

Village of Oxford Master Plan

April, 2005

Amended May 3, 2011

Reviewed 2022

Village of Oxford Master Plan

Adopted: April, 2005

Amendment Adopted: May 3, 2011

Prepared by:

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Oxford Master Plan Adopting Resolution
Village of Oxford Planning Commission

WHEREAS, Act 33, Public Acts of Michigan, 2008, as amended, provides for a Municipal Planning Commission to prepare and adopt a Master Plan for the physical development of the community; and,

WHEREAS, such Act requires the Village of Oxford Planning Commission to review and update the Master Plan every five years; and,

WHEREAS, the Village of Oxford Planning Commission has prepared a physical development plan for the Village in compliance with said Act 33, including relevant charts, maps and text; and,

WHEREAS, the Village of Oxford Planning Commission has provided opportunity for public input into the Master Planning process; and,

WHEREAS, the Village of Oxford Council approved and subsequently distributed a draft copy of the Master Plan to all of the bodies required by said Act 33 for review and comment; and,

WHEREAS, no person or entity submitted comments indicating that the proposed Village of Oxford Master Plan Update is substantially inconsistent with the Master Plan of any adjacent community; and,

WHEREAS, the Village of Oxford Planning Commission held a formal public hearing on the draft Master Plan Update on April 5, 2011 in order to provide additional opportunity for public comment; and,

WHEREAS, the citizens of the Village of Oxford were afforded the opportunity to provide oral and written comments on the draft plan update, which comments have been carefully considered by the Planning Commission; and

WHEREAS, based on the consideration of public comments the Village Planning Commission is satisfied that the Master Plan Update is ready for adoption:

NOW, THEREFORE, LET IT BE RESOLVED, that the Village of Oxford Planning Commission does hereby adopt the Village of Oxford Master Plan Update, said plan to be dated as adopted this day of May 3, 2011; and

FURTHER, LET IT BE RESOLVED, that the Village of Oxford Planning Commission does hereby direct the Commission Chairperson and Commission Secretary to sign this Resolution signifying the adoption of the Oxford Master Plan Update, and to file attested copies of the Plan with the Village Clerk.

CERTIFICATE OF ADOPTION:

Offered by Commissioner Duval,
supported by Commissioner Bossardet.

Yeas: Silvester, Duval, Bossardet, Helmuth,
Cloutier

Nays: none

Absent: Allen, Ruzziconi, Collier

RESOLUTION DECLARED ADOPTED BY:



Planning Commission Chairperson

Don Silvester



Planning Commission Secretary

Sue Bossardet

Date of Adoption: May 3, 2011

Acknowledgements

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Susan Bossardet, Vice Chairperson/Secretary
John Duval
Steve Allen
Bryan Cloutier
Martin Collier
Maureen Helmuth
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Table of Contents

INTRODUCTION	1
HISTORY	3
EXISTING LAND USE	5
Land Use Categories	5
Resources and Constraints	9
Recreational Opportunities	13
SOCIOECONOMIC ANALYSIS	15
Population Characteristics	15
Age Characteristics	16
Housing Characteristics	17
Income Characteristics	19
Household Characteristics	19
Educational Attainment	20
Employment Characteristics	20
Journey to Work	21
CIRCULATION ANALYSIS	23
General Classification of Thoroughfares	23
Administrative Classification	23
Functional Classification	27
Through-Traffic in Residential Areas	28
Traffic Accidents	28
Circulation Problems and Issues	28
Railroad	29
Pedestrian	29
Complete Streets	30
COMMUNITY FACILITIES	31
Recreation Facilities	31
Other Community Facilities	37
Utilities	38
GOALS AND OBJECTIVES	41
Community Visioning and Public Input	41
FUTURE LAND USE	47
The Future Land Use Plan	47
Land Use Classifications	48
Future Land Use Classification Assignments	53
Coordinated Plan for Open Space Preservation	59

