring communities to provide selected services.
- 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.
- Objective:* Seek grants, contributions, and dedications to accomplish improvements to the parks system and recreational facilities and programs.
- Objective:* Promote a mix of uses in planned locations at the perimeter of Huntington Woods to boost the City's tax base.
- Objective:* Require developments to share a proportion of system costs, such as providing on-site storage for storm water.

### Goal 2: Promote the long-term stability of Huntington Woods' residential neighborhoods.

- Objective:* Continue to protect residential neighborhoods from encroachment by non-residential uses.
- Objective:* Update and enforce property maintenance requirements.

### Goal 3: Encourage quality infill development and residential additions that reflect the character of existing homes.

- Objective:* Build on existing studies, such as the Final Report for the Hill Historic District, to define the unique characteristics of different City neighborhoods.
- 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).



*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 while respecting the established neighborhood.

*Objective:* Consider adopting anti-monotony regulations, or pursue other strategies to ensure that new homes are individually designed.

*Objective:* Develop a preservation plan for homes in the Hill Historic District. Consider preservation plans for other historic areas in the City. Consistently enforce historic district regulations.

**Goal 4: Promote housing that accommodates residents of all ages and strive to retain affordable housing.**

*Objective:* Encourage development of townhomes/condominiums along Woodward Avenue.

*Objective:* Maintain the City's stock of smaller detached single family homes.

*Objective:* Assist older residents so that they may remain in their homes as they age. Consider development of housing for seniors in a planned location within Huntington Woods.

**Goal 5: In planned locations at the City's perimeter, encourage development and redevelopment with mixed-use, neighborhood retail, and office uses.**

*Objective:* Promote redevelopment of the City's Woodward Avenue frontage with townhomes/condominiums, green space, offices, and small-scale retail uses, such as coffee shops and specialty grocers.

*Objective:* Retain neighborhood commercial nodes in planned locations on 11 Mile Road and Coolidge Highway. Require commercial development to be sensitive to adjacent residential uses in Huntington Woods and neighboring communities.

**Goal 6: Promote high quality retail and office development and encourage improvement of existing nonresidential areas at the perimeter of the City.**

*Objective:* Develop design guidelines and/or regulations for retail and office development that encourage high quality architecture, building materials, landscaping, and site design.

*Objective:* Maintain and/or enhance site plan review standards that encourage service drives, interconnected parking, and shared drives for commercial uses.

*Objective:* Update regulations intended to minimize nuisances, such as noise and light pollution, and ensure that adequate enforcement measures are in place.

*Objective:* Update and enforce property maintenance requirements for non-residential development.

*Objective:* Update requirements for waste receptacles, recycling, and loading areas. During the site plan review process, carefully consider service area placement.



**Goal 7: Maintain and improve the City's parks system and recreational facilities and programs.**

- Objective:* Implement Huntington Woods' *Parks and Recreation Master Plan* and pursue the continued development and implementation of a regular cycle of five-year Recreation Plans.
- Objective:* Continue to update the City's Recreation Plan to maintain and improve City parks.
- Objective:* Maintain a balance between active and passive recreational opportunities (e.g., soccer fields and tennis courts as well as wooded and open space areas).
- Objective:* Consider results from the *Parks and Recreation Master Plan* surveys when making decisions regarding development of and improvement to recreational facilities and programs.
- Objective:* Promote recreational programming that is responsive to changing demands of the City's population and changing demographics.

**Goal 8: Continue to utilize parks and recreational uses as a greenbelt/buffer along 11 Mile Road, Coolidge Highway, and I-696, and encourage provision of green space along Woodward Avenue as part of a mixed-use redevelopment.**

**Goal 9: Maintain pocket parks throughout the City that are readily accessible from nearby homes.**

**Goal 10: Retain the current use of Rackham Golf Course and the Detroit Zoo.**

- Objective:* Enforce historic district regulations for Rackham Golf Course, and pursue historic district designation for the Detroit Zoo.
- Objective:* Work with management of the Detroit Zoo and Rackham Golf Course, and with communities in the wider southeast Michigan region, to ensure that these uses remain viable for future generations.
- Objective:* Seek opportunities for enhancement of Huntington Woods residents' access to Rackham Golf Course, such as cross-country skiing during winter months or special access to the clubhouse.





**Goal 11: Promote the preservation and enhancement of trees and the urban forest in the City.**

- Objective:* Promote the planting and maintenance of hardy, native trees and shrubs to enhance biodiversity and the natural character of the City.
- Objective:* Promote street tree planting and maintenance programs and regulations protecting street trees.
- Objective:* Promote tree planting and maintenance on public and private property throughout the City.

**Goal 12: Promote protection of Huntington Woods' natural resources and natural features.**

- Objective:* Enhance Zoning Ordinance provisions that require development to minimize lot coverage by impervious surfaces.
- Objective:* Encourage development to minimize disruption of natural site topography and drainage.
- Objective:* Review and enhance the Zoning Ordinance's minimum landscaping standards.
- Objective:* Preserve views of Rackham Golf Course and woods along the north edge of the Detroit Zoo property.



**Goal 13: Promote continued walkability within Huntington Woods and strengthen pedestrian connections to neighboring communities.**

- Objective:* Improve City sidewalk maintenance, and continue to provide expeditious snow removal service.
- Objective:* Promote maintenance and planting of street trees, as a buffer for pedestrians on sidewalks.
- Objective:* Consider installation of attractive, pedestrian-scaled streetlights along sidewalks, to enhance pedestrian safety.
- Objective:* Increase the ease and safety of pedestrian crossing at key locations along the City's borders, such as Woodward Avenue.
- Objective:* Promote retention of public buildings in central locations within Huntington Woods, where they are within walking distance of a majority of residences.



**Goal 14: Maintain, improve, and beautify the City's road network.**

*Objective:* Maintain and improve existing roads within the City and along its borders.

*Objective:* Reconstruct uncurbed streets with rolled curbs.

*Objective:* Continue to promote slower vehicle speeds on residential streets through traffic enforcement and traffic calming measures.

*Objective:* Discourage parking between the sidewalk and the street.

*Objective:* Maintain the City's streetscapes and promote streetscape beautification. Support Huntington Woods' Adopt-a-Garden program for gardens in parks and within road rights-of-way.

*Objective:* Discourage and/or prohibit obtrusive, unsightly utility structures in the right-of-way.

*Objective:* Consider developing a City-wide urban design plan to unify park signs, street furniture, sidewalks, perimeter walls, and similar elements.



*Intentionally blank*



## LIFECYCLE HOUSING

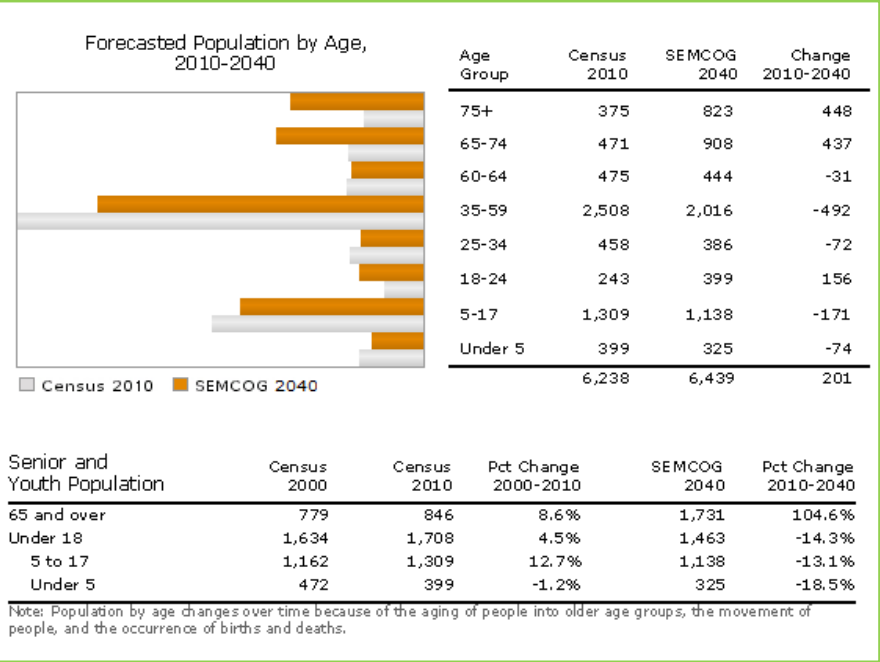
Lifecycle housing is a term used to describe types of housing and neighborhood infrastructure that meets the needs of all residents and allows people of all ages to be comfortably housed throughout all stages of life.

As mentioned earlier, the City of Huntington Woods is referred to as “The City of Homes” due to its well maintained housing stock of single family homes. According to the 2010 U.S. Census, 96% of all housing units are single-family residential, and 95% of all units are owner-occupied, and 2% were renter-occupied. Only about 4% of the City’s housing units were vacant at the time of the 2010 Census. Maintaining this historic charm and character of residential areas has been a continuing goal of the City for many years. Key considerations include encouraging ongoing home and yard maintenance, blight enforcement, and tree maintenance and preservation.

As noted earlier, the demographics of the City are changing; the population is getting older. Figure 12 on the next page shows how SEMCOG projects the age distribution will change over the next 30 years. This projection is consistent with regional and national trends on aging. Given that the vast majority of housing units in the City are single family



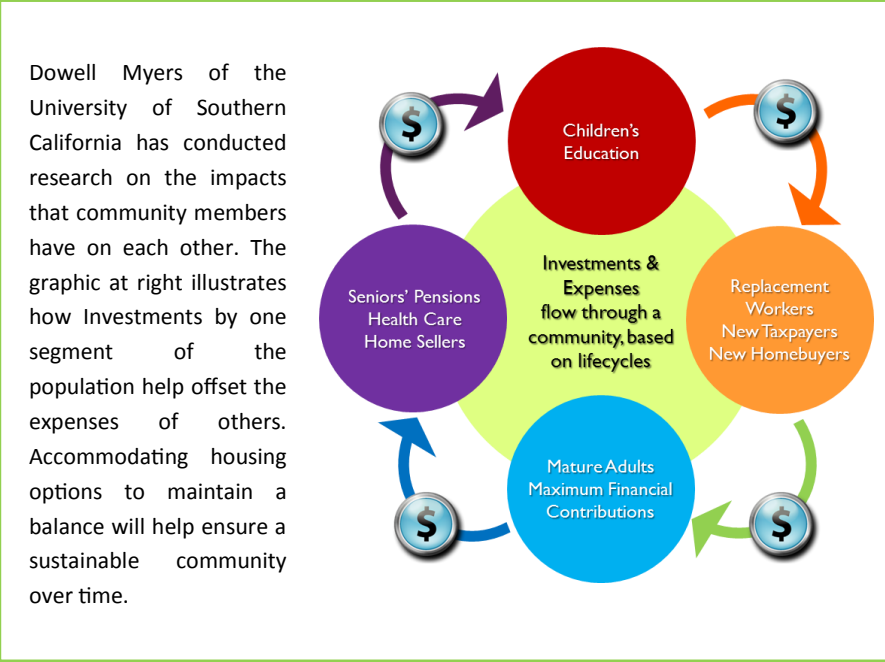
Figure 12: SEMCOG POPULATION PROJECTIONS FOR 2040



detached homes, it will be important for the City to develop strategies to promote the ongoing maintenance of single family homes and neighborhoods for residents of all ages, from families with children to older adults. Studies have shown, and it appears to be confirmed in the City’s own public input, that many Huntington Woods residents do not want to move away (nearly 43% of online survey respondents so indicated). In fact, according to the American Association of Retired Persons (AARP), most older adults tend to want to “age in place” in their existing homes.

Keeping existing residents while attracting new residents is an important economic strategy for the City. As illustrated in Figure 13, a balance of age segments in the community helps ensure stability and continuing investment. Accommodating existing and new residents depends on the availability of appropriate housing. However, the City has little, if any, vacant property upon which to build new detached single family homes. Projections show that existing residents will continue to remain in the City, in their current homes, making it difficult for new residents to find opportunities to move into the City.

Figure 13: COMMUNITY INVESTMENTS & EXPENSES



It is likely in the coming years that Huntington Woods will remain a desirable community that residents of all ages will find appealing. Current and projected trends suggest that younger and older adults alike are interested in vibrant, more urban-style communities, including inner-ring suburbs like the City of Huntington Woods. This idea is supported by Chris Leinberger, author and researcher at the Brookings Institution, who notes that 30-40% of buyers want to live in walkable urban places and only 5-10% is being provided in any given market. 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.

Survey Findings

The online survey conducted between February and March 2014 reveals a community whose residents are, by and large, very pleased with City living

and see no reason to ever leave. In fact, 19% indicated they would remain in the City at least 11 more years, and 58% said they are “not planning to leave.” Housing related findings include the following:

- 80% of respondents made home improvements over the past five years. These included:
  - \* Redoing landscaping (59%)
  - \* Kitchen remodeling (47%)
  - \* Adding more living space (17%)
  - \* Improving accessibility (11%)
  - \* Adding first floor bedroom/bathroom (4.5%)
- As respondents considered what they might want in their next homes, the following needs appeared:
  - \* Single story home (23%)
  - \* Larger home (19%)
  - \* Home/yard with less maintenance (18%)
  - \* Smaller home (17%)
  - \* Area with more transportation options (15%)
  - \* Warmer climate (14%)
  - \* Closer to more outdoor recreation opportunities (10%)
  - \* Closer to more shops/restaurants (10%)
  - \* Closer to more cultural opportunities (9%)
  - \* Items with less than 5% included: being closer to family, closer to employment or school, and closer to services

- When asked which of the following types of neighborhood housing people would like to see retained or built in the future, responses included:
  - \* Existing homes enlarged for growing families, larger families, and in-law-suites (68% said “yes” while 14% said “no”)
  - \* Smaller homes for first time homebuyers, singles, small families, and retirees (54% said “yes” and 29% said “no”)
  - \* New homes with modern amenities to replace older homes for move-up home buyers. (50% said “yes” and 33% said “no”)
  - \* Backyard cottages for young adults or retirees (24% said “yes” and 50% said “no”)
- The survey asked one additional question about redevelopment of existing municipal property for senior housing, attached townhouses, and a new city office/public safety building. 49% responded that they would not be in favor of such redevelopment, while 38% said “yes” and 13% were unsure and/or had no opinion.

