

March 24, 2025

Commissioner Gwen Markham, Chairperson  
Oakland County Coordinating Zoning Committee  
1200 North Telegraph Road  
Pontiac, MI 48341

SUBJECT: County Code No. MP 25-02, Oakland County Department of Economic Development, Division of Planning & Local Business Development's staff review of the draft City of Royal Oak Master Plan 2050.

Dear Chairperson Markham and Committee Members:

On January 28, 2025, the Oakland County Department of Economic Development (OCED), Division of Planning & Local Business Development (PLBD) received an email notifying our office of the review and comment period for the city's draft Master Plan. A mailed letter from the City of Royal Oak (dated January 28, 2025) was received the following day, January 29, 2025, that initiated the process for the **City of Royal Oak Master Plan 2050, (County Code Master Plan No. 25-02)**. Under the Michigan Planning Enabling Act, Oakland County, adjacent municipalities, and other jurisdictional authorities have 63 days to submit comments on Master Plan updates. The deadline for the review period has been noted as April 4, 2025.

This review of the Draft 2025 Master Plan will go before the Oakland County Coordinating Zoning Committee (CZC) on April 2, 2025. This date falls within the community's specified comment period. It is assumed that the adjacent Oakland County communities and other reviewing jurisdictions were notified about the proposed Draft Master Plan and review period by the City of Royal Oak. The Draft Master Plan can be found on the City of Royal Oak's website: [www.planroyalok.com](http://www.planroyalok.com)

### **Staff Recommendation**

Based on the review of the surrounding communities' master plans, the Draft *City of Royal Oak Master Plan 2050* is **not inconsistent** with the plan of any city, village, or township that received notice of the draft plan. Oakland County has not prepared a countywide development plan, so there is no countywide plan with which to compare the draft Master Plan. Following is an analysis and summation of the Draft Comprehensive Master Plan update.

### **Select Summary Analysis of Content**

The information included herein represents a summarized analysis of the proposed draft *City of Royal Oak Master Plan 2050*. Select sections are highlighted in this review with a focus on changes to borderline conditions and future land uses. County Planning Staff last reviewed changes to the community's Master Plan in 2011 (County Code 11-05) which was later adopted in 2012.