ZONING PLAN	61
Introduction	61
IMPLEMENTATION	65
Implementation Strategies	65
Public Policy and Administrative Action	65
<u>LIST OF TABLES</u>	
Table 1: Existing Land Use	10
Table 2: Age of Housing	18
Table 3: Median Value of Owner-Occupied Housing	18
Table 4: Median Household Income	19
Table 5: Number of Households and Size	19
Table 6: Occupation of Employed Persons by Industry	20
Table 7: Commuting to Work	21
Table 8: Length of Streets by Type: 2010	24
Table 9: Future Land Use Assignments	53
Table 10: Land Use Classification Comparison to Zoning Districts	62
<u>LIST OF FIGURES</u>	
Figure 1: Population Change in Village of Oxford, 1880 to 2035	15
Figure 2: Population Trends of Selected Jurisdictions, 1990-2035	16
Figure 3: Age Structure, Village of Oxford, 2000-2035	16
Figure 4: Age Structure as a Percent of Total Population	17
Figure 5: Composition of Housing Units, Selected Jurisdictions, 2009	17
Figure 6: Educational Attainment Persons Older than 25 Years	20
Figure 7: Regional Parks and Recreation Facilities	34
Figure 8: Fully Executed Vision Plan	55
Figure 9: Urban Design Plan for Downtown Core	56
Figure 10: Surface Parking Concept	57
Figure 11: Green Infrastructure	60
<u>LIST OF MAPS</u>	
Map 1: Existing Land Use Map	7
Map 2: Existing Circulation	25
Map 3: Existing Community Facilities	35
Map 4: Future Land Use Map	51

Introduction

In September of 2002, the Village of Oxford Planning Commission initiated creation of the Village's Master Plan to guide decisions affecting future development and redevelopment in the community. The Master Plan, contained in this document, is based upon the 2004 Master Plan that was the result of data collection, field surveys, many meetings and discussions by the Village Planning Commission, Village Administration, Oxford Downtown Development Authority (formerly known as the Oxford Community Development Authority) and citizen input at Planning Commission meetings.

The 2004 plan also expanded upon the fundamental purpose of the Village's prior Master Plan which was adopted by the Village Planning Commission in August of 1989 and updated September of 1997. The 1997 amendment's intent was to plan for and to provide future land use designations for: the Village-owned Washington/Pearl Street alley; multiple-family designations in the village, and; recreational use of former railroad right-of-way and related properties.

In 2009, the Planning Commission reviewed the 2004 Master Plan, consistent with the requirements of the Michigan Planning Enabling Act, Act 33 of 2008, as amended, and determined the plan should be updated to reflect current socio-economic and land use conditions and incorporate applicable recommendations from the Village of Oxford Downtown Vision Plan that was prepared for the Downtown Development Authority.

The Village of Oxford is an established community that has continued to grow and develop over the past decade, leaving limited areas for new growth. The community needs to continuously review and update its planning and implementation strategies to provide guidance for redevelopment and infill development and to provide for preservation, rehabilitation, and redevelopment of the built and natural environments. This plan, and the 2010 amendment was prepared to establish the overall goals, objectives, policies, and strategies to guide the decisions related to redevelopment and infill development in the Village. The plan looks forward with a vision for the next 20 years and beyond.

Environmental, social, political and economic conditions that affect the natural and built environment are continuously changing. Therefore, the planning process, which seeks to anticipate the impacts of those changes, must be continuous. The master plan should undergo periodic review and revision to remain a useful guide for community change and to effectively respond to important issues. A comprehensive review and revision must be conducted every five years and the plan should be continuously assessed in light of on-going development and redevelopment.

History

The Village of Oxford has a long and varied history dating back to April 1837 when the local citizenry petitioned the Michigan legislature to be recognized as a separate municipal organization. The community initially became part of Oakland Township. The Village followed as an incorporated municipality in 1876, at which time, it encompassed one square mile.¹

The beginnings of the Village started with the first application for land. In 1823 Elbridge G. Deming came to this unsettled area with his wife. He originally came from Sharon, Vermont where he was born in 1800. His wife, Sally Baker Phillips, was originally from New York. After their marriage in 1832 they left New York and headed west toward Michigan. They arrived in Pontiac first, but continued on to Oxford, establishing their home in 1832.