### **Aging in Place**

It should be noted that needs of older adults go beyond housing and include access to transportation, opportunities for socialization, and access to services. Huntington Woods is fortunate to have many programs and services in place to assist the City's older residents. For example, the Parks and Recreation Department has recreational, cultural, and social programming aimed at older adults, as well as a transportation program available to disabled residents and residents over 55 years of age. Health and wellness programming and services are also available. Maintaining and expanding these services should be a priority in years to come, and Huntington Woods should continue its programs designed to meet the social needs of seniors (e.g., activities, classes, and library programs).



As noted in the 2008 Master Plan, facilitating current residents to remain in their existing homes will be beneficial to the all residents of Huntington Woods. Helping residents prepare today for tomorrow's needs will make aging transitions easier. For example, the City can educate homeowners on what it means to make a home easier to both live in and visit (the concept of "visitability"). Minimally, this means providing at least one accessible entrance, wide passages between rooms, and a half-bath on the main floor.

Further, educating the community about elements of Universal Design can illustrate that many home improvements will benefit residents of all ages. In fact, according to the AARP, Universal Design "is about creating an attractive, stylish space that everyone, regardless of age, size, or ability, can live in or visit. A home with Universal Design makes it easier for residents to live in, and for guests to visit now and in the future, even as everybody's needs and abilities change."

The AARP identifies a few "Essential Universal Design" features including:

- No-step entry: At least one step-free entrance into a home lets everyone, including those who use a wheelchairs or strollers, enter the home easily and safely.
- Single-floor living: Having a bedroom, kitchen, full bathroom with plenty of maneuvering room, and an entertainment area on the same floor makes life convenient for all families.
- Wide doorways and hallways (at least 36 inches wide) makes it easy to move furniture or appliances through a home.
- Reachable controls and switches: Anyone — even children and a person in a wheelchair — can reach light switches that are from 42-48 inches above the floor, thermostats no higher than 48 inches off the floor, and electrical outlets 18-24 inches off the floor.
- Easy-to-use handles and switches: Lever-style door handles and faucets, and rocker light switches, make opening doors, turning on water, and lighting a room easier for people of every age and ability.



*Existing homes in City's Hill Historic District*

### **The City's Existing Housing Stock**

**Single Family Residential—Detached homes.** The City is primarily comprised of single family detached homes in a variety of architectural styles. As stated in the 2008 Master Plan, and worth repeating, the "neighborhoods of Huntington Woods offer a variety and quality of architecture that is rarely found in other communities." Development took place generally between the 1910's through 1960's. Additions and renovations have helped the older structures adapt to today's needs; however, over the years, residents have expressed concern over demolition of historic structures and additions that negatively impact the character of neighborhoods. A local historic district in the northeast portion of the City helps ensure that additions are compatible with the original structure as well as neighboring homes. In addition, the City has residential design guidelines intended to offer a framework for designing and making compatible residential improvements.

**One and Two Family Residential.** The City has two parcels zoned for “one and two family.” The 2008 Master Plan designates both areas as single family residential. The first, on 11 Mile Road is currently occupied by a church and the second, on Coolidge, is developed with the City’s only duplex, which is currently in poor condition.

### **Housing Opportunities Envisioned in 2008 Master Plan**

The City’s 2008 Master Plan identified the City’s Woodward Avenue parcels as appropriate for Mixed Use, which would include mixed-use buildings with first floor retail and/or office uses, second floor office and/or residential, and third floor residential use. Freestanding offices, retail buildings, and townhouses are envisioned as well. These developments could look something like the images at right. The City developed a “Transitional” zoning district for this area on Woodward Avenue that supports mixed use as well as buildings up to three stories, or 40 ft. Since that time, no new development or redevelopment has occurred, likely due in large part to the poor economic conditions. However, with regional plans for improving transit options along the Woodward Avenue corridor, it is anticipated that such redevelopment will make economic sense in the future.

### **Additional Housing Opportunities to Consider**

In the past, residents have expressed concerns about adding denser housing types, such as attached single family, two-family, or multiple family residential within the existing single family residential neighborhoods. However, such housing may be considered appropriate along the City’s border roads of Coolidge and 11 Mile as conditions evolve in the future. The Planning Commission discussed the merits of adding density in these corridors and found that, at this time, the existing homes on these border roads offer housing options for those looking for smaller and more affordable homes. Additionally, the parks and open spaces along these corridors are important to City residents.

### **Master Plan Implications**

- The City should ensure that there are a variety of housing options to meet the needs of Huntington Woods residents, both now and in the future. It will be important to focus on opportunities to address housing while maintaining the character of the existing single family neighborhoods. Direct the development of dense infill housing to Woodward Avenue.
- There are zoning and land use barriers to providing housing as described above, particularly related to parking requirements. These requirements should be updated to reflect the context of land use, and should include consideration of shared parking and opportunities for public transportation.
- Parks and open space remain important to the community and should remain accessible to as many residents as possible.



Example of three-story mixed use development in Kirkland WA, top, and Norfolk, VA, bottom (photos by Brett VA, Wikimedia Commons)



*Intentionally blank*



## COMPLETE STREETS

Complete Streets is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users. Complete Streets provide transportation choices, allowing people to move about their communities safely and easily.

**H**untington Woods was laid out in a connected grid pattern that supports walkability. While it may be relatively easy to walk around the block or through the neighborhoods, it may be harder for many to walk or ride a bike to access destinations throughout most of the surrounding area. With a lack of safe pedestrian crossings on major roads and a lack of identified bike routes and parking, many residents may find walking or biking difficult at best and unsafe at worst. Furthermore, due to the way in which the region developed over time, many destinations are spread out, making commuting and shopping impractical on foot or by bike for most people.

The 2010 US Census reported that approximately 87% of Huntington Woods residents drive alone, 7% car/vanpool, 6% work at home, and less than 1% walk to work. People often feel resigned to the automobile as their only method of transportation, even with high gasoline prices and overall cost of car ownership.

**D**riving—Our Only Option? In most communities, including the City of Huntington Woods, most people drive everywhere. Why is this? There are a number of reasons, but many believe the Interstate Highway Act of 1953 is one of the biggest factors, as it dramatically changed modes of transportation as well as the American landscape. Between 1953 and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), most federal transportation funding was directed to building roads and highways for efficient movement of vehicles, and to a limited extent, transit. After 1991, however, federal transportation funding has increased for non-motorized transportation.

Michigan's local and regional transportation networks in particular have been greatly influenced by the automotive industry and its culture. Over the past several years, there has been a growing recognition that planning and developing other modes of transportation is critical to countering the rising costs of cars, roadway maintenance, and public health.

### Safety

Safety plays a major role in non-motorized travel. Even the perception of non-motorized travel safety may impact decisions about alternative modes of travel for many. Vehicle speeds contribute to unsafe roadways for pedestrians, and there is a higher chance of a fatal accident with higher vehicle speeds. According to the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety:

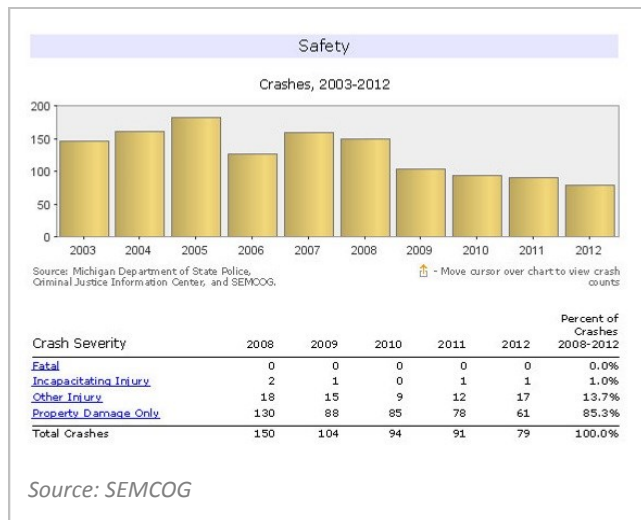
- Pedestrian fatalities account for 11 percent of motor vehicle fatalities.
- Pedestrians comprise the second largest category of motor vehicle accident deaths following occupant deaths.
- On average, a pedestrian is injured in a traffic accident every eight minutes. On average, a pedestrian is killed in a traffic accident every 111 minutes. In 2005 a total of 4,881 pedestrian were killed in motor vehicle accidents.

Between 2008 and 2012 SEMCOG reports declining numbers of crashes (Fig. 14). Of those, most involve property damage only.

### Inactive Lifestyles

Beyond choice and safety, however, there are other reasons why communities should consider how complete their streets really are. While many people struggle with their weight, as a community we battle rising public health costs for chronic conditions associated with obesity. Over the past 25 years, obesity rates have skyrocketed across the country. According to the Center for Disease Control (CDC), “obese” people have a body mass index (BMI) of more than 30. The CDC reports that between 1989-2012, the obesity rates in Michigan rose from less than 14% to more than 30% of the population. Michigan ranks 10th in terms of the most obese states in the nation. A wide range of chronic diseases and conditions are attributed to obesity, including diabetes and heart disease. A transportation system that offers non-motorized options helps people better incorporate physical activity into their daily lives.

Figure 14:  
CRASHES IN THE CITY OF HUNTINGTON WOODS SINCE 2003





## Disabilities

The US Census reports that in 2012, an estimated 8.1% of the City's population have some type of long lasting condition or disability. Most of those with disabilities are older residents, with about 32.8% of residents over the age of 65 having some type of disability (vision, hearing, ambulatory, cognitive, self-care). Combining our longer living population with other health-related trends, the City will likely see the number of those with disabilities increase. Conditions and/or disabilities include:

- Sensory disabilities involving sight or hearing.
- Conditions limiting basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.
- Physical, mental, or emotional conditions causing difficulty in learning, remembering, or concentrating, or those causing difficulty in dressing, bathing, or getting around inside the home.
- Conditions that make it difficult to go outside the home to shop or visit a doctor.

## Aging Population and Limited Mobility

The aging of our population is another important trend to consider. In Oakland County, it is projected that by 2015 there will be more residents over the age of 65 than school-aged children, and by 2035, it is predicted that the people over 65 could increase to comprise 25% of the county's population. Huntington Woods is also expected to see the number of residents over 65 increase over the next 30 years, according to the Southeast Michigan Council of Governments (SEMCOG). SEMCOG reports 846 Huntington Woods residents over age 65 in 2010 and projects a 104.6% increase by 2040 (to 1,731 people over 65).

As the City's residents age, issues of health, mobility, and socialization are critical. As seniors age, their abilities to drive may become limited. Studies have shown that forfeiting the driving privilege "results in an emotional trauma much like experiencing a death for the senior. The loss of independence is a source of loss, grieving and even depression" (AARP). It is very likely that this trauma results from the fact that there are limited mobility options for seniors once driving is no longer possible.

According to the AARP, over 50% of older adults who do not drive, stay home on a given day because they lack transportation options. Non-driving seniors are significantly less social, making 65% fewer trips to visit family, friends, or go to church.

## Environmental Concerns

Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads. With no other transportation options, many people drive alone and create traffic congestion for several hours each day. In addition to wasting time and productivity, the emissions from idling vehicles contributes to increased air pollution and greenhouse gasses. Oil, gas, and chemicals from motorized vehicles collect on roads and are washed into lakes and streams by rainfall.



As seniors stop driving, it is important to find alternative means of mobility.

(above image credit:

[www.pedbikeimages.com/dan-burden](http://www.pedbikeimages.com/dan-burden))

**C**omplete Streets in Michigan: In 2010, Michigan passed legislation that requires the state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. The legislation says Complete Streets means “roadways planned, designed and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle” (PA 135 of 2010). Key components of this legislation:

- Requires community master plans to address all transportation needs, including public transit, bicycle facilities, pedestrian ways and other legal users in addition to motor vehicles;
- Requires that streets accommodate a variety of users, such as bicycles and pedestrians, in addition to motor vehicles;
- Requires coordination with neighboring communities and road agencies when developing plans and when preparing 5-year transportation improvement programs.

In the past, streets were thought of as roadways where only trucks and cars traveled. Along with the roadways, the road rights-of-way usually included space for public utilities. Places that developed prior to the rise of the automobile also included sidewalks and room for other modes of transit within the road rights-of-way.

### **Complete streets include the following:**

- Sidewalks for pedestrians to link together neighborhoods, schools, civic uses, and other destinations.
- Bicycle lanes, a special dedicated travel lane that is on-street with traffic, for experienced bicycle riders, often commuters.
- Off-street shared use paths for pedestrians, cyclists and others, for those who may be less comfortable with riding in the street with vehicular traffic, or where bike lanes are impractical.
- Protective streetscape to provide shade from sun as well as minor protection from rain. Street lights contribute to a sense of safety and security.
- Traffic signals with pedestrian signal heads as well as audible crossing signals for visually impaired pedestrians to safely cross major roadways. Pedestrian-only signals work well when vehicular traffic conditions are such that traffic only need stop when pedestrians are present.
- Bump-outs and other traffic calming devices to reduce pedestrian crossing distances, slow vehicular traffic, and alert drivers to the presence of pedestrians.
- Crosswalks, pedestrian pavement markings, and crosswalk signals to make it safer for children to walk to school, along with other strategies to help slow motorized traffic.
- Wayfinding signage to make it easier for people on foot or on bicycles to understand where they are and where they are going. Wayfinding signs help identify a place and important destinations and civic spaces.
- Traffic signals to extend walk time for pedestrians, allowing pedestrians the opportunity to walk across major roadways, particularly younger and older pedestrians, as well as those with mobility issues.
- Transit shelters to provide places to rest that protect users from rain and snow, making transit more comfortable and appealing.

It should be noted that not all complete streets elements are needed on all streets. While it is important to optimize the street network throughout the City, it is also important to do so within the context of the street types and the adjacent land uses.

### Complete Streets Benefits

Communities that adopt Complete Streets policies acknowledge the problems with current transportation facilities and recognize that implementing complete streets strategies will make their communities better places to live and work. Complete Streets benefit communities by:

- Making roadways and transportation facilities safer for all users.
- Allowing people more freedom and giving them more choices for transportation.
- Improving public health by enabling more active transportation options, including walking and bicycling.
- Reducing traffic congestion when more drivers opt to walk, bike, or take other transit.
- Improving mobility for seniors and the disabled.
- Supporting local economic development by encouraging new businesses that serve the local population of residents and workers.