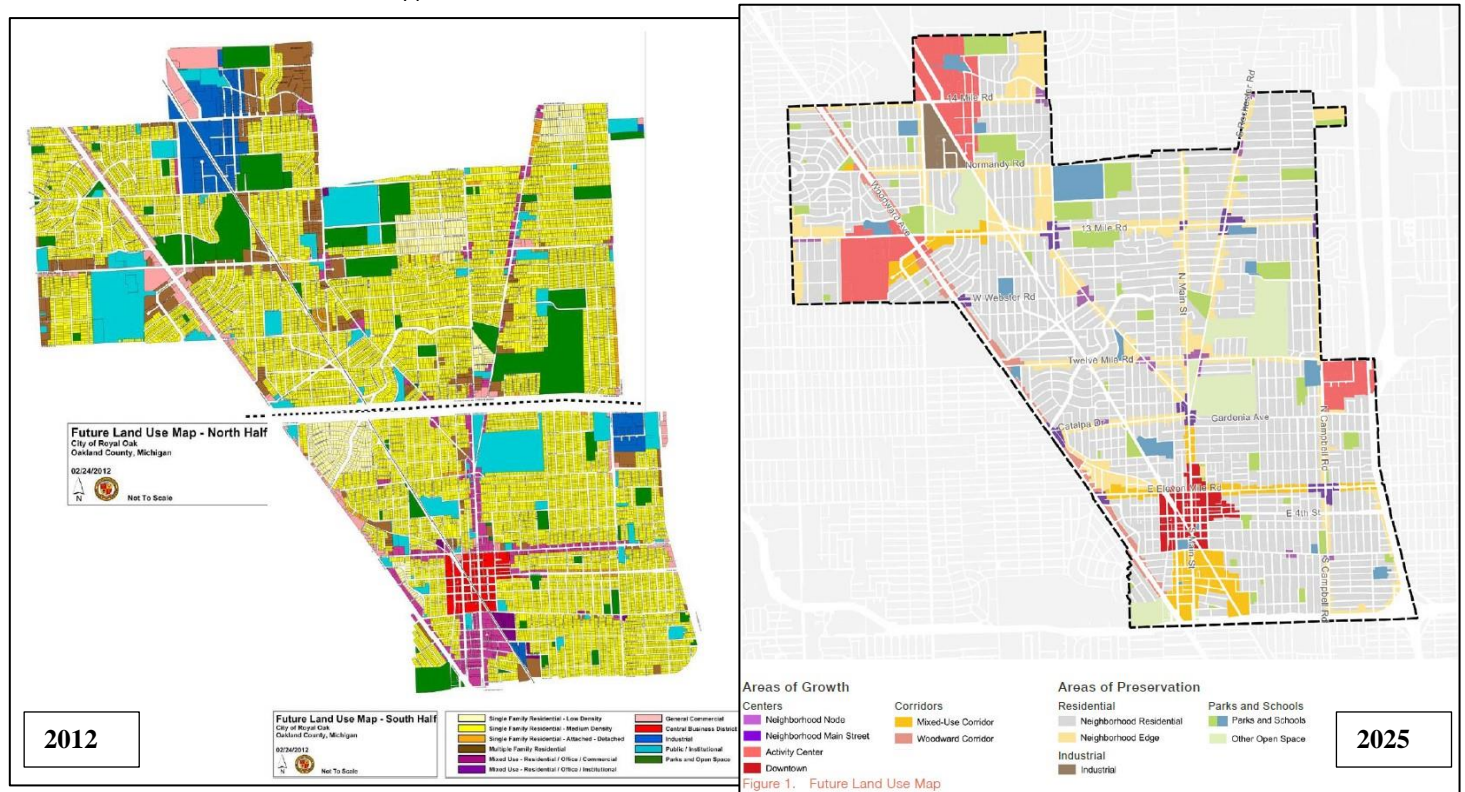
The City of Royal Oak shares a border with eleven (11) adjacent Oakland County communities which include the cities of Birmingham, Troy, Clawson, Madison Heights, Hazel Park, Ferndale, Pleasant Ridge, Huntington Woods, Berkley, Southfield, and the Village of Beverly Hills. It is assumed that the adjacent communities and other reviewing jurisdictions with reviewing authority were made aware of the review process for the draft Master Plan.

**Public Participation**

The City of Royal Oak initiated the Master Plan update process in November of 2021, providing several public input opportunities since that time. The website <https://planroyalok.com/> provides an informational landing page for the process that allows for comments to be taken. The website states that “Stage 1” of the process was to “Engage the public and various stakeholders” which was started in early 2023. Beyond the online comment tool, the website identified public engagement opportunities throughout the Master Plan process that included online/hardcopy surveys, interactive online mapping portal, graphic based comment submission, round-table discussions with select stakeholders, local neighborhood meetings and design charrettes. The website is transparent as it identifies a total of five (5) stages in the process and highlights the document location within the process. The outcome and tabulated information gathered is currently not accessible within the draft plan.

**Future Land Use**

Over the past 13 years, the City of Royal Oak has experienced “growth pressure” guided by adaptive reuse and transformational neighborhoods that started to include more mixed-use. As explained, most of the established residential neighborhoods in the city have had little change to land uses while other areas that were not predominantly established as residential have shifted to allow residential uses and/or other mixed uses. For this reason, among others, the Future Land Use (FLU) plan has been re-categorized to focus on corridors, neighborhoods, and nodes, as compared to the FLU of 2012 which was more focused on FLU types as it related to existing land use and zoning. The plan is forecasting for growth with a much broader, encompassing list of uses that is more particular as it pertains to location within the city and not necessarily the difference between residential or commercial use types.