Mr. and Mrs. Deming were the first to acquire and settle on land. Their arrival marked the first family in Oxford. Others soon followed. John Rossman, Fite Rossman, John Williams, John Shippey and Samuel Axford all applied for land a year later in 1833. The settlers found many natural lakes, the largest being 100 acre Stoney Lake.

Deming and Avery Brown, a bachelor who had arrived in 1831, made shingles to supply the incoming settlers who were making their way toward the area. When supplies were needed it usually meant a trip to Pontiac. At times the merchants in Pontiac could not satisfy their needs, and journeys to Detroit were necessary to obtain supplies. Traveling to Detroit was difficult. The elevation of Oxford is 1,050 feet above sea level, and about 500 feet higher than the City of Detroit.

As the community grew a name for the area became important. Many tales exist today of the origin of the Village's name. One tale has it that the name is an adjustment of Axford, which some people objected to. Another tale is that early settlers had oxen. The third story suggests that many of the early settlers may have originated from Oxfordshire, England.

The Village began to thrive with the arrival of rail service. In 1837, the Detroit Railroad connected with the Bay City Railroad. Many industries started around this timeframe, creating and shipping many products, such as carriages, phaetons, plows, harrows, scrappers and other types of farm machinery. Approximately 35 companies were in operation at this time. The first newspaper was established in 1869. Gravel mining commenced around the Village area in 1911. By 1924, five of the largest gravel pits in Michigan were located just outside of Oxford.

By the turn of the century the Village was bustling with commerce and traffic. However in 1896, a tornado struck the area, one of the worst calamities to ever occur in Oakland County. The number of casualties is not known exactly, but, at least 43 persons died in the storm. The path of the winds followed the main streets and cut a swath a half mile wide. Among the structures leveled was the Methodist church. Only the floor and pews remained when the winds subsided. The tornado was one of several seen that day around Michigan, but this one was by far the most damaging.

¹This history of the Village of Oxford was adapted from the Oakland County Book of History, the Sesquicentennial Publication: 1820-1970, undated.

Existing Land Use

A key element of a community's master plan is an analysis of existing land uses. This analysis will identify where particular uses have developed, will identify where future development should occur, and will describe where land use conflicts may exist or develop.

The location of existing land uses is presented graphically on Map 1, Existing Land Uses. The amount of land in each of the thirteen land use categories is provided in Table 1.

Land Use Categories

The following is a brief description of each of the land use categories:

Single Family Residential

This classification includes improved, individual land parcels having single-family, detached, dwelling units.

Two Family Residential

This classification includes improved individual land parcels having two family detached dwelling units.

Multiple-family Residential

This classification includes land area that is occupied by residential structures containing dwelling units for three or more households. This classification includes apartments, attached condominiums, and townhouses.

Commercial

This classification includes a cross-section of all retail sales and services that satisfy both the day-to-day and comparison convenience needs of customers.