### Complete Streets Barriers

The City of Huntington Woods, while walkable in neighborhood areas, has several significant barriers for non-motorized transportation:

- Inadequate connections with Complete Streets/pathways plans in the neighboring communities of Berkley, Royal Oak, Oak Park, and Pleasant Ridge.
- Several important destinations are across major roads, including schools and commercial uses.
- Challenging pedestrian and non-motorized access—including safety concerns at the Zoo, I-696/Woodward intersection.



Huntington Woods has a covered bus shelter on Woodward Avenue (above).



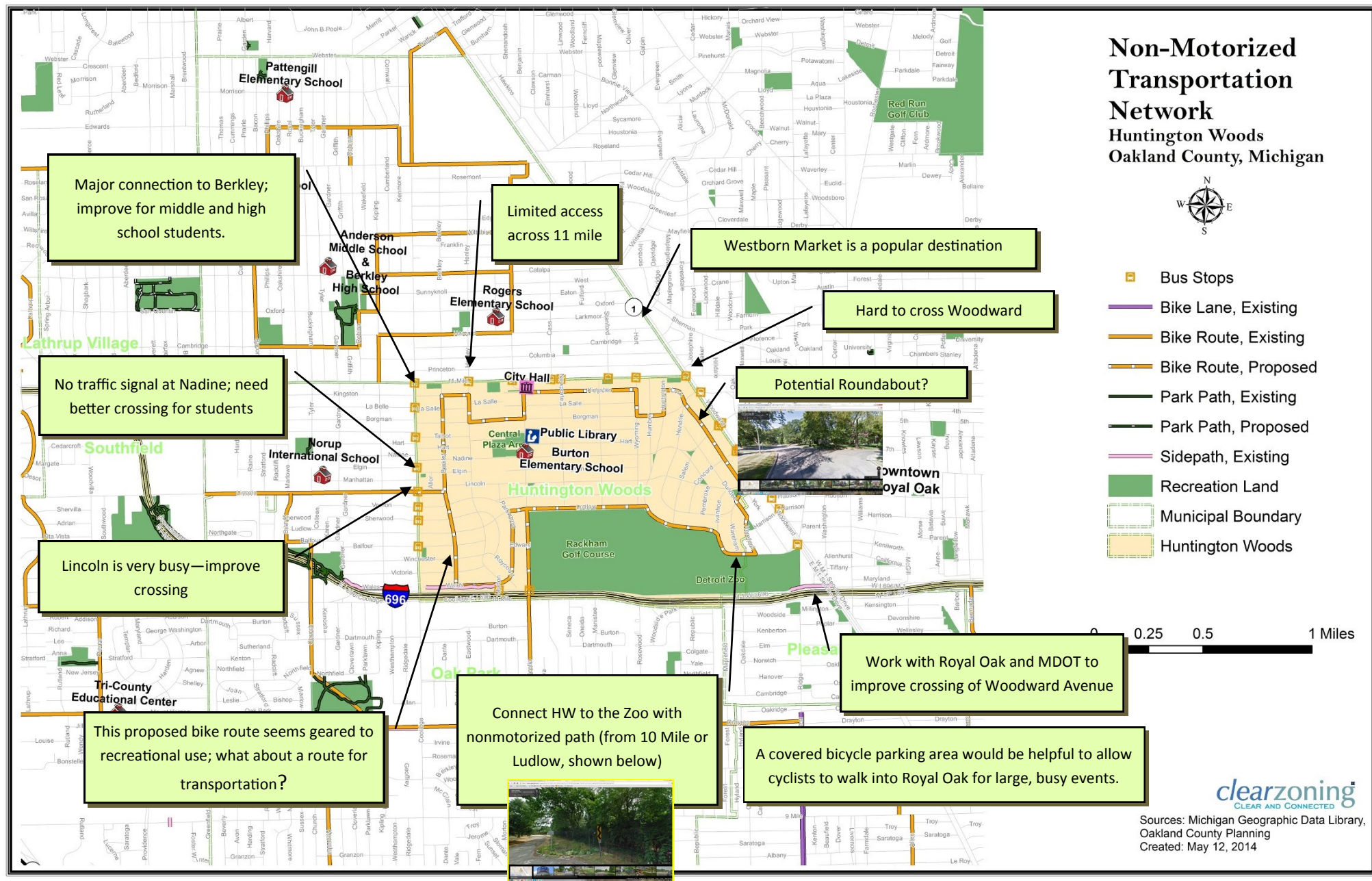
An example of a marked bike lane (above).



This marked pedestrian crossing (above) uses paint and different paving materials to alert motorists to areas where pedestrians may be present.

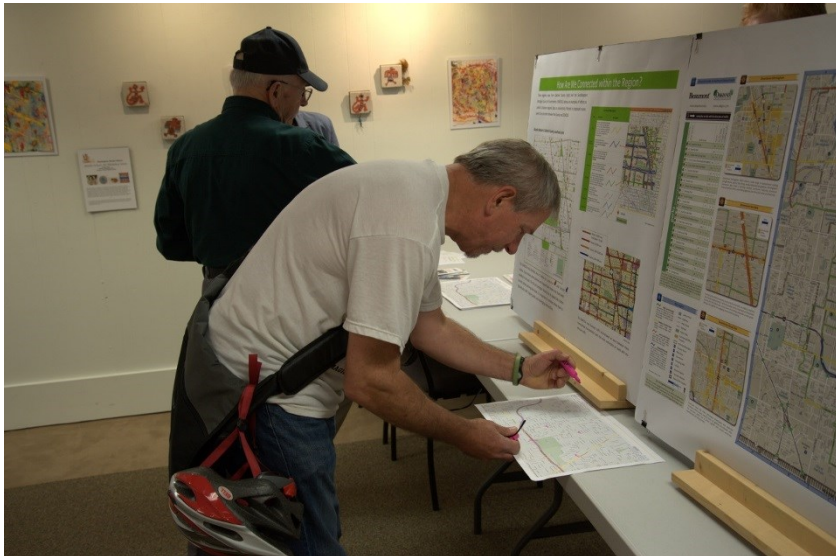


**Map 4: EXISTING NON-MOTORIZED TRANSPORTATION NETWORK (OAKLAND COUNTY DATA). Includes Comments Provided at Planning Commission meeting**



Early in the Master Plan Update process, the Planning Commission took the opportunity to study a series of maps and identify “what’s working” and “what needs work.” The main assessment considered key destinations for City residents as well as the how the City’s non-motorized network might fit within the context of neighboring communities. This information was presented on a map that included schools and community facilities as well as the non-motorized network as identified by Oakland County. The County bases their location for transportation facilities (e.g., bike lanes, paths, bus stops and the like) upon information available by each community, and the County updates this data as new plans and studies are completed.

Comments offered at a Planning Commission meeting are summarized on Map 4 on the previous page. This information was recorded and presented to the public at the Planning Commission’s Master Plan open house meeting on June 16, 2014.



Workshop attendee comments on non-motorized network

This question was presented in conjunction with Map 4:

**Q. This map illustrates the existing non-motorized transportation network in the City of Huntington Woods as identified by Oakland County. It also includes City Hall, schools and parks that are key destinations for residents of the City. Do the bike routes as shown match with your expectations/needs? Do you have another solution?**

**Answers included the following:**

- *Create bike lanes on 11 Mile Road by reducing it to 3 lanes.*
- *Replace all Cobra head highway street light poles with neighborhood and pedestrian scale lighting.*
- *I don't see any purpose to bike paths within the city.*
- *Strengthen crosswalks across Woodward at Lincoln and 11 Mile.*
- *Love biking but, R.O.W. narrow, with parking – dangerous, lack of rules of road.*
- *Car parking on both sides of the streets a hazard.*
- *Why no Scotia path? Connect with Ferndale & Berkley & Royal Oak & Oak Park.*
- *Bike path is recreational loop only.*
- *New sidewalk curbing at Hart and Newport.*

Two adjacent communities, the cities of Berkley and Royal Oak, have non-motorized transportation plans that were completed in 2012. Their respective plans interface with the City of Huntington Woods at Woodward Avenue, 11 Mile Road, and Coolidge Highway. The Woodward Avenue Action Association is also working with communities along the Woodward Corridor on a regional transportation plan that will focus on multi-modal transportation options throughout the corridor. The highlights of these plans include the following:



## REGIONAL CONTEXT—COMPLETE STREETS IN NEIGHBORING COMMUNITIES

### City of Berkley

The City adopted its Multi-Modal Transportation Plan in May 2012. The Planning Commission also created Bike Route Recommendations in 2014 (Fig. 15). The Multi-Modal plan notes that, “Berkley is already very multi-modal. Berkley was platted in a grid system providing many alternative routes throughout the City.” Plan recommendations include:

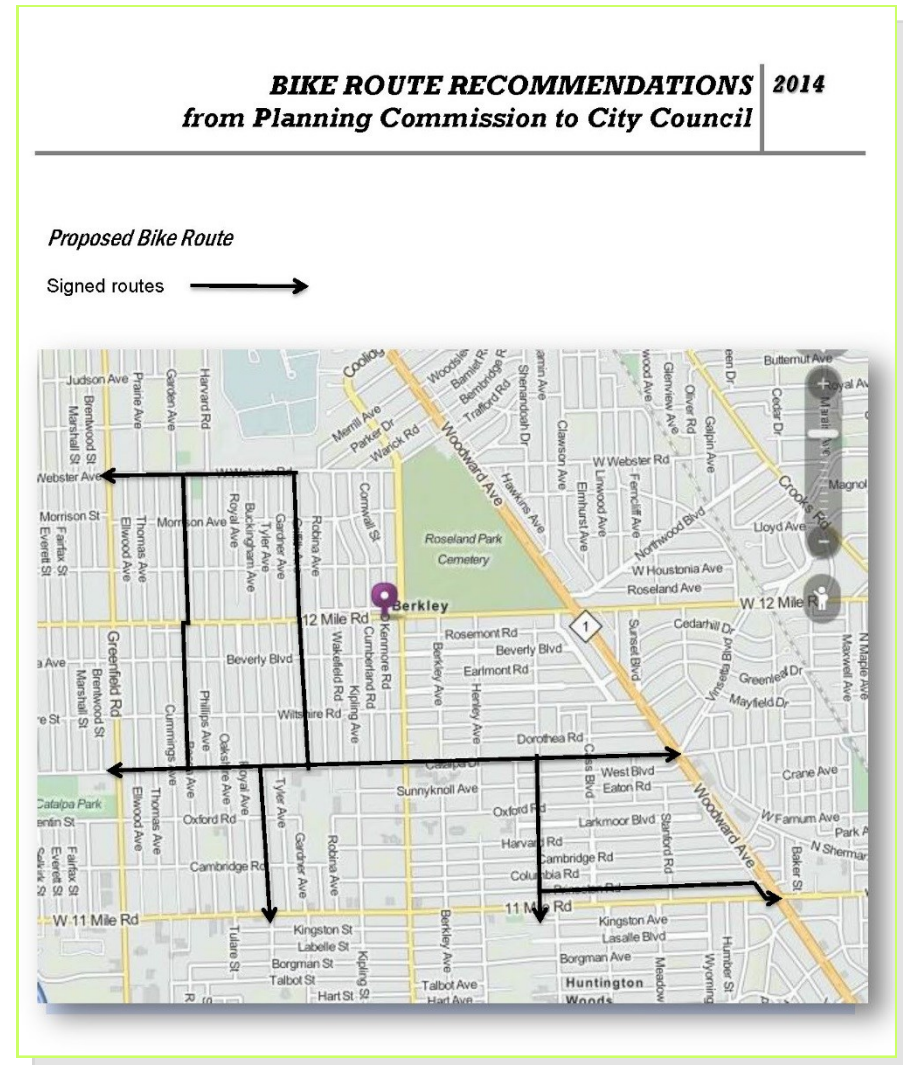
- Amending the Zoning Ordinance to encourage a more welcoming pedestrian environment. Such updates may include a bicycle parking ordinance, changing parking lot and building setbacks, Increasing density in business districts, especially for housing, lowering residential parking standards in the downtown area, and creating new standards for downtown development that encourage a vibrant pedestrian experience.
- Working with road agencies and neighboring communities to improve Coolidge Hwy, 11 and 12 Mile Roads, and Woodward Avenue. The 11 Mile Road and Woodward intersection is highlighted as needing improvements for pedestrian safety.

Berkley’s bike routes are also defined and interface with the City of Huntington Woods at the intersection of 11 Mile Road and Mortenson/Scotia. A pedestrian crossing is recommended. Berkley’s bike route would continue along Princeton, one block north of 11 Mile, from Mortenson to Woodward Ave.

### City of Royal Oak

In 2012, the City of Royal Oak amended its Master Plan to include a Non-Motorized Transportation Plan. The Plan speaks to the importance of non-motorized transportation by stating, “First rate places to eat, learn, shop and recreate anchor Royal Oak’s high quality of life. These places of special consideration will help residents reach their favorite places without a car. Putting places first in the consideration of biking, walking and transit improvements will help integrate sustainable, efficient, healthy living into community life.”

Figure 15: EXCERPT OF THE CITY OF BERKLEY’S 2014 BIKE ROUTE RECOMMENDATIONS





In this document, specific recommendations are made to improve regional transit along Woodward Avenue, along with improved utilization of the Royal Oak Transit Center. Other strategies include improving pedestrian amenities and crossings, adding bike routes, shared lane markings (or “sharrows”), and bike lanes (Fig. 16). The Plan notes that, “Many residents and most visitors are unaware of the city’s existing bike-friendly routes. Most of these routes have been used by “cyclists in the know” for several years. They typically cross major streets at signalized intersections and connect to designated routes in adjacent cities.” The City intends to make these routes safer and more well-known.