At the borders of the city, while the FLU has been simplified, the future land use patterns remain mostly the same. As mentioned above, the proposed FLU classifications have encompassed multiple uses that identify a specific area within the city. An analysis of the borders between the City of Royal Oak and adjacent communities is listed below:

**NORTH BORDER:**

City of Birmingham: In December of 2022, Oakland County Planning staff reviewed the draft Master Plan for the City of Birmingham, *The Birmingham Plan 2040* (County Code MP 22-10) which was later adopted in May of 2023. 14 Mile Road is the physical boundary between the City of Birmingham and the City of Royal Oak, in addition to roughly 1,000 feet, as the border heads north from 14 Mile Road. Birmingham’s FLU plan identifies *Single Family*

*Residential* (known as the Kenning neighborhood) that is buffered along the north side of 14 Mile Road by an "activity" classification which encompasses transitional zoning (TZ-1) and higher density residential (R3 thru R8). Civic designations for cemetery (Clover Hill Park Cemetery), churches, and commercial properties are identified along the 14 Mile Road corridor. The City of Royal Oak's draft Master Plan has taken the opportunity to reclassify the varying types of residential into *Neighborhood Residential*. Most of the properties fronting the south side of 14 Mile are single-family or multi-family residential that is comparable to the residential uses in the surrounding area. There remains *Neighborhood Edge* designations along 14 Mile Road near Woodward Avenue and moving west which is complimentary to land uses in Birmingham, along the 14 Mile Road corridor. Laterally the north-south border between the cities, there is a property that has been predominately "industrial" and was labeled as such on the 2012 Master Plan. The property sits between the CN Rail line and the Clover Hill Park Cemetery. Under the new classification of *Activity Center*, the property can allow residential and commercial as new development or adaptive reuse, most of which are considered to be less intense than the current/previous uses of the property. **These borders remain compatible.**

City of Troy: In the fall of 2023 Oakland County Planning staff reviewed the Draft Master Plan for the City of Troy, *Plan Troy 2024* (County Code MP 23-03) which was adopted in May of 2024. Troy and Royal Oak share an east-west border that mostly follows Meijer Drive. The border pertaining to the City of Troy consists of mostly industrial with heavier office/commercial uses. The Troy FLU designation for this area is classified as *The Transit Center* which caters to the city's industrial/commercial area that is adjacent to the CN rail line, the Oakland County/Troy Airport, and main thoroughfares such as 15 Mile Road and Coolidge Highway. The City of Royal Oak maintains less intense land uses consisting of a regional retail/grocer, a healthcare center, a large 30-acre wooded park (Cunnington Park) adjacent to single-family and multi-family residential developments that were established in the 1960's. The changes to the Royal Oak FLU plan recognize the healthcare and retail area as an *Activity Center* FLU classification while *Neighborhood Edge*, *Neighborhood Residential*, and *Park* appropriately designate the other uses along the border. **This remains a compatible border.**

City of Clawson: An amendment to the city's Master Plan was reviewed by Oakland County Planning staff in 2017 (County Code MP 17-08), the amendments were adopted in 2018. An additional amendment was completed in 2022 but there was no land use changes at the borders. The City of Clawson is currently updating their Master Plan. The borders of the cities run from Crooks Road, east to Rochester Road, along portions of Normandy Road, Chippewa Street, and properties fronting the north side of Woodside Road. Clawson and Royal Oak have a majority of residential land uses along its borders due to the southern boundary of Clawson bisecting neighborhoods. Commercial/retail uses are compatible on each side of the boundary road for both the Rochester Road corridor and the Crooks Road corridor with some commercial (*Neighborhood node*) where appropriate. The established residential neighborhoods have been designated as *Neighborhood Edge* and *Neighborhood Residential*. There are no proposed changes that would be considered more intense land uses than those that are currently on adjacent borderline properties. **These borders remain compatible.**

#### **EAST BORDER:**

Madison Heights: The Master Plan for Madison Heights was updated in 2021 and reviewed by Oakland County planning staff (County Code MP 21-01) border area. Most of the border between the cities consists of single-family residential and multi-family residential. Between Campbell Road and Stephenson Highway along 12 Mile Road, land uses in this area are predominantly light industrial and larger commercial with small areas of residential. South of 12 Mile Road, Interstate 75 (I-75) is a large physical border between the communities. North of 12 Mile Road, Campbell Road is a physical boundary between the communities. There is only a minor change along this border and the only area where Royal Oak's city limits expand east of Campbell Road, north of 12 Mile Road. The Mark Twain Park property remains unchanged in the FLU. However, development on the adjacent property to the north that was once a school has become a multi-family housing development, known as Midtown Pointe, which was completed in 2021. The proposed FLU plan recognizes this property as *Neighborhood Edge* which is a change from *Public / Institutional*. **These borders remain compatible.**