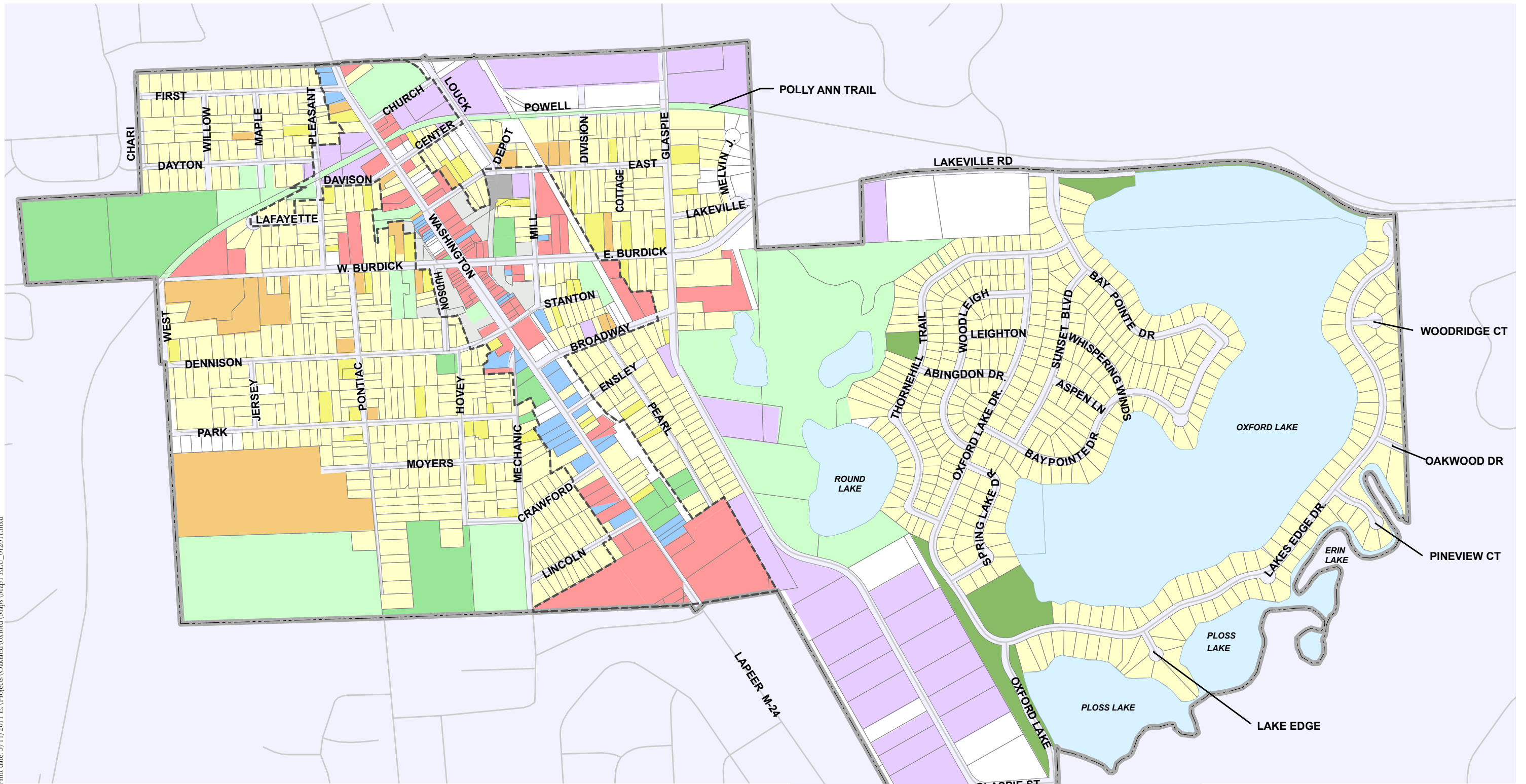
Office

This classification includes establishments different from retail activity in that they usually specialize in a professional service. Office uses generally have a lower intensity of land use and a lesser rate of client turnover than commercial land use. Such uses include professional and business offices, financial institution offices, and medical and dental centers.

Semi-Public

This classification includes land uses and accessory facilities which are privately owned or operated, and used by the public or a limited number of persons, and do not have profit as their principal intent. Included in this classification are buildings such as churches, private clubs, parochial schools, sports clubs and other similar activities.