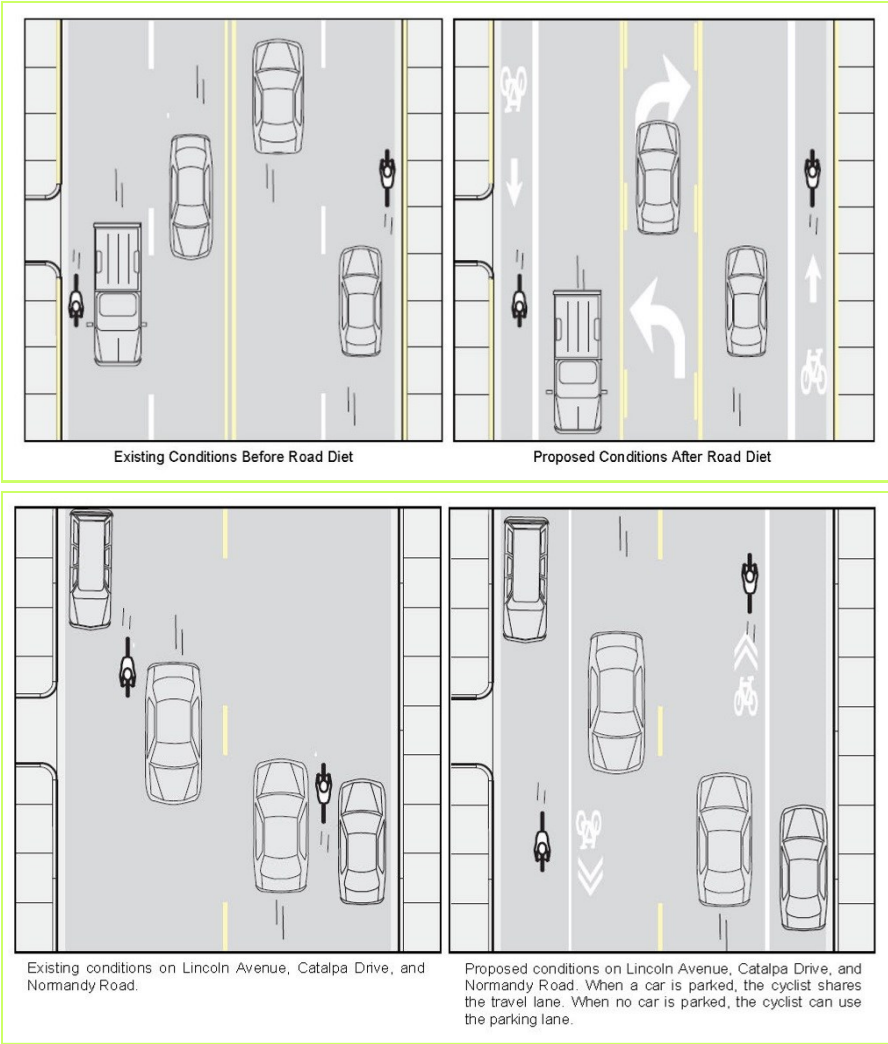
The Royal Oak plan interfaces with Huntington Woods at the following locations:

- Woodward at 11 Mile: Royal Oak proposes a “road diet” for 11 Mile that would reduce vehicle travel between Woodward Avenue and Lafayette Avenue from 4 lanes to 3 lanes and include dedicated bike lanes and on-street parking. Crossing improvements are needed at this intersection.
- Woodward at Lincoln: Add markings that indicate the travel lanes are for both vehicular and bicycle traffic to raise the comfort level of cyclists and help them ride more predictably.

### Woodward Avenue Action Association

The Woodward Avenue Complete Streets Master Plan initiative was started in August, 2011 and is funded by the Woodward Avenue Action Association through a grant from the Federal Highway Administration. The goal is to create a Master Plan with design recommendations, concepts, and ideas for short term and longer term projects that will result in a road network that is safer, more livable, and welcoming. The Plan will be developed for the entire 27-mile Woodward Avenue corridor from Detroit to Pontiac.

**Figure 17:**  
**EXCERPT OF THE CITY OF ROYAL OAK’S NON-MOTORIZED TRANSPORTATION PLAN**



Images that illustrate road diets (top) and shared lane markings (bottom) from the City of Royal Oak’s 2012 Non-Motorized Transportation Plan.

Public input for the portion of Woodward Avenue from Oakridge Avenue to 14 Mile Road was gathered over a 3-day period in June 2013. This included the cities of Pleasant Ridge, Huntington Woods, Royal Oak, and Berkley. At these workshops, the following goals were discussed:

- Make it easier and safer for pedestrians to cross Woodward Avenue and the I-696 interchange
- Improve access to the Zoo and other local amenities
- Reduce vehicle speeds

Key recommendations for Woodward Avenue included:

- Exclusive transit-only lanes for Bus Rapid Transit (BRT) in the median, separated from vehicle traffic
- Convert the frontage road angle parking to parallel on-street parking to allow additional space for bicycle and pedestrian facilities
- Mark the right-most travel lane as a “slow lane” to improve safety for the parallel parking maneuver

An excerpt from the Woodward Avenue Complete Streets Plan is shown in Figure 17 and illustrates “before” and “after” images of the 11 Mile/Woodward intersection, with the application of multi-modal enhancements. Figure 18 is another page from the Woodward Avenue Complete Streets Plan that illustrates an axonometric view of Woodward in Huntington Woods. enhancements.

**Figure 17: EXCERPT OF THE WOODWARD AVENUE COMPLETE STREETS PLAN**

Figure 21 is looking south on the east side of Woodward Avenue at 11 Mile Road. Based on this image and the community vision for the corridor, Figure 22 was created to show the same location with Complete Streets enhancements applied, such as enhanced crosswalks, a bicycle lane, widened sidewalks and BRT.



Figure 21: Existing Conditions – Woodward Avenue looking south at 11 Mile Road



Figure 22: Proposed Concept of Complete Streets applied to Figure 21 Woodward Avenue looking south at 11 Mile Road

Figure 18: EXCERPT OF THE WOODWARD AVENUE COMPLETE STREETS PLAN

Below are some of the cross-sections that were developed for each section of the corridor. A number of options were explored for each section of the corridor. The proposed conditions below, generally, represent the largest change from existing conditions. Under existing conditions, between I-696 and 14 Mile Road, Woodward Avenue is 200 feet wide, with a small section north of 13 Mile Road (Figure 25). Currently the cross-section consists of four travel lanes in each direction with angle parking on the frontage roads on either side of the roadway. The wide median is used for signalized and unsignalized indirect left-turns. Sidewalks in this area are between five and six feet wide, and include few if any amenities.

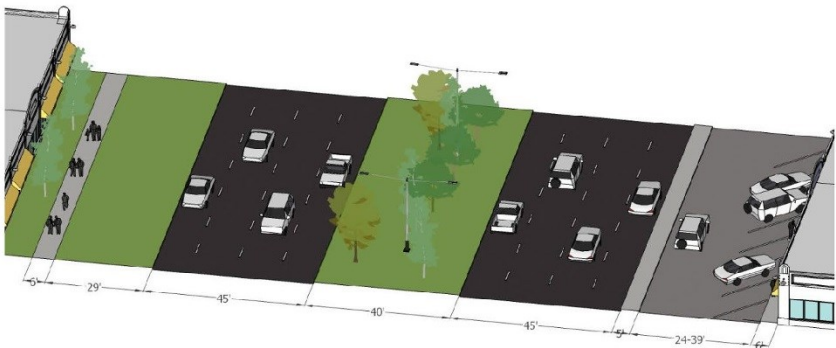


Figure 25: Existing 200-foot Cross-Section - Between I-696 and 14 Mile Road

The proposed cross-section includes an exclusive travel lane for the BRT in the existing median area. Parking is converted from angle parking with a frontage road to parallel on-street parking. The additional space gained provides space for a buffered two-way cycle track separated from vehicle traffic on each side of the roadway. The sidewalk area is expanded from six feet to 15 feet on each side (Figure 26).

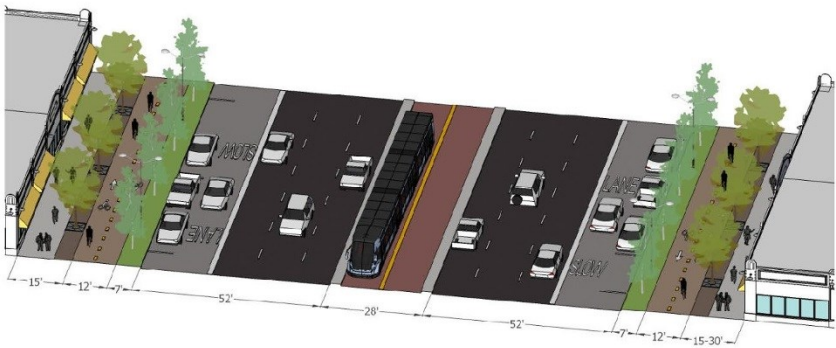


Figure 26: Proposed 200-foot Cross-Section - Between I-696 and 14 Mile Road

Figure 19: EXCERPT OF THE WOODWARD AVENUE COMPLETE STREETS PLAN

Pedestrian-focused land use and improved street connectivity are two key elements to a walkable community. The small-area plan of Woodward Avenue at 10 Mile Road / I-696 (Figure 27) shows the potential for traffic calming on the service drives, improved development, and additional pedestrian space.

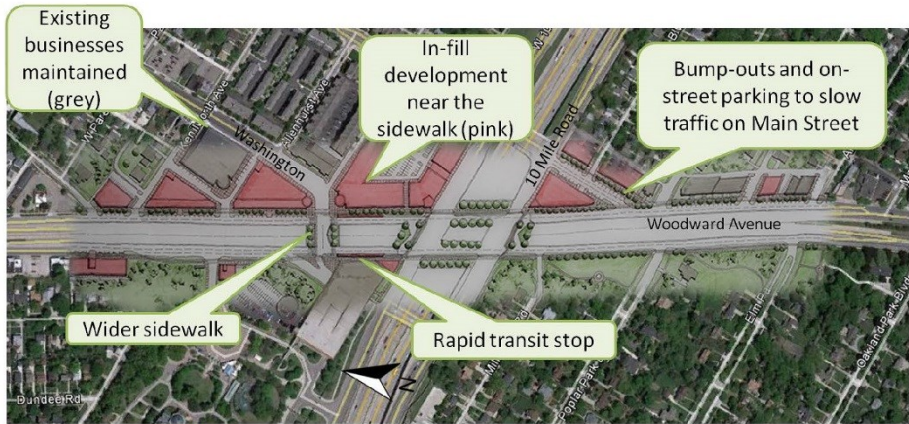


Figure 27: Woodward at 10-Mile Potential Development

Excerpt from Woodward Avenue Complete Streets document illustrating how redevelopment of the 10 Mile/I-696/Woodward Avenue area may respond to the implementation of transit and transit-related amenities. Note in the above illustration that the Detroit Zoo is in the bottom left corner.



## COMPLETE STREETS FOR HUNTINGTON WOODS

The City's existing grid network and residential neighborhood streets are well-suited for non-motorized transportation—but residents would like to see certain improvements made to address safety concerns. These improvements fall into the following categories (Map 5):

- **Signed Bike Routes:** Signed bike routes may be used to recommend route direction in and around a community—as well as between communities. Sometimes bike routes offer distance markers to specific destinations or can provide recreation or fitness information. In the City of Huntington Woods, the signed bike route could be used for both commuting to destinations as well as for recreation. The routes primarily involve local residential side streets, which typically have slower moving and less frequent vehicular traffic. The Huntington Woods routes complement the routes in Berkley and Royal Oak.
- **Shared Lane Markings:** Shared lane markings, or “sharrows,” are often used on streets that need an increased awareness of cyclists for safety, but where there isn’t enough room on the existing road to add a dedicated bike lane. Sharrows also indicate proper lane position for bicyclists to make them more visible to drivers as well as assist bicyclists in avoiding hazards such as car doors swinging open. The proposed shared lane markings for Huntington Woods on Lincoln west of Woodward and Scotia between 10-11 Mile Roads complement the City of Royal Oak’s proposed shared lane markings on Lincoln east of Woodward.
- **Traffic Signals:** The City of Huntington Woods shares intersections with the Cities of Oak Park, Berkley, and Royal Oak. Area residents use those crossings to reach community destinations including Burton Elementary School, the Huntington Woods Public Library, Rogers Elementary School, Anderson Middle School, and Berkley High School. Other commercial destinations include Westborn Market, downtown Royal Oak, and retail/restaurant establishments on Coolidge Highway. Where traffic signals exist, those crossings should be improved to make non-motorized travel safer.



An example of shared lane markings (“sharrows”) on Catalpa in Royal Oak.

- \* A new traffic signal at Coolidge Highway and Nadine would improve safety of children crossing Coolidge to get to school.
- **Pedestrian Crossings:** In addition to traffic signals that would routinely be operational for vehicular and non-motorized travel, a pedestrian signal would only be activated when needed for non-motorized travel across 11 Mile Road. Vehicles would not need to stop unless the signal has been activated by a pedestrian or cyclist.
  - \* Since there is currently no safe crossing of 11 Mile Road between Coolidge and Woodward (a distance of 1.25 miles), a new pedestrian signal at Scotia/Mortenson is recommended. This would offer an opportunity to cross 11 Mile approximately 0.5 miles east of the 11 Mile/Coolidge intersection and lead directly to Rogers Elementary School, five blocks north of 11 Mile in Berkley.

\* To better accommodate access to commercial destinations along Woodward north of 11 Mile Road, a new pedestrian crossing is proposed for 11 Mile and Meadowcrest/Stanford. This signal would be positioned about 0.3 miles east of the proposed traffic signal at Scotia, and 0.4 miles west of Woodward. This signal would facilitate the movement of pedestrians and provide cyclists the opportunity to safely continue north on Stanford into Berkley, near Westborn Market.

- **Dedicated Bike Lane:** The city of Royal Oak is proposing a “road diet” for 11 Mile Road, east of Woodward. The city of Huntington Woods may wish to work with the city of Berkley to pursue a similar treatment for 11 Mile between Woodward Avenue and Coolidge Highway. This effort would begin with a traffic study to evaluate the current traffic levels and project future traffic needs. Traffic counts from the Southeast Michigan Council of Governments (SEMCOG) in 2011 found 5,870 cars traveling each way on 11 Mile, west of Woodward (compared to about 8,000 east of Woodward in Royal Oak). These low traffic volumes suggest that a road diet may be effective in this location. Reducing the travel lanes for vehicles to three (one in each direction, and a dedicated center turn lane) leaves room within the existing paved area for a dedicated bike lane that would be marked on the pavement. Unlike the sharrows, vehicles would not be able to travel in these lanes.