#### **SOUTH BORDER:**

City of Hazle Park: Oakland County Planning staff reviewed the Master Plan for Hazle Park in August of 2020 (County Code MP 20-01). The Master Plan was adopted by the city in October of 2020. The City of Royal Oak and the City of Hazle Park share a very small border, measuring approximately 874 +/- feet. The boundary is

located in the middle of the I-75 and I-696 interchange. The closest properties are single family residential uses (including a church) which are separated by roughly 1,000 +/- feet between communities. There are no changes to the FLU plan, other than identifying properties as *Neighborhood Edge* and *Neighborhood Residential* in lieu of *Single Family Residential*. **This remains a compatible border.**

City of Ferndale: Royal Oak shares an approximately 1-mile border with Ferndale which is physically separated by I-696 and the service drives (10 Mile Road). The City of Ferndale's Master Plan was reviewed by Oakland County Planning staff in 2022 which was adopted in September of 2022. The City of Ferndale's FLU plan maintains *Urban Residential* and *mixed Use* along the 10 Mile Road/I-696 corridor which is comparable with the properties that are over 360-feet across the interstate right-of-way with a proposed FLU designation of *Neighborhood Edge* and *Neighborhood Residential* within the Royal Oak Master Plan. The change in description is not considered a proposed change, as these properties are established and built out. **This remains a compatible border.**

City of Pleasant Ridge: The Master Plan for Pleasant Ridge was recently reviewed by Oakland County Planning staff in February of 2024 (County Code MP 24-01), which proposed no changes to the FLU along the borders of Royal Oak. Similar to the border environment for Ferndale and Royal Oak (as noted above), the City of Pleasant Ridge is also buffered by the I-696/10 Mile Road right-of-way along its border with Royal Oak. The draft Master Plan for Royal Oak has designated a *Mixed-Use Corridor* along the CN Rail line and Woodward Avenue corridor in lieu of the 2012 *Mixed-Use Residential/Commercial/Office* and *Multiple Family Residential* which were absorbed into the proposed FLU. Other areas that were medium density *Single family residential* have been reclassified under *Neighborhood Residential*. The changes proposed to the classifications do not create any foreseen issues with the neighboring city's proposed FLU. **This remains a compatible border.**

#### **WEST BORDER:**

City of Huntington Woods: In 2022, Huntington Woods updated their Master plan which was reviewed by Oakland County Planning staff (County Code 22-04) and was adopted later that year. The cities share part of the Detroit Zoo along their boundaries and a portion of the Woodward Avenue corridor. The Woodward Avenue corridor is complementary on both the east (Royal Oak) and west (Huntington Woods) sides with mid-century development that are planned through the FLU designations, promoting mixed uses. The established "Huntington Woods Subdivision", a single-family residential area that dates back to the late 1920's is bisected by the border of the cities and there is no FLU changes proposed. **This remains a compatible border.**

City of Berkley: Oakland County Planning staff last reviewed the Master Plan for the City of Berkley in 2021 (County Code 21-05), and the plan was adopted in November of 2021. The boundaries between Royal Oak and Berkley are Woodward Avenue and Webster Road. The proposed FLU plan recognizes existing land use types along the Woodward Avenue corridor which consists of *Neighborhood Main Street* (nodes) at gateway intersections and other commercial, office, and occasional multi-family uses that fall under the *Woodward Corridor* classification which buffer established *Neighborhood Residential*. On the west side of Woodward Avenue, the City of Berkley has similar uses and a large 128-acre cemetery (Roseland Park) between 12 Mile Road and Webster Road that was established in 1906. A small portion of the cemetery goes past the northern border into Royal Oak. Much of the border between Royal Oak and Berkley, along the Webster Road corridor is established single-family residential with a portion being part of a large 103-acre +/- regional medical complex, known as the Corewell Health William Beaumont University Hospital that was established in 1953 and sits within the Royal Oak city limits. The Corewell-Beaumont hospital property is not accessible from Webster Road and remains buffered by landscaping and a stormwater detention area. Adjacent to the medical complex is the Southeastern Oakland County Water Authority (SOCWA), a water utility provider that has been active on the property since 1953. Both these areas that are not single-family residential, are classified under the *Activity Center* designation. There are no FLU changes in this area. **These borders remain compatible.**