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Map 1: Existing Land Use

Village of Oxford, Michigan

- | | | | | |
|-----------------------------|------------|---------|-------------|------------------|
| Single Family Residential | Commercial | Utility | Recreation | Water |
| Two Family Residential | Office | Parking | Semi-Public | DDA Boundary |
| Multiple Family Residential | Industrial | Public | Vacant | Village Boundary |

0 500 Feet

McKenna
ASSOCIATES
INCORPORATED

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2010

4/20/11

Public

This classification includes land area and facilities that are publicly owned and operated. Public uses include public schools, government buildings and uses.

Recreation

This classification includes land parcels (public and private), either improved or unimproved, recreational activities, including parks, boat access ramps, boat storage and beaches.

Industrial

This classification includes improved land parcels devoted to non-intensive assembling, fabricating, manufacturing, packaging, warehousing or treatment of products that are considered to be non-offensive and that do not have negative impacts on adjacent property. Examples are: small tool and die or woodworking shops, assembly, bump and paint shops, and high tech industry for research and development.

Water

This classification includes all areas covered by water, including such features as lakes, man made drains, channels, canals, creeks and streams.

Parking

This classification includes public property that is used for parking automobiles.

Utility

This classification includes land that is used by public utilities.

Vacant

This classification includes undeveloped parcels of land in the Village.

Resources and Constraints

The existing land use summarized on Map 1 and Table 1 highlight a number of resources and constraints within the Village which are of significance to the future development of Oxford. With approximately 683 net acres of land available in the Village, the area has witnessed many changes over the last 22 years since the 1989 Master Plan. Since 1975, the amount of land devoted to residential use (single, multiple and two family) has increased. The Village is almost entirely built out with only about 5% of its land area being vacant and ready for new development. However, at the same time, the Village is ripe for redevelopment. New development will primarily be provided through redevelopment of existing sites. In a community where so many buildings are of a historic nature, redevelopment efforts must be sensitive to the established community character and development patterns.

All other land uses have remained relatively constant in terms of land area used by these uses since the last master plan update in 2004.

Table 1: Existing Land Use, Village of Oxford

Land Use Categories	2010	
	Acreage	% of total
Single-family Residential	301	32%
Two Family Residential	13	1.4%
Multiple-family Residential	33	3.5%
Commercial	39	4.1%
Office	7	0.8%
Industrial	89	9.5%
Parking	6	0.6%
Semi-Public	34	3.6%
Public	93	9.9%
Recreation	18	1.9%
Right-of-Way	98	10.3%
Water	161	17.1%
Vacant	50	5.3%
TOTAL	942	100%

Source: McKenna Associates

Residential Areas

The established residential neighborhoods are an important and highly valued component of the Village of Oxford. The location of residential neighborhoods throughout the Village provides Oxford with a small town atmosphere, even though it is part of a major metropolitan area. The residential areas each have characteristics of both new and traditional. This diversity contributes to the unique environment and quality of life in each neighborhood. Some of the other factors contributing to the quality of residential life are:

1. The opportunities and pleasure of living close to a lake.
2. The diversity of single-family residential lot sizes, shapes and orientation.
3. Well maintained, tree lined streets.
4. The protection of most of the Village's residences from the intrusion of incompatible land uses.

However, there are also several issues and constraints with the residential neighborhoods resulting from the Village's proximity to Detroit, the outstanding water resources, and its location along M-24. These factors have made the Village a desirable destination for many years. More than 45% of the Village's housing stock is over 50 years old and another 27 % of the Village's homes were built between 1970 and 1989. As houses age, there is an increasing need for repairs and maintenance. Also, older houses tend to be smaller than recently constructed housing and don't offer many of the amenities desired by

modern home owners. Thus, there is a general constraint that older houses, and consequently older neighborhoods face compared to newer homes and neighborhoods. Additional neighborhood area constraints and considerations include:

1. Maintaining neighborhood quality by investing in street paving and repairing, constructing and repairing sidewalks, and encouraging and providing landscaping.
2. A strong code enforcement program for maintaining housing quality with the sale of residential properties.
3. Preventing housing deterioration with a housing rehabilitation program for substandard residential dwellings.
4. Promoting a sense of community by linking neighborhoods to the downtown business area and community activity centers.
5. Protecting the waterfront residential areas with sound planning, ordinance development, and enforcement.
6. Protecting housing values and neighborhood aesthetics by requiring the enclosure or removal of outdoor storage on residential property.
7. Protecting established residential neighborhoods by requiring appropriate development of vacant land.
8. Accommodate home renovations and building improvements to modernize older residential homes.
9. Encourage the construction of energy efficient homes and use of energy efficient building materials and appliances in all home renovations.