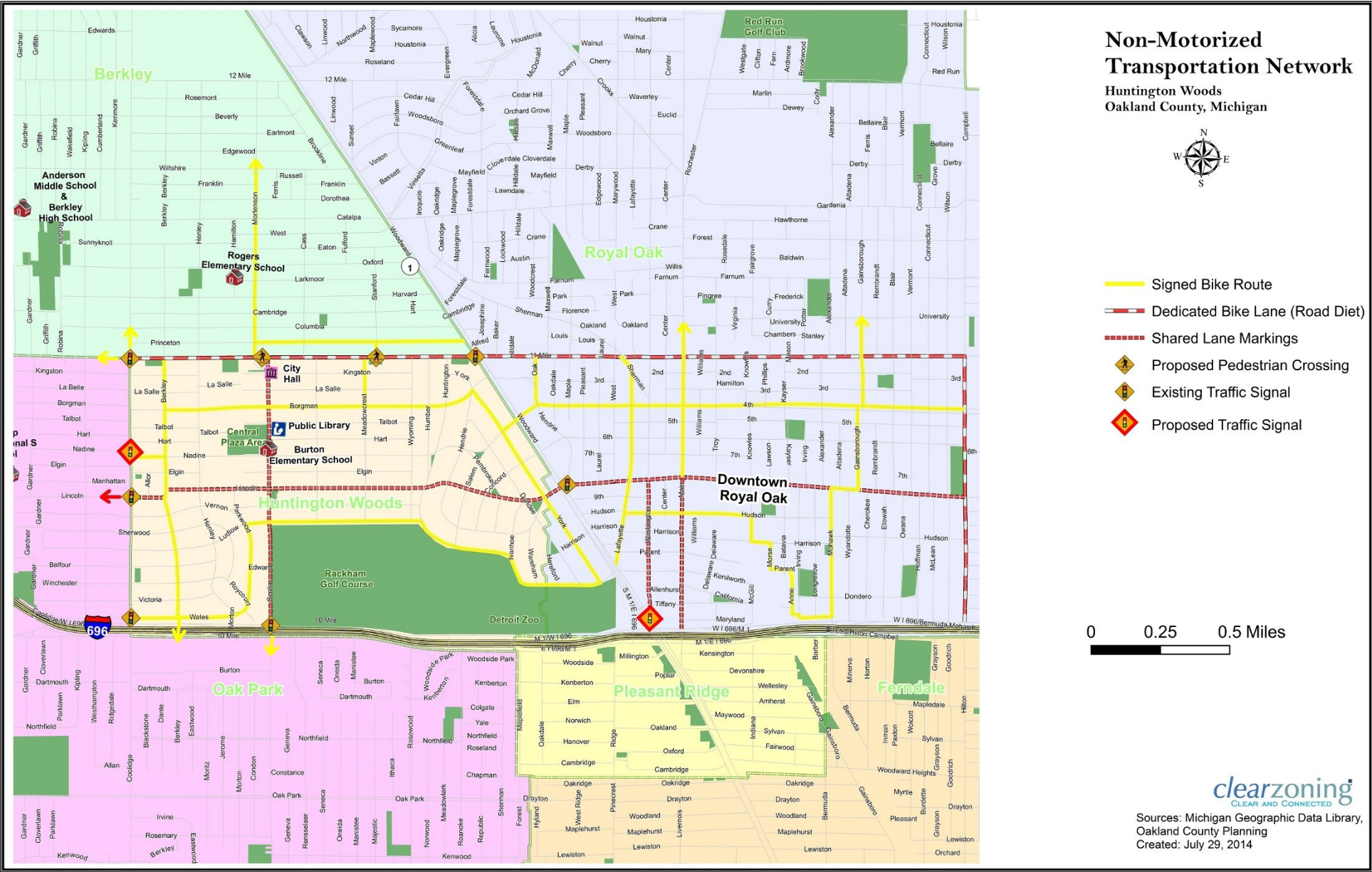
Example of Pedestrian Crossing on Orchard Lake Road in Keego Harbor. This light only changes when activated by a pedestrian or cyclist.



Dedicated bike lanes in two different settings—Northwestern Highway in Farmington Hills (left) and in downtown Toronto (right).



Map 5: NON-MOTORIZED TRANSPORTATION NETWORK







## COMMERCIAL CORRIDOR

The City of Huntington Woods is bordered by one major commercial corridor, Woodward Avenue, along with two additional corridors: 11 Mile Road and Coolidge Highway. These roadways offer opportunities for commercial uses that meet the needs of residents and businesses.

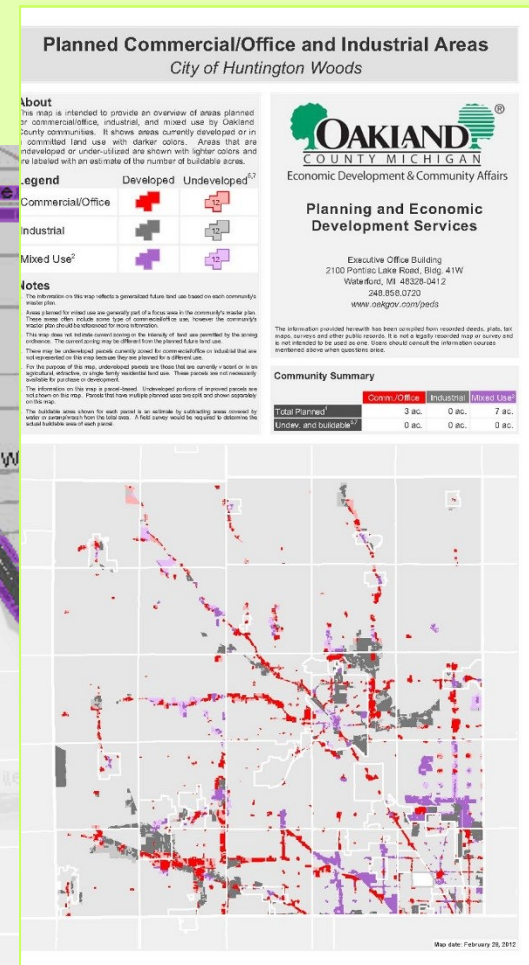
Commercial development in the City of Huntington Woods, can be thought of in two categories: regional and local. Woodward Avenue, which runs from Detroit to Pontiac, offers a wide variety of convenience and destination retail, restaurants, and offices. 11 Mile and Coolidge Highway have historically served the nearby populations from the surrounding communities (Huntington Woods, Berkley, and Oak Park). These areas contain, for the most part, functional yet somewhat tired-looking buildings. Zoning Ordinance updates and an emphasis on placemaking could revitalize these areas throughout the City, providing economic development as well as meeting the needs of current and future City residents.

Map 6 illustrates the future land use designated for commercial and mixed use areas in the City of Huntington Woods. The relevant portions of Royal Oak, Oak Park, and Berkley are also included to illustrate what is planned for both sides of Woodward Avenue, Coolidge Highway, and 11 Mile Road.

**Map 6: COMPOSITE OF FUTURE LAND USES IN ADJACENT COMMUNITIES—COMMERCIAL LAND USE ONLY**



Oakland County has maps of future land use dedicated for commercial/office and industrial areas. The red blocks indicate commercial and office uses; mixed use areas are shown in purple. The map below shows the commercial and mixed use areas, or “nodes,” planned for the City of Huntington Woods, with the adjacent portions of Royal Oak, Oak Park, and Berkley added to more fully illustrate commercial areas in the area.



**Woodward Corridor.** As mentioned in the Complete Streets chapter, the Woodward corridor is in transition: plans for multimodal transportation will transform this auto-oriented corridor of one and two-story buildings into a transit-oriented mixed use corridor that allows for taller buildings and greater density. Huntington Woods has acknowledged this vision with changes to the future land use for Woodward Avenue properties, calling for mixed-use development. Townhomes/condominiums, services, small-scale retail uses, and green space are envisioned along Woodward. Mixed-use buildings with first floor retail and/or office service uses, second, and third floor residential use would be appropriate, as would freestanding, retail buildings, and townhouses. Development along Woodward should be sensitive to neighboring single family residential uses to the west. Architecture and site design should be pedestrian-oriented and exhibit a high quality and attention to detail. The City's current Zoning Ordinance anticipates redevelopment and provides standards for anticipated redevelopment through its "transition zone." Buildings up to 3 stories and 40 ft are permitted.

One conceptual model (Fig. 20) illustrates an option for redevelopment along the west side of the Woodward Avenue corridor, south of 11 Mile: one floor of retail/office and second floor residential. To address current parking

**Figure 20: CONCEPTUAL MODEL FOR REDEVELOPMENT**



*Conceptual model for redevelopment on Woodward, based on current zoning.*

standards, these buildings are limited to two stories and have wide gaps between to accommodate parking—even in the model, however, the parking standards are not met. Since little is gained in terms of density, this model suggests that current properties may not be likely to redevelop while they are still productive. Redevelopment—and enhancement of the corridor for pedestrian activity and improved aesthetics—will be more likely if new buildings can make the most of the existing properties. With the relatively shallow depths of Woodward parcels, increased height may be needed to encourage redevelopment that responds to the community's desire for high quality design and materials.

Alternatives to surface parking include structured parking. There may be opportunities for parking to be provided below grade, or at grade, if ground floor space along the Woodward Avenue Corridor frontage is used for retail or office. Future study should include an evaluation of permitted building height, parking standards, and the mix of uses permitted. Opportunities may exist to



Many Woodward Avenue buildings are tired and designed for visitors to arrive by car. Note the lack of windows and welcoming entrances on the fronts of buildings, and the limited landscaping.



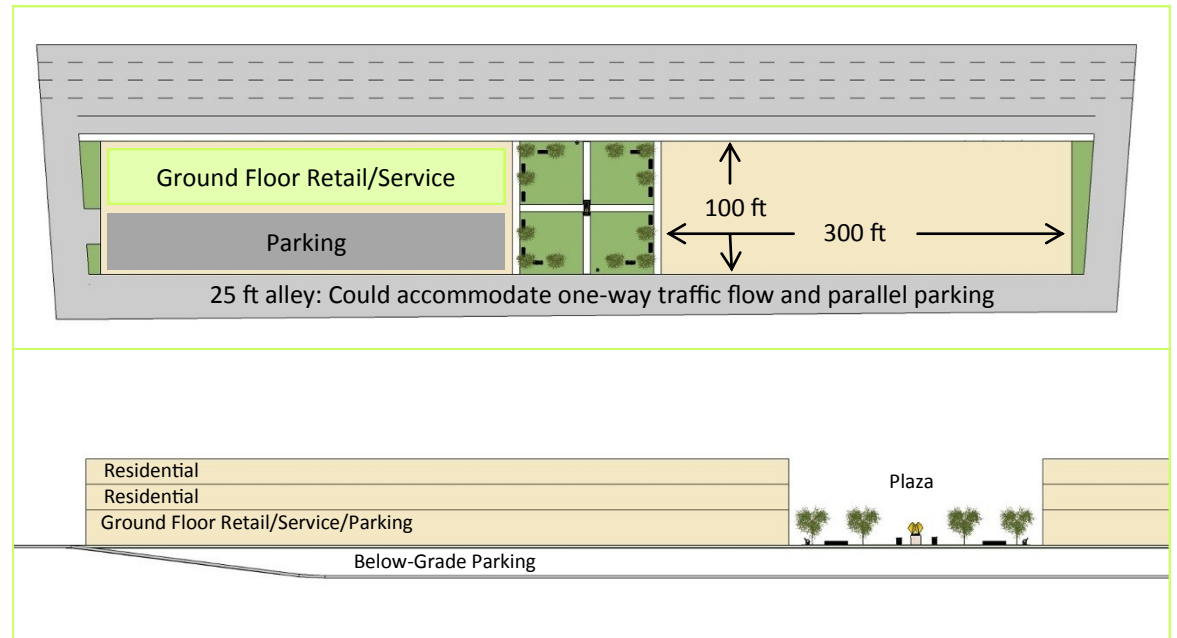


add some building height as well as reduce parking requirements both now and as future transit mode changes are implemented. A regional transit line connecting Detroit with the Woodward Avenue suburbs could encourage transit-oriented development along the Huntington Woods frontage that would require far less of-street parking than a traditional suburban development model.

The potential redevelopment of Woodward Avenue properties may be enhanced with the addition of below grade parking and at-grade parking behind ground floor uses. The conceptual design shown in Figure 21 includes one level of underground parking and two 300-ft long buildings (per the current Zoning Ordinance) containing ground floor retail/services uses and two floors of residential. This type of redevelopment will likely be costly; the City may wish to consider whether additional height is acceptable to enable a more feasible rate of return for property owners.

Transit-oriented development in the evolving Woodward Avenue Corridor will eventually support greater building height, floor area ratios, and density than is permitted by the existing mixed use zoning. Future demand for retail and services, with upper floor residential, will likely exceed what a three-story zone can accommodate. Redevelopment of the Woodward Avenue frontage in the City may require minimum heights of four stories, near 100% lot coverage, and below-grade parking to serve the needs of new residents and businesses. The amount of parking per

**Figure 21: CONCEPTUAL MODEL FOR REDEVELOPMENT**



unit and per square foot needs to be re-evaluated, however, based upon future transit's impact on reducing parking demand.

To better anticipate redevelopment opportunities, the City should consider a few options:

1. Hold a design charrette. This involves an intensive collaborative design process that involves significant public input. The design team and public should understand the future transit opportunities as well as the importance of the City's historic character and predominant single family uses. Concepts generated during the charrette will help inform updates to the Zoning Ordinance, including form-based code standards, where appropriate (see page 51).
2. Evaluate opportunities for a corridor improvement authority (CIA). A CIA can be used in commercial corridors with multiple jurisdictions and is a useful tool for coordinated planning as well as for directing incremental tax growth back into the area for reinvestment.
3. In areas with characteristics that make redevelopment challenging, property assembly can be a way to aggregate sufficient property to effectuate redevelopment. In the case of Woodward Avenue properties, shallow parcel depth may be limiting redevelopment. The City should evaluate approaches to facilitate property assembly.