City of Southfield: In 2022 the Oakland County Planning staff reviewed the proposed City of Southfield's draft Master Plan, known as the *Sustainable Southfield 2.0 Comprehensive Master Plan 2023-2028* (County Code 22-09). The plan was adopted in December of 2022. Per the City of Southfield website there is an update scheduled for 2026. The City of Southfield shares a 0.5-mile border with the City of Royal Oak along the Greenfield Road corridor running north/south between Webster Road and 13 Mile Road. Uses consisting of small-scale commercial, office, religious, multi-family and single-family residential uses are prevalent along the border. The proposed Royal Oak FLU use of *Neighborhood Edge* has absorbed uses fronting Greenfield Road that are not single-family

residential, which does not propose any significant changes, but rather flexibility and the understanding of the transitional location of the properties along a major thoroughfare. **This remains a compatible border.**

Village of Beverly Hills: The community shares a 1-mile border with Royal Oak along Greenfield Road extending between 13 Mile Road and 14 Mile Road. The majority of the land uses along this corridor are established as single-family residential. Beverly Hills last updated their Master Plan in 2016 and view the residential in the eastern part of the village as *High Density*. The Royal Oak proposed FLU plan does not propose any changes and acknowledges the established single-family neighborhood which is classified as *Neighborhood Residential*. Closer to the Greenfield Road and 13 Mile intersection there are religious-owned properties for worship and housing that are identified as *Neighborhood Edge* which is across from existing commercial uses and Greenfield Elementary School, which is part of the Birmingham School district within the Village of Beverly Hills. **This remains a compatible border.**

The change in FLU descriptions authorizes the plan to acknowledge existing land use patterns while allowing for the flexibility to permit other uses, especially along main corridors that bisect the city. Many of these uses relate to adaptive reuse or mixed use, particular to allowing residential elements. Activity centers and neighborhood nodes are well documented and guide growth in appropriate areas which support the surrounding neighborhoods and allow for the growth of multimodal transportation options in these areas.

**Transportation**

Main thoroughfares that bisect the City of Royal Oak consist of east-west Mile Roads (10 through 14) and north-south thoroughfares such as Stephenson Highway, Campbell Road, Main Street, Crooks Road, Rochester Road, Coolidge Highway, Woodward Avenue, and Greenfield Road. Some borders are portions of the physical road above and in some cases are wider and heavily traveled due to the border road being paired with I-75 and/or I-696. These corridors provide regional transportation connections for many areas making the City of Royal Oak an important location within the service network. Section 6 of the proposed Master Plan acknowledges the unique location of the city and mobility opportunities with supportive goals and objectives.

Within Section 6 of the plan, titled “Increase Mobility Across the City” there are strategies to improve Woodward, increase mobility accommodations and plan for growth. The subsection 6.13 that is dedicated to “Investing in Public Transportation”, the plan notes working with SMART for route and service, additional stops, improving stops, advocating for reliable multi-modal transit service and partnerships with Oakland County Transit and surrounding communities. The plan includes the “construction of a train station at the current Amtrak stop, and an integration of the services from the SMART transfer station within the same building as a downtown transit center” as well as “providing more space and safety for bus stops” on Woodward Avenue.