The intensely developed character of residential areas has prevented significant change in most areas. At the edges of some areas, though, neighborhood quality is threatened by the encroachment of commerce, offices, and industry. It is often uncertain how far such encroachments may proceed. The future land use plan and Downtown Vision Plan should be used as a guide when creating policies to minimize these problems.

The changing demographics of the Village indicate a need for different housing types. The Village of Oxford should promote the concept of “aging in place”, meaning that housing options for all family types, single, married with children, empty nester, and senior are all provided for in the Village. This concept permits an individual to live their entire life in the Village and not need to seek new housing in adjacent communities.

Commercial Areas

The commercial businesses in the Village serve the general comparison and daily convenience shopping needs of Oxford residents, provide employment opportunities for residents, and help to maintain the Village's tax base. Within the Village there are two distinctive commercial areas; the Downtown Central Business District and the M-24 Commercial Corridor. The issues and constraints for each of these areas are described below.

Central Business District

1. Providing adequate public parking, and providing safe pedestrian areas throughout the central business district linking to other areas of the Village, based on the recommendations of the 2006 Downtown Vision Plan.
2. Promoting and the preservation of historic resources, possibly through the establishment of a Historic District.
3. Encouraging concentrated commercial expansion and economic reinvestment consistent with the Downtown Vision Plan.
4. Promoting the implementation of the Downtown Vision Plan by encouraging building density, particularly in the north and south end of town.
5. Promote mixed use developments and additional upper story office and residential space.
6. Encouraging a stable business climate and reduction of business tenant turnover.

M-24 Corridor

1. Consolidating access points (curb cuts) along the commercial frontage.
2. Identifying of community "gateways".
3. Encouraging the preservation and restoration of historic facades, by providing grants to assist building owners with improving their building facades.
4. Implementing streetscape improvements such as: landscaping, unification of setbacks, compatibility of signage, and adequate buffering and screening.
5. Identifying redevelopment opportunities for residential and commercial uses.
6. Capitalizing on the potential to develop mixed commercial/office uses.
7. Linking of the M-24 commercial corridor with the central business district.
8. Providing adequate pedestrian access from the M-24 commercial corridor to the central business district and Village recreational facilities.

The Village's commercial areas need good accessibility and visibility to attract shoppers. Proper maintenance of the Village's commercial districts is vital to the functional, economic and aesthetic characteristics of these areas and to the positive image of the entire Village. As a tool for the orderly development of a community, the Master Plan should establish where and how changes may occur.

Industrial / Office Areas

The establishment of the industrial park situated in the southerly portion of the Village provides the residents and others around the vicinity a place of employment opportunities and adds to the Village's tax base. Good planning and effective code administration can assure that the industrial park remains a community asset.

Recreational Opportunities

The Village has an abundance of recreational opportunities, both public and private. A majority of the gravel mines have been converted to lakes. In addition to the water related recreational resources there are two (2) railroad corridors that have been abandoned and converted from rails to trails. The 2006 Oxford Downtown Vision Plan provides a distinct vision for where the Polly Ann trail intersects Oxford's downtown. In addition to the land use and building form recommendations identified in the Vision Plan, the 2010 Parks and Recreation Plan for the Village of Oxford provides some additional recommendations for this area, including:

1. Develop a public access gateway, parking and trail head.
2. Develop a connector trail along the former Grand Trunk Railroad Right-of-Way to Scriptor Park.
3. Develop a sidewalk and pathway system that would connect neighborhoods to the downtown, community facilities, parks, schools, and the trail.