**11 Mile Road & Coolidge Highway.** The City of Huntington Woods is bounded on the north and west by these two roadways. Both thoroughfares offer opportunities for a “horizontal mix” of uses, where commercial uses are interspersed with residential uses and open space along each corridor. There are three planned “commercial nodes” along these two streets. Historically, the commercial uses along both roads have served the surrounding neighborhoods, drawing customers from the cities in which they are located. It has been the City’s vision to retain these nodes for neighborhood commercial uses, as well as maintain the existing single family residential homes and the recreation areas, pocket parks, and open space.

The three existing neighborhood commercial nodes include the following:

1. **Coolidge & 11 Mile Road:**

The current building is in use as a dry cleaners. Should this property be redeveloped in the future, additional building frontage on 11 Mile, with parking in the rear of the building will help the site continue to be pedestrian-friendly.



Building placement at the front property line of 11 Mile and Coolidge will create a “street wall” that helps pedestrians feel more comfortable and have something to look at while walking.



Two story building height is permitted in this district. Building placement at the property line on Coolidge will create a more pedestrian feel to this area.



2. **Coolidge & Lincoln Road:** This node is developed with a drug store, a bank, and surface parking, which does not generate pedestrian interest and activity in the area. As mentioned in the previous section, the City should assess its parking standards to evaluate whether they are up to date. This area appears to have far more off-street parking than required for the one-story business use. The Zoning Ordinance allows two story buildings in this district, which may allow redevelopment of these parcels; however, the City should consider additional form-based zoning regulations, which are directed more at building appearance and placement, rather than use.



3. 11 Mile Road between Meadowcrest & Wyoming streets. There is one parcel in this commercial node: an existing building that was formerly a market. With this lot and building falling into disrepair, the City is eager to see a new use in this space. While this site has always been commercial in nature, the City may wish to consider other opportunities for redevelopment. The City has recently acquired this vacant site and will explore the possibilities for redevelopment that integrates well with the fabric of Huntington Woods, including:



*This vacant market on 11 Mile between Meadowcrest & Wyoming Streets, is the only commercial property designated for 11 Mile on the City's future land use map .*



- ◇ The retail concept of a “pop-up” store is a new approach to allow commercial concepts or community events to “test drive” a space for a limited period of time. In this case, the City might make this space available to residents with a unique business idea or community activity. This would be a productive use for the property in the short-term, while the City evaluates redevelopment options. A charrette process as described earlier may be beneficial to generate interest in redevelopment of this property as well as any zoning changes that may be appropriate.
- ◇ A co-working space may also offer residents with home-based businesses an opportunity to meet, exchange ideas, and share a physical space that has more of an office character than they may achieve in their homes. It may prove to be an ideal “next step” for a home-based business that is ready to grow.



*This “community storefront” in Detroit is used as a pop-up shop several times throughout the year, as well as for community events.*





Zoning Ordinance updates that include form-based zoning standards should be considered to further the City's goals of creating a more pedestrian-friendly environment, as well as improving the appearance of its commercial corridors.

## Form-Based Codes: How are they different?

### Euclidian Zoning

- Separation of uses
- Focus on the lot
- Typical text-based
- Proscriptive (we don't want...)
- Avoiding conflicts

### Form-Based Coding

- Mix of uses
- Focus on form and street
- More visual/graphics-based
- Prescriptive (we want...)
- Creating a place

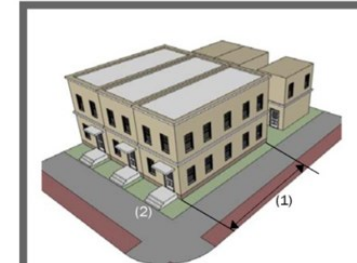
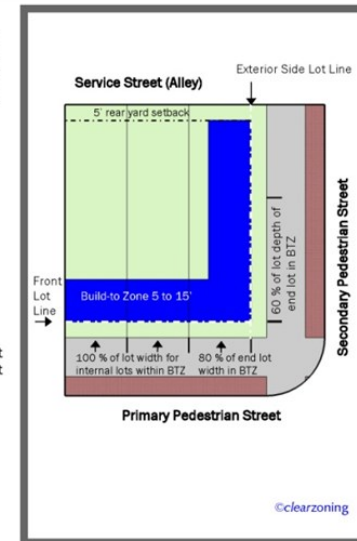
### Why should we use them?

- Proponents argue that the current zoning system is broken: It has produced auto-dependent and haphazard development patterns. Many point to our sprawling development pattern as a contributing factor to obesity and lack of exercise.
- In form-based codes, use standards are typically simpler and more permissive, giving property owners flexibility.
- People expect and tolerate relaxed land use regulations when the built environment tells them it is a place of a variety of activities.
- By making the creation of walkable places and mixing of uses a priority, communities can: reduce the separation of uses in a sprawling fashion; lead to more walking and biking trips; reduce air emissions; and provide opportunities for more social interaction.

#### 4. Row House<sup>623</sup>

This building type consists of three or more attached structures, with each structure sharing a common side wall. Each structure may contain up to two principal dwelling units, which may be stacked vertically. Each unit has its own external street facing entrance.

- |   |                 |  |
|---|-----------------|--|
| <b>A. Lot</b>   |                 |  |
| 1) Minimum lot area <sup>623</sup> :                              | 1,200 sq ft     |  |
| 2) Minimum end lot width <sup>623</sup> :                         | 20 ft           |  |
| 3) Minimum interior lot width:                                    | 16 ft           |  |
| 4) Maximum lot coverage:  | 90%             |  |
| <b>B. Setbacks<sup>623</sup></b>                                  |                 |  |
| 1) Service (alley) street (min.):                                 | 5 ft            |  |
| 2) Rear lot line (no alley)*:                                     | 25 ft           |  |
| 3) Interior side (min.):  | 0 ft            |  |
| <b>C. Build-to Zone (BTZ)<sup>623</sup></b>                       |                 |  |
| 1) Primary Pedestrian Street (min./max):                          | 5/15 ft         |  |
| 2) Secondary Pedestrian Street (min./max):                        | 5/15 ft         |  |
| <b>D. Minimum % of Lot Depth or Width in BTZ</b>                  |                 |  |
| 1) Primary Pedestrian Street:                                     |                 |  |
| Min. % of end lot width in BTZ:                                   | 80%             |  |
| Min. % of interior lot width in BTZ:                              | 100%            |  |
| 2) Side Street:   |                 |  |
| Min. % of end lot depth in BTZ:                                   | 60%             |  |
| <b>E. Parking Setbacks (minimum)</b>                              |                 |  |
| 1) Primary Pedestrian Street:                                     | 30 ft           |  |
| 2) Secondary Pedestrian Street:                                   | 10 ft           |  |
| 3) Service (alley) street:  | 5 ft            |  |
| 4) Interior side abutting res. zone:                              | 10 ft           |  |
| 5) Interior side abutting non-res. zone:                          | 0 ft            |  |
| <b>F. Building Height<sup>623</sup></b>                           |                 |  |
| 1) Stories (min./max.):   | 2/5             |  |
| 2) Feet (maximum):  | 70 ft           |  |
| 3) Ground story height (min.):                                    | NA              |  |
| 4) Bulk Plane <sup>623</sup> adj. to Res. Zone:                   | 1:1 above 40 ft |  |
| 5) Bulk Plane—min. setback of all stories above the fourth floor: | 5 ft            |  |
| <b>G. Transparency<sup>623</sup></b>                              |                 |  |
| 1) Ground story (min.):   | 15%             |  |
| 2) Upper stories (min.):  | 15%             |  |
| <b>H. Building Entrance</b>                                       |                 |  |
| Street-facing entrance required                                   |                 |  |



This example of Building Form Standards, above, shows build-to lines or zones, minimum building width, other setbacks, building transparency, etc. These are a few of the important elements needed to frame the public realm and create more walkable and comfortable places.

## Placemaking & Form-Based Codes

Form-Based Codes address areas of concentrated development. This includes establishing standards for placemaking elements, such as:

- Build-to lines
- Open store fronts
- Outdoor dining
- Ground floor signage
- Elements of the public realm
- Other pedestrian friendly features



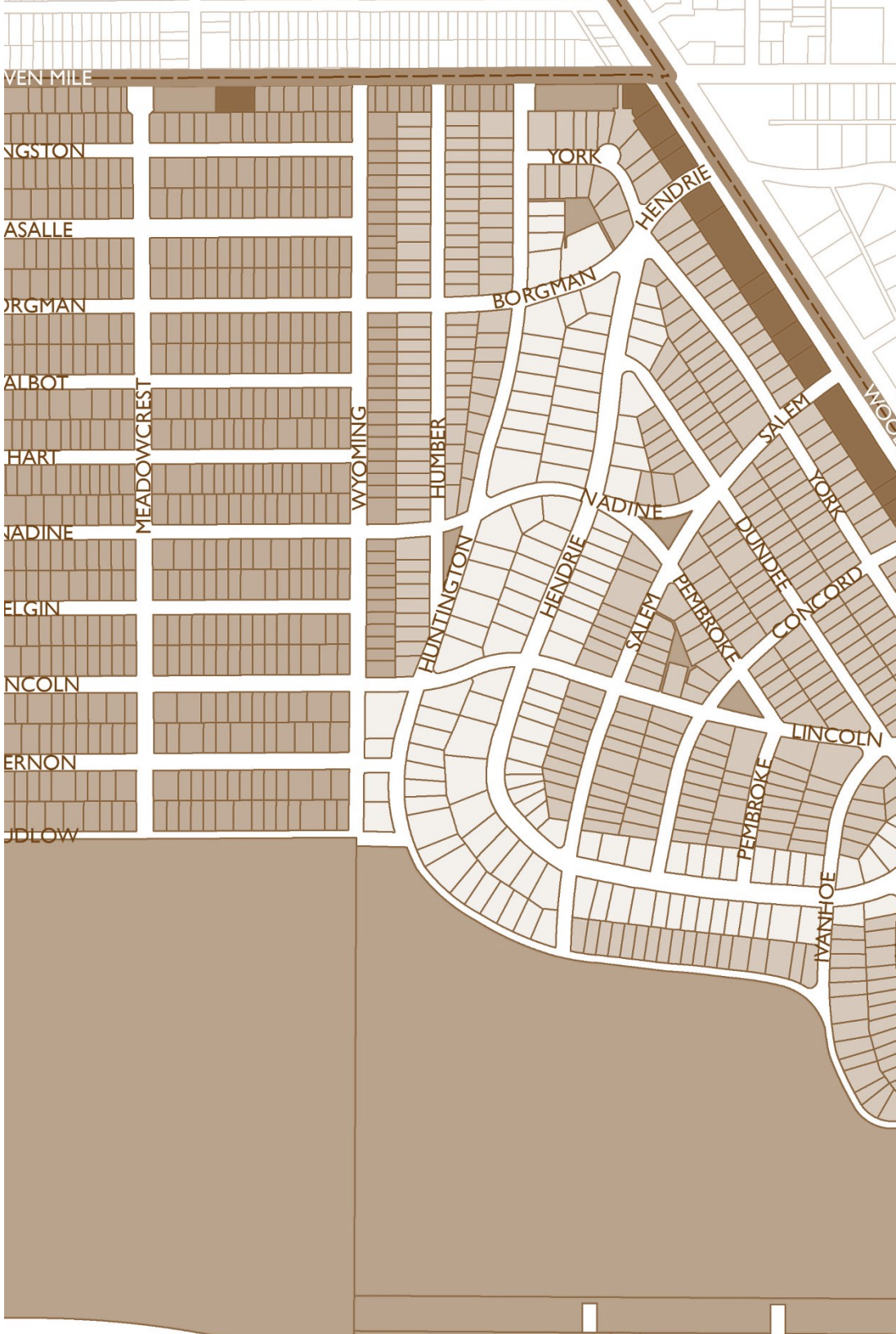
Placemaking elements alone may not actually create a place – for truly active and engaging places, there need to be people and that means creating useful places that are programmed with activities – like outdoor dining, plazas where people either naturally gather or have a reason to gather. Huntington Woods has several opportunities to enhance public spaces with placemaking elements.



This image of a parking deck in Traverse City, Michigan, (above) shows how structured parking can be incorporated into a mixed use development with ground floor retail and service uses.



The images above illustrate how a small plaza like the one in Northville, Michigan can be designed break up long buildings and create a flexible open space for people to gather or rest.



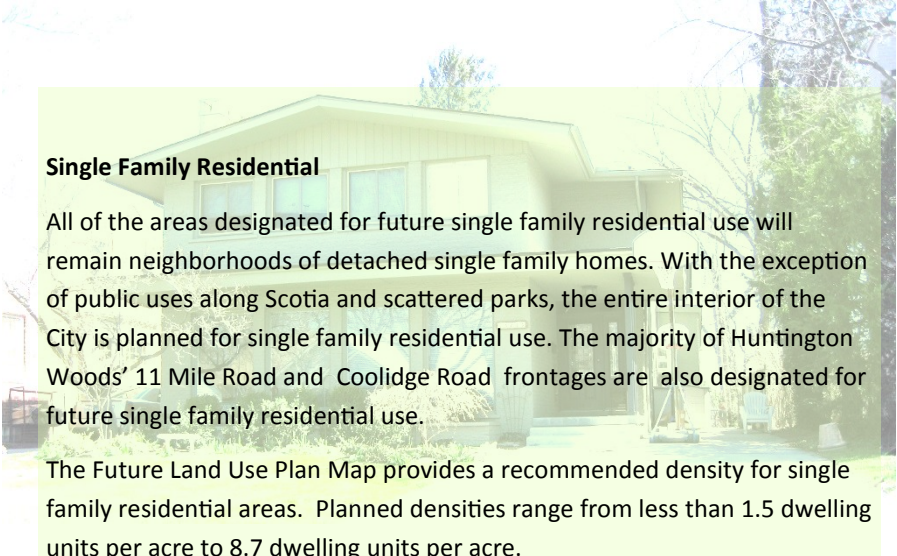
## FUTURE LAND USE

The Future Land Use Plan intends for Huntington Woods to remain a City of Homes. The Land Use Plan primarily illustrates future detached single family residential use in Huntington Woods.

The Future Land Use Plan Map, provided on page 55, is a representation of the City's preferred land use arrangement. The map identifies general locations for various uses envisioned by the Planning Commission. The Master Plan is a guide for local decisions regarding land use. The recommendations in the Land Use Plan do not necessarily imply that rezoning is imminent. Rather, the recommendations set a long-range planning goal.