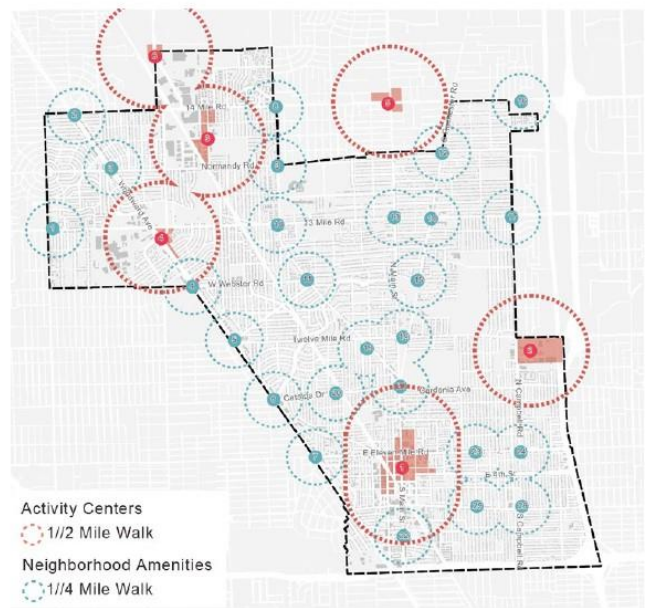


Figure 5. Structure of Activity Centers, Neighborhood Main Streets, and Nodes



Figure 54. Recommended Greenway Network (see detailed maps at the end of this section)

There are other transit-supportive elements throughout the plan that tie projected growth patterns and land uses together for cohesive planning. Improved crosswalks, neighborhood greenways, bikeways, Streetscape improvements, lane reductions on Woodward Ave/Main Street and parking supply reallocation are strong objectives of the draft Master Plan.

## **Housing**

The draft Master Plan is adamant in “Providing More Housing Options” as section 3 is titled within the document. Housing is integrated throughout many sections of the plan, offering future land use opportunities with changes in classifications, promoting transit-oriented developments within neighborhood nodes and along main transportation corridors, and prioritizing form-based codes to allow for residential in adaptive reuse opportunities downtown. Affordable housing is promoted and planned for. Some steps in moving such developments forward are promoted by providing publicly owned parking for development in exchange for affordable housing, which is an opportunity that can offset parking requirements to further boost the plan's affordable housing initiative.

## **Other Highlights**

The proposed draft Master Plan promotes other subjects through topical sections, objectives and goals within the plan. The initiative of sustainability is visible throughout the document with an emphasis on protecting and promoting the natural environment. Many of the goals set forth within the plan propose initiatives pertaining to the natural environment as it relates to tree canopy, stormwater, and education/outreach in the subject of sustainability. The draft plan continues to promote neighborhood preservation through enhancements and the support of ageing in place. The document makes an effort to align policy through the zoning ordinance. Promoted actions through a list of goals, at the beginning of the document, explains the plan's objectives and its direction set for the Master Plan in its entirety.

## **Recommendations**

While beyond the scope of the CZC's review focus, staff notes the following recommendations that the City of Royal Oak may wish to consider to further clarify specific goals/objectives and/or to strengthen the plan for ease of use. The following are staff recommendations for the Draft Master Plan:

1. Add the collected feedback and input information that was gathered during the public engagement stages to develop the current Master Plan's goals and objectives to the plan or as an appendix of the Master Plan.
2. Align proposed Woodward improvements that are promoted within the Mobility portion of the plan, in section 6.11-6.12, to echo those of the Michigan Department of Transportation (MDOT). Currently, there is an ongoing effort to improve Woodward Avenue through design and accessibility. There are designs promoted in the draft plan which include restricted intersection access, designated bus apron, bus stop locations, and other designs within the MDOT right-of-way that do not currently coincide with those that are being promoted in MDOT's ongoing M-1 Corridor Plan comprehensive visioning.
3. Further support the goals and objectives of “*Advance Sustainability & Climate Change*” by including the following recommendations:
  - a. Add Michigan Natural Features Inventory (MNFI) information in the draft Master Plan. In 2017, MNFI prepared an update to the county-wide data/maps. The City of Royal Oak has two (2) designated *Priority III* areas within the city's borders which could help promote the plan's efforts to preserve existing natural features. These areas are known as *Cummingston Park* and *Quicksand Park* and are the largest wooded areas within the city. More information about MNFI data can be found at Oakland County's Environmental Stewardship page: <https://www.oakgov.com/community/community-development/environmental-stewardship> and MNFI Maps can be created at the following link: <https://oakgov.maps.arcgis.com> or please contact our staff if assistance is required.
  - b. Align goals, objectives and best practice with conservancy groups that operate within the region. The Clinton River Watershed Council (<https://www.crtc.org/>) could help strengthen the documents objectives for protecting natural features within the City of Royal Oak.
4. Expand on the community's development opportunities by including brownfield redevelopment information. The draft Master Plan promotes redevelopment and revitalization, and, in many cases, the implementation of these projects would involve brownfield protocols. The City of Royal Oak has their own Brownfield Redevelopment Authority (BRA) Board and objectives, goals, and cross-plan discipline,