Additional recreational concerns and considerations include:

1. Improving all parks with playgrounds to incorporate safe, durable and unique playground equipment for children, and those with disabilities.
2. Facilitating youth activities in the parks, and providing a skate park and/or a youth activity center with basketball courts, tennis courts, hockey and skating rinks, and soccer fields.
3. Promoting the use of natural resources in parks, such as the creation of a butterfly garden, garden area, and an interpretative nature-educational tours nature education.
4. Improving all parks by planting new high-quality shade trees, installing flower boxes and adding park amenities such as gazebos, pavilions, lights, historic displays, water fountains, art sculpture, picnic tables, bike racks, benches and grills.

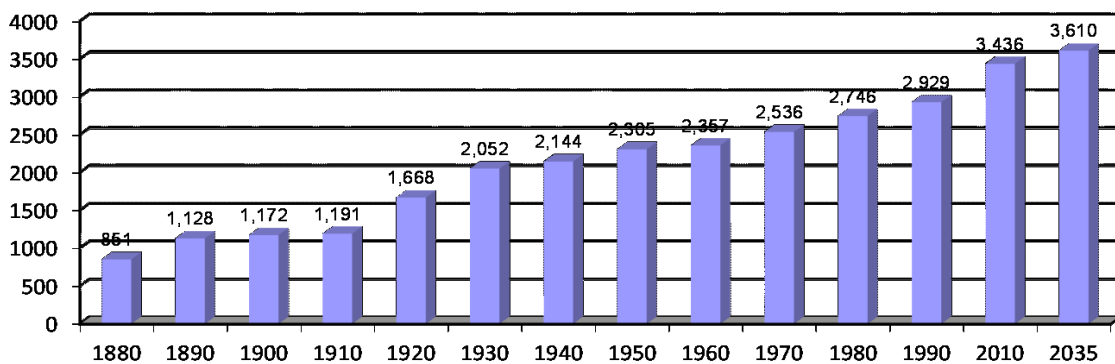
Socioeconomic Analysis

The Village's population, housing and economic characteristics are discussed in this chapter. Analysis of this data is essential to a clear understanding of the community. Trends have been identified for the population, housing, economy, and labor force of the Village. These trends provide valuable insights of future conditions and serve as the basis for projections of population, housing and economic conditions.

Population Characteristics

Figure 1 indicates that the population of the Village has increased in each Census since 1880. The largest rates of growth occurred in 1910-1920, 1920-1930, and 1990-2000. The population growth from 1990 to 2000 was the largest increase since the 1920's. For the next 25 years the number of residents in the Village is projected to increase by approximately 174 residents.

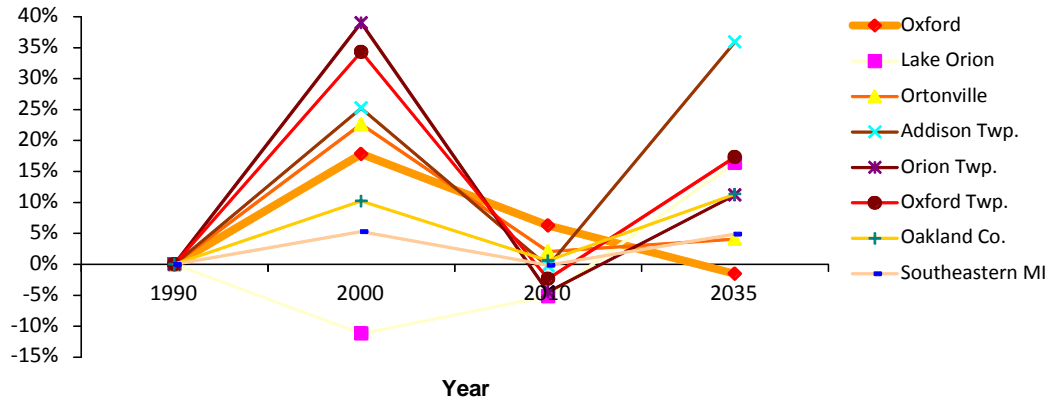
Figure 1: Population Change in Village of Oxford: 1880 to 2035