The Future Land Use Plan Map illustrates the following future land use categories: Single Family Residential, at five different planned densities; Mixed Use; Neighborhood Commercial; Public and Quasi-Public; and Parks and Recreation. Descriptions of these categories are provided on the following page. There are no changes proposed to the future land use map at this time.





### **Single Family Residential**

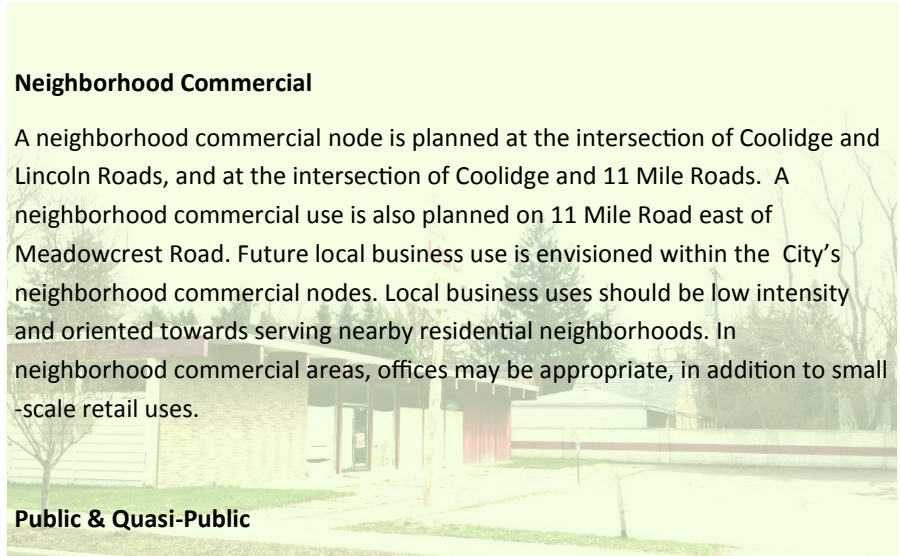
All of the areas designated for future single family residential use will remain neighborhoods of detached single family homes. With the exception of public uses along Scotia and scattered parks, the entire interior of the City is planned for single family residential use. The majority of Huntington Woods' 11 Mile Road and Coolidge Road frontages are also designated for future single family residential use.

The Future Land Use Plan Map provides a recommended density for single family residential areas. Planned densities range from less than 1.5 dwelling units per acre to 8.7 dwelling units per acre.



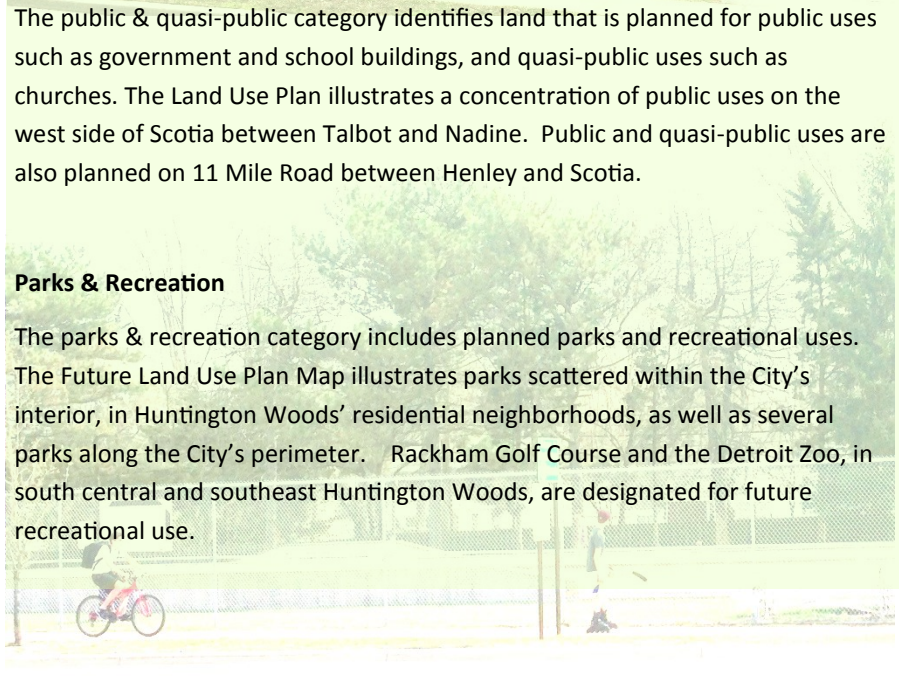
### **Mixed Use**

The Future Land Use Plan Map classifies Huntington Woods' entire Woodward Avenue frontage for mixed-use development. Townhomes/condominiums, offices, small-scale retail uses, and green space are envisioned along Woodward. Mixed-use buildings with first floor retail and/or office uses, second floor office and/or residential, and third floor residential use would be appropriate, as well as freestanding offices, retail buildings, and townhouses. Development along Woodward should be sensitive to neighboring single family residential uses to the west. Architecture and site design should be pedestrian-oriented and exhibit a high quality and attention to detail.



### **Neighborhood Commercial**

A neighborhood commercial node is planned at the intersection of Coolidge and Lincoln Roads, and at the intersection of Coolidge and 11 Mile Roads. A neighborhood commercial use is also planned on 11 Mile Road east of Meadowcrest Road. Future local business use is envisioned within the City's neighborhood commercial nodes. Local business uses should be low intensity and oriented towards serving nearby residential neighborhoods. In neighborhood commercial areas, offices may be appropriate, in addition to small-scale retail uses.



### **Public & Quasi-Public**

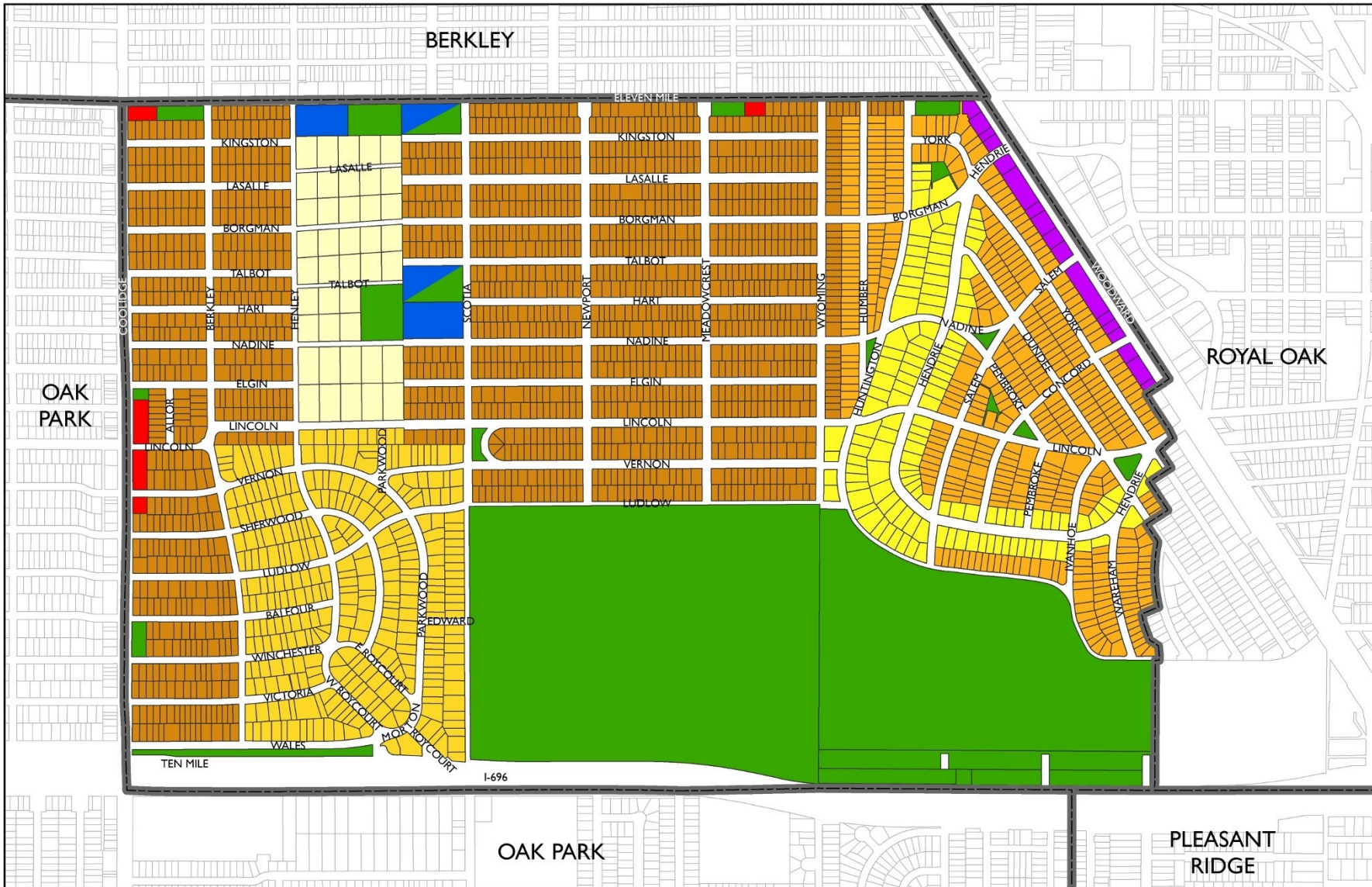
The public & quasi-public category identifies land that is planned for public uses such as government and school buildings, and quasi-public uses such as churches. The Land Use Plan illustrates a concentration of public uses on the west side of Scotia between Talbot and Nadine. Public and quasi-public uses are also planned on 11 Mile Road between Henley and Scotia.

### **Parks & Recreation**

The parks & recreation category includes planned parks and recreational uses. The Future Land Use Plan Map illustrates parks scattered within the City's interior, in Huntington Woods' residential neighborhoods, as well as several parks along the City's perimeter. Rackham Golf Course and the Detroit Zoo, in south central and southeast Huntington Woods, are designated for future recreational use.



Map 7: FUTURE LAND USE MAP



- |   |   |                         |
|---|---|-------------------------|
| SINGLE FAMILY RESIDENTIAL (1.5 DU/AC OR LESS) | SINGLE FAMILY RESIDENTIAL (4.8 - 6.2 DU/AC) | NEIGHBORHOOD COMMERCIAL |
| SINGLE FAMILY RESIDENTIAL (1.5 - 4.8 DU/AC)   | SINGLE FAMILY RESIDENTIAL (4.8 - 8.7 DU/AC) | PUBLIC & QUASI-PUBLIC   |
| SINGLE FAMILY RESIDENTIAL (3.6 - 6.2 DU/AC)   | MIXED USE                                   | PARKS & RECREATION      |

Source: Oakland County GIS

DU/AC = DWELLING UNITS PER ACRE

**Future Land Use**  
Huntington Woods  
Oakland County, Michigan



Created July 24, 2014







## IMPLEMENTATION

The City's thoughtful preparation and adoption of any plan would be of diminished value without a program of implementation strategies. Continued implementation of the plan enables the City to turn potential challenges into real opportunities and solutions in both the short term and long term.

**F**or easy reference, the Action Items from are presented in a summary table. The City should review this table on a regular basis, as well as the goals and objectives, to ensure that decisions and policies are consistent with the vision of the Plan. Actions included in this chapter are based on the goals and objectives presented on page 19. Since there is overlap between some of the goals and objectives, they have been consolidated and refined for clarity.

The tables that follow leave room for the assignment of priority levels, which would be based on short-term, mid-term, and long-term approaches. This chapter should be reviewed annually to assess progress and adequately budget for specific strategies. Each action should have a "lead" or "champion," a board, commission, group, or individual who is responsible for project initiation and coordination.

Goals, Objectives, and Actions			Priority Level	Lead	Completed
<b>Goal 1: Maintain the excellent quality of City services while avoiding tax increases.</b>					
<b>A</b>	<b>Objective:</b>	Investigate the feasibility of partnering with neighboring communities to provide selected services.			
	Action 1:	Update the City's 2011 Collaboration Plan			
	Action 2:	Explore current opportunities for sharing services including the Department of Public Services.			
<b>B</b>	<b>Objective:</b>	Continue to charge fees to non-resident users of City recreational facilities and programs. Explore other alternatives to taxes for funding of City services.			
	Action 1:	Assess current user fees for residents and non-residents to determine how well fees cover expenses.			
	Action 2:	Prioritize services based on number of residents served and whether comparable services are available elsewhere.			
	Action 3:	Consider privatization of certain services where appropriate.			
<b>C</b>	<b>Objective:</b>	Seek grants, contributions, and dedications to accomplish improvements to the municipal services and facilities, including the parks system and recreational facilities and programs.			
	See also Goal 7 Action 1:	Evaluate DNR grant programs against current recreation needs; make application as appropriate.			
	Action 2:	Research foundations whose missions align with City needs and seek grant funding for specific projects.			
	Action 3:	Develop or refresh marketing materials for the current contributions and dedications program.			
<b>D</b>	<b>Objective:</b>	Promote a mix of uses in planned locations at the perimeter of Huntington Woods to boost the City's tax base.			
	See also Goal 5-6 Action 1:	Reevaluate allowable density in the Woodward Avenue Corridor Mixed Use district based on future transportation improvements in and around the City.			
	See also Goal 5-6 Action 2:	Determine whether Coolidge Highway retail nodes could support more intensive neighborhood-oriented retail and services in terms of commercial feasibility. Explore whether residents will support more intense uses.			
<b>E</b>	<b>Objective:</b>	Require developments to share a proportion of system costs, such as providing on-site storage for storm water.			

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.