if applicable, should be noted within the Master Plan. The city can partner with Oakland County through the Oakland County Brownfield Consortium which allows the city to access USEPA grants for site assessment work; including but not limited to Phase I, Phase II BEA, Due Care Plan, Lead/Asbestos abatement, surveys, and other such processes/tools. Please reference the Oakland County Economic Development Planning Resources table at the end of this review which includes more information about the technical services provided by our office.

5. Identify Canadian National Railway (CN Rail) and/or Grand Trunk Western Railroad (GTW), which has been owned by CN Rail since the early 1990s. CN or GTW is not noted within the document as the owner of the railroad within the City of Royal Oak. It should be noted that Amtrack does not own the rail line and improvements to stops, crossings, bridges, and/or any work within the rail right-of-way would involve permitting and cooperation with the current owners of the railroad line.
6. Add the City of Royal Oak Downtown Development Authority (DDA) to the Master Plan. An alignment of goals and projects would promote coordination with the DDA while strengthening the cross-plan discipline of the Master Plan. The current proposed Master Plan does not recognize the DDA (but once) throughout the proposed Master Plan while the DDA's boundaries encompass a majority of the *Central Business District* (FLU: Downtown) and a significant portion of the *Regional Business District* (FLU: Mixed Use Corridor) near the 10 Mile/I-696, Woodward Ave., Main Street intersection. Proposed projects in these areas and future development could further be supported by the DDA, and the DDA's tax increment financing plan (TIF) will benefit from such improvements.
7. Incorporate a hazard mitigation plan or elements that could be used in a hazard mitigation plan. Per the City of Royal Oak's website (<https://romi.gov/1260/Hazard-Mitigation>), the city is working with a consultant to develop a Hazard Mitigation Plan. It is noted on the website that the city is covered under Oakland County's Hazard Mitigation Plan. It is encouraged that communities integrate their hazard mitigation priorities and strategies into their Master Plans, when applicable. This is particularly relevant for hazard mitigation related to infrastructure, utilities, natural features, major assets, and historic districts/structures that may be added to the city's Capital Improvement Program if applicable or may represent FEMA (Federal Emergency Management Agency) eligible projects. Through FEMA, communities may be eligible for nationally competitive, annually awarded Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA) grants for planning and project work. Communities responding to and recovering from major disasters or emergencies declared by the President are also eligible for Public Assistance (PA) Funds for emergency work and permanent infrastructure projects. Mitigation opportunities resulting from declared disasters, specifically through the Hazard Mitigation Grant Program (HMGP), are a source of potential funding following major disaster declarations. The most current 2023 Oakland County Hazard Mitigation Plan is available online through the County's Homeland Security webpage at: <https://www.oakgov.com/community/emergency-management/need-to-know/disaster-planning/hazard-mitigation-plan>.

### **Oakland County Technical Assistance**

A summary of programs offered by the Oakland County Economic Development Department that are relevant to the City of Royal Oak have been included on the final page of this review.

### **Oakland County Technical Resources**

Oakland County compiles existing and future land use statistics for the county as a whole and for each community using generalized land use definitions. These documents can be accessed through our website as a reference and to provide a snapshot of the city's existing land use and development patterns. Please visit: <https://www.oakgov.com/community/community-development/planning-services> for more information.