Source: US Census Bureau and SEMCOG

In the local area (Oxford and the adjacent Townships) the incorporated areas exhibited a variety of population growth rates. The Village of Oxford is the only jurisdiction that is projected to have a slight decline in population. All of the other jurisdictions in the area are projected to increase in population at varying rates as illustrated in Figure 2.

Figure 2: Population Trends of Selected Jurisdictions 1990 – 2035

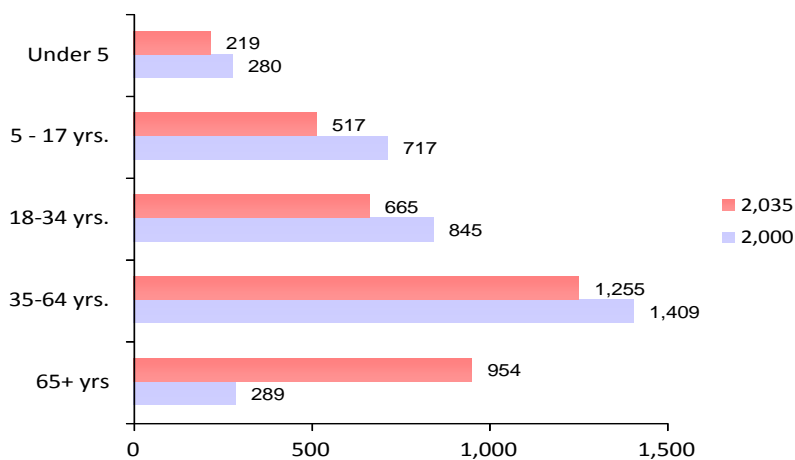


Source: US Census Bureau and SEMCOG

Age Characteristics

The age structure for the Village of Oxford in 2000 and 2035 is presented in Figure 3. The Village is generally getting older. Those aged 35 – 64 years of age will still comprise the largest age group in the Village even though there will be fewer than in 2000. During the next 25 years, the largest change will be seen in the number of residents over the age of 65. This is generally consistent with trends that will be experienced by other communities throughout the state of Michigan.

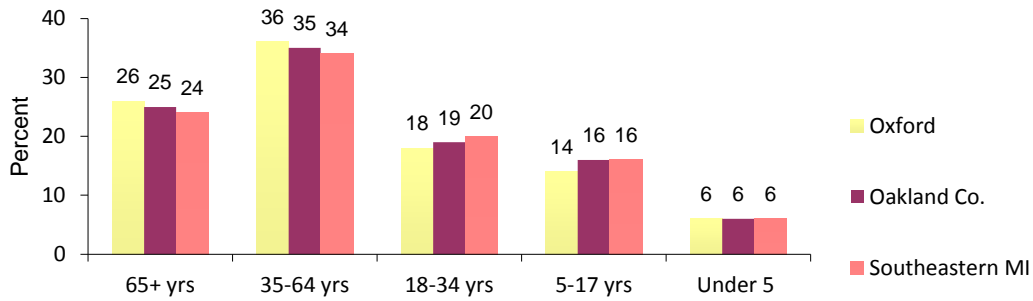
Figure 3: Age Structure, Village of Oxford, 2000 – 2035



Source: US Census Bureau and SEMCOG

A comparison of the Village’s age structure to that of the County and Southeastern Michigan is presented in Figure 4. Individuals in the mature family and senior age group constitute a slightly higher portion of the total population in the Village than in the County and the region as a whole, and those in the family forming age group, and younger, are slightly lower. This suggests that the Village may need to look for ways to attract young professionals and families to the Village.

Figure 4: Age Structure as a Percent of