Goals, Objectives, and Actions			Priority Level	Lead	Completed
	Action 1:	Evaluate impacts of development on municipal systems and review fees for adequacy.			
	Action 2:	Evaluate Engineering Design Standards ordinance and amend as needed.			
<b>F</b>	<b>Objective:</b>	Promote retention of public buildings in central locations within Huntington Woods, where they are within walking distance of a majority of residences.			
	See also Goal 4	Action 1: Complete Needs Assessment of the City's 11 Mile Road facilities and properties for possible mixed use redevelopment.			
<b>Goal 2: Promote the long-term stability of Huntington Woods' residential neighborhoods.</b>					
<b>Goal 3: Encourage quality infill development and residential additions that reflect the character of existing homes.</b>					
<b>A</b>	<b>Objective:</b>	Continue to protect residential neighborhoods from encroachment by non-residential uses.			
	See also Goal 5-6	Action 1: Maintain the current land use and zoning, which keep commercial uses on the main roadways. Ensure adequate screening requirements are in place.			
<b>B</b>	<b>Objective:</b>	Update and enforce property maintenance requirements.			
	Action 1:	Review/amend City's property maintenance codes, as needed. Reevaluate enforcement protocols with goal of greater voluntary compliance.			
<b>C</b>	<b>Objective:</b>	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 plan for homes in the Hill Historic District. Consider preservation plans for other historic areas in the City. Consistently enforce historic district regulations.			
	Action 1:	Develop marketing materials that better educate homeowners and architects at the preliminary design stage.			
	Action 2:	Implement recommendations of HHD final report.			
	Action 3:	Meet with neighborhood groups to discuss opportunities to develop specific neighborhood standards.			
	Action 4:	Implement actions in 2008 Preservation Plan, as appropriate.			
<b>D</b>	<b>Objective:</b>	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).			
	Action 1:	Reevaluate enforcement protocols with goal of greater voluntary compliance.			

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.



Goals, Objectives, and Actions			Priority Level	Lead	Completed
E	Action 2:	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.			
	Action 3:	Educate local real estate and design professionals about Residential Guidelines and local historic resources through marketing materials and workshops.			
	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 while respecting the established neighborhood. Consider adopting anti-monotony regulations, or pursue other strategies to ensure that new homes are individually designed.			
	Action 1:	Evaluate newer residential construction in terms of appearance, mass, and context. Identify Zoning Ordinance standards for effectiveness.			
	Action 2:	Identify ways that the Zoning Ordinance should be amended to be more effective and more clear for residents and approving bodies.			
	Action 3:	Research anti-monotony standards from other communities to evaluate how residential guidelines may be amended.			
	Action 4:	Evaluate whether better marketing of the City's unique neighborhood character would be an effective alternative to additional regulatory controls, or if additional regulations are needed.			
	Action 5:	Develop "pattern book" that illustrates how to achieve desired community character.			
	Action 6:	Offer home renovation workshops that teach the importance of neighborhood character in the context of good design.			
	<b>Goal 4: Promote housing that accommodates residents of all ages and strive to retain affordable housing.</b>				
A	Objective:	Encourage development of townhomes/condominiums along Woodward Avenue.			
	Action 1:	Reevaluate allowable density in the Woodward Avenue Corridor Mixed Use district based on future transportation improvements in and around the City.			
	See also Goal 1 Action 2:	Consider adopting a form-based code for the Woodward Avenue frontage.			
	Action 3:	Create marketing materials to promote opportunities for dense residential development in this area.			
B	Objective:	Maintain the City's stock of smaller, detached single family homes for residents of all ages.			

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.

Goals, Objectives, and Actions			Priority Level	Lead	Completed
	Action 1:	Adopt guidelines and/or regulations that promote context-sensitive residential additions.			
See also Goal 3	Action 2:	Reevaluate enforcement protocols with goal of greater voluntary compliance.			
<b>C Objective:</b>	Assist older residents so that they may remain in their homes as they age.				
	Action 1:	Maintain and expand programs and services that assist the City's older residents.			
	Action 2:	Partner with Oakland County, other communities, and local non-profits to ensure that seniors have adequate services and housing.			
<b>D Objective:</b>	Consider development of housing for seniors in a planned location within Huntington Woods.				
See also Goal 13	Action 1:	Complete Needs Assessment of the City's 11 Mile Road facilities and properties for possible mixed use redevelopment.			
	Action 2:	Identify redevelopment concepts based on needs assessments for further analysis			
	Action 3:	Develop strategy for redevelopment as identified through assessment and analysis.			
<b>Goal 5: In planned locations at the City's perimeter, encourage development and redevelopment with mixed-use, neighborhood retail, and office uses.</b>					
<b>Goal 6: Promote high quality retail and office development and encourage improvement of existing nonresidential areas at the perimeter of the City.</b>					
<b>A Objective:</b>	Promote redevelopment of the City's Woodward Avenue frontage with townhomes/condominiums, green space, offices, and small-scale retail uses, such as coffee shops and specialty grocers.				
See also Goal 1	Action 1:	Reevaluate allowable density in the Woodward Avenue Corridor Mixed Use district based on future transportation improvements in and around the City.			
	Action 2:	Use charrette design process to generate conceptual designs for Woodward Avenue frontage.			
	Action 3:	Create form-based code that reflects redevelopment vision of the charrette process.			
	Action 4:	Explore Corridor Improvement Authority options			
	Action 5:	Develop marketing materials to promote the City's redevelopment opportunities in this area.			

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.

Goals, Objectives, and Actions			Priority Level	Lead	Completed
B	<b>Objective:</b>	Retain neighborhood commercial nodes in planned locations on 11 Mile Road and Coolidge Highway. Require commercial development to be sensitive to adjacent residential uses in Huntington Woods and neighboring communities.			
	See also Goal 1	Action 1: Conduct a market study to determine whether Coolidge Highway retail nodes could support more intensive neighborhood-oriented retail and services in terms of commercial feasibility.			
		Action 2: Discuss market study outcomes with the public to gauge support for any needed Zoning Ordinance amendments or development guidelines.			
		Action 3: Use charrette design process to generate conceptual designs for 11 Mile Road and Coolidge Highway.			
		Action 4: Develop zoning amendments and/or design guidelines that support desired development.			
		Action 5: Develop marketing materials to promote the City's redevelopment opportunities in this area.			
C	<b>Objective:</b>	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.			
	See also Goal 1	Action 1: Consider adopting a form-based code for the Woodward Avenue frontage.			
		Action 2: Reevaluate and reaffirm or amend site plan review standards as needed.			
		Action 3: Develop design examples for on-site collection and storage that encourage active recycling by businesses in manner than improves the distinct character of the community.			
		Action 4: Reevaluate and reaffirm or amend performance standards in the Zoning Ordinance as needed.			
D	<b>Objective:</b>	Update and enforce property maintenance requirements for non-residential development.			
	See also Goal 3	Action 1: Reevaluate enforcement protocols with goal of greater voluntary compliance.			

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.



Goals, Objectives, and Actions				Priority Level	Lead	Completed
Goal 7: Maintain and improve the City's parks system and recreational facilities and programs.						
A	Objective:	Implement Huntington Woods' Parks and Recreation Master Plan and pursue the continued development and implementation of a regular cycle of five-year Recreation Plans. Ensure plan maintains a balance between active and passive recreational opportunities (e.g., soccer fields and tennis courts as well as wooded and open space areas). Consider results from the Parks and Recreation Master Plan surveys and demographic data when making decisions regarding development of and improvement to recreational facilities and programs.				
		Action 1:	Update the Recreation Plan per the current five-year schedule.			
	See also Goal 8-9	Action 2:	Evaluate the Recreation Plan to assess the balance between active and passive opportunities.			
		Action 3:	Consider soliciting input on a yearly basis to closely track residents' needs; incorporate current demographic data and evaluate demographic projections.			
Goal 8: Continue to utilize parks and recreational uses as a greenbelt/buffer along 11 Mile Road, Coolidge Highway, and I-696, and encourage provision of green space along Woodward Avenue as part of a mixed-use redevelopment.						
Goal 9: Maintain pocket parks throughout the City that are readily accessible from nearby homes.						
		Action 1:	Evaluate Zoning Ordinance standards for mixed use development to ensure that open space is incorporated.			
	See also Goal 7	Action 2:	Continue to evaluate need for pocket parks and acquire available sites to meet identified needs.			
Goal 10: Retain the current use of Rackham Golf Course and the Detroit Zoo.						
A	Objective:	Enforce historic district regulations for Rackham Golf Course, and pursue historic district designation for the Detroit Zoo. Work with management of the Detroit Zoo and Rackham Golf Course, and with communities in the wider southeast Michigan region, to ensure that these uses remain viable for future generations.				
		Action 1:	Continue to evaluate opportunities to protect important resources within the Zoo.			
		Action 2:	Maintain regular dialog with Detroit Mayor's Office and Detroit Zoological Society and offer Huntington Woods support and assistance with preservation planning.			
B	Objective:	Seek opportunities for enhancement of Huntington Woods residents' access to Rackham Golf Course, such as cross-country skiing during winter months or special access to the clubhouse.				
		Action 1:	Maintain regular dialog with Detroit Mayor's Office, golf course management contractor, and Detroit Parks & Recreation Department.			
C	Objective:	Preserve views of Rackham Golf Course and woods along the north edge of the Detroit Zoo property.				

Goals, Objectives, and Actions				Priority Level	Lead	Completed
	Action 1:	Maintain regular dialog with Detroit Mayor's Office, golf course management, contractor, and Detroit Parks & Recreation Department.				
<b>Goal 11: Promote the preservation and enhancement of trees and the urban forest in the City.</b>						
<b>Goal 12: Promote protection of Huntington Woods' natural resources and natural features.</b>						
<b>A</b>	<b>Objective:</b>	Promote the planting and maintenance of hardy, native trees and shrubs to enhance biodiversity and the natural character of the City. Review and enhance the Zoning Ordinance's minimum landscaping standards.				
	Action 1:	Reevaluate and reaffirm or amend City's landscaping standards.				
	Action 2:	Develop marketing materials that educate residents regarding the ecological and economic value of planting hardy, native trees and shrubs.				
<b>B</b>	<b>Objective:</b>	Promote street tree planting and maintenance programs and regulations protecting street trees. Promote tree planting and maintenance on public and private property throughout the City.				
	Action 1:	Reevaluate and amend street tree regulations as appropriate.				
	Action 2:	Prioritize tree planting program schedule based on community input.				
<b>C</b>	<b>Objective:</b>	Enhance Zoning Ordinance provisions that require development to minimize lot coverage by impervious surfaces.				
	Action 1:	Develop marketing materials that educate residents regarding the ecological and economic value of limiting impervious surfaces.				
<b>D</b>	<b>Objective:</b>	Encourage development to minimize disruption of natural site topography and drainage.				
	Action 1:	Reevaluate and reaffirm or amend City requirements for grading and soil erosion control.				
<b>Goal 13: Promote continued walkability within Huntington Woods and strengthen pedestrian connections to neighboring communities.</b>						
<b>Goal 14: Maintain, improve, and beautify the City's road network.</b>						
<b>A</b>	<b>Objective:</b>	Promote maintenance and planting of street trees, as a buffer for pedestrians on sidewalks. Consider installation of attractive, pedestrian-scaled streetlights along sidewalks, to enhance pedestrian safety. Maintain the City's streetscapes and promote streetscape beautification. Consider developing a City-wide urban design plan to unify park signs, street furniture, sidewalks, perimeter walls, and similar elements.				
	Action 1:	Research appropriate fixture types, spacing, cost, and budgeting for pedestrian-scaled streetlights in the City.				

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.

Goals, Objectives, and Actions			Priority Level	Lead	Completed
	Action 2:	Support Huntington Woods' Adopt-a-Garden program for gardens in parks and within road rights-of-way.			
	Action 3:	Evaluate need for urban design plan.			
<b>B</b>	<b>Objective:</b>	Increase the ease and safety of pedestrian crossing at key locations along the City's borders, such as Woodward Avenue.			
	Action 1:	Work with the Woodward Avenue Action Association and adjacent communities to improve pedestrian crossings as identified in the Complete Streets chapter.			
<b>C</b>	<b>Objective:</b>	Maintain and improve existing roads within the City and along its borders to improve transportation options for all users.			
	Action 1:	Ensure that street upgrades remain a key element of the City's Capital Improvement Plan (CIP).			
	Action 2:	Work with adjacent communities and road agencies to plan road improvements as described in the Complete Streets Chapter. Incorporate improvements into the CIP.			
	Action 3:	Implement bicycle routes (with appropriate signage) as described in the Complete Streets Chapter. Incorporate improvements into the CIP.			
<b>D</b>	<b>Objective:</b>	Reconstruct uncurbed streets with rolled curbs.			
	Action 1:	Evaluate replacing uncurbed streets as an element of the CIP as appropriate.			
<b>E</b>	<b>Objective:</b>	Continue to promote slower vehicle speeds on residential streets through traffic enforcement and traffic calming measures.			
	Action 1:	Follow the recommendations in the Complete Streets Chapter.			
<b>F</b>	<b>Objective:</b>	Discourage parking between the sidewalk and the street.			
	Action 1:	Evaluate streets where parking between the sidewalk and street is a problem; assess whether adequate on-street parking is available. Explore opportunities to improve right-of-way plantings that discourage parking.			
<b>G</b>	<b>Objective:</b>	Discourage and/or prohibit obtrusive, unsightly utility structures in the right-of-way.			
	Action 1:	Work with cable/internet providers to develop sensitive design standards for equipment cabinets in street rights-of-way.			

Priority Levels should establish short-, mid-, and long-range action items.

The "Lead" is the lead group, body, or individual responsible for being the "champion" of that action item.



# ZONING PLAN

The Zoning Plan is intended to identify key areas where existing zoning is inconsistent with the goals and recommendations of the Master Plan. Implementation of the Plan could be accomplished through a City-initiated or applicant-requested rezoning of these areas.

No changes are needed at this time.

	Existing Zoning Districts							
	R-1A Single Family	R-1B Single Family	R-1C Single Family	R-1D Single Family	R-1E Single Family	One & Two Family	Transitional Office	Parks & Recreation
<b>Future Land Uses</b>								
Single Family Residential (1.5 du/ac or less)	⊙							
Single Family Residential (1.5—4.8 du/ac)		⊙						
Single Family Residential (3.6-6.2 du/ac)			⊙					
Single Family Residential (4.8-6.2 du/ac)				⊙				
Single Family Residential (4.8-8.7 du/ac)					⊙			
Mixed use							⊙	
Neighborhood Commercial							⊙	
Public/Quasi-Public				⊙		⊙		⊙
Parks & Recreation								⊙

## **APPENDIX**

- Public Hearing Notice & Meeting Minutes
- Resolution of Adoption
- Letters of Transmittal
- Public Input Survey Summary