### **Conclusion Summary**

The draft *City of Royal Oak Master Plan 2050* is very detailed and compact, with an emphasis on transportation improvements, responsible growth, placemaking, sustainable development, and protection of the environment. The plan is well written and has obtainable goals that will help guide the community for the life of the plan. The

document is supported by the information gathered and goals set through the public input opportunities the community offered.

Oakland County does not have a Planning Commission or County Master Plan, so a full comparison and contrast of the information to County-wide Plans is not possible. Our staff review of the proposed Master Plan and a cursory review of adjacent communities' Master Plans have found the City of Royal Oak's Draft Master Plan, *City of Royal Oak Master Plan 2050* to be **not inconsistent** with those plans.

The City of Royal Oak has received a copy of this review. Additional copies have been emailed to adjacent municipalities and other reviewing jurisdictions for their review and/or comment. On April 2, 2025, this review will go before the CZC which will consider a motion on the recommendation of the submitted draft Master Plan. If there are any questions or comments about this review and analysis, please do not hesitate to contact me at (248) 858-0389 or email me at [krees@oakgov.com](mailto:krees@oakgov.com).

Respectfully,



Scott E. Kree | Senior Planner  
Oakland County Department of Economic Development  
Planning and Local Business Development Division

**CC:** Yolanda Smith Charles, Oakland County Commissioner, District 17 & CZC Vice-Chair  
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Adelaide Pascaris, ITC Area Manager  
Jennifer Whitteaker, DTE Regional Manager  
Lauren Royston, Consumers Energy Community Affairs Manager  
Michael Spence, SEMCOG Administrator of Governmental Affairs  
SMART  
CN Rail



## Oakland County Planning Resources

The Oakland County Department of Economic Development (OCED), Division of Planning & Local Business Development (PLBD) offers a variety of programs to support Oakland County communities with innovative programming and assistance to create attractive destinations in which to live, work and raise a family. The chart below details those programs offered by the PLBD (a division of the OCED). Current participation in these programs and opportunities for future involvement are noted on the right side of the chart. Additional information on all OCED programs can be found at [www.oakgov.com/advantageoakland](http://www.oakgov.com/advantageoakland).

Program	Mission	City of Royal Oak's Opportunities and Current Participation
Environmental Stewardship	Provide information, plans and options to promote conservation of the natural environment while supporting sustainable economic growth, development, and redevelopment.	The city of Royal Oak supports development that is cognizant of natural resource protection and management. County staff members are able to act in a supporting capacity with grant application identification, open space protection, and sustainable development practices as requested.
Historic Preservation Assistance	Support local efforts to maintain and enhance architectural and heritage resources through sustainable practices to enrich the quality of life for all.	Oakland County Planning staff is able to assist with potential design concepts for adaptive reuse of any historic structures within the community.
Land Use & Zoning Services	Prepare and provide land use, zoning, and Master Plan reviews for communities to enhance coordination of land use decision-making.	The City of Royal Oak continues to send Master Plan Updates and Amendments to the County for review fulfilling the legislative requirements. Other coordination services are available upon request.
Trail, Water & Land Alliance (TWLA)	Become an informed, coordinated, collaborative body that supports initiatives related to the County's Green Infrastructure Network	The County fully supports the expansion of non-motorized facilities and protection of the natural environment. Oakland County can aid the community in non-motorized planning efforts through education and the identification of potential funding sources.
Brownfield Redevelopment Authority (OCBRA)	Provide assistance in the County's Brownfield initiative to clean-up and redevelop contaminated properties	The OCBRA can assist and coordinate with the State of Michigan Department of Environment, Great Lakes and Energy (EGLE, formally MDEQ) along with the Michigan Economic Development Corporation (MEDC), as needed, in an effort to prepare designated brownfields for redevelopment with the County's BRA.
Main Street Oakland County (MSOC)	Help local governments develop their downtowns as vibrant, successful districts that serve as the heart of their community.	Royal Oak is currently a member of MSOC at the "Select Level" (since 2018) and is eligible to participate in training opportunities and staff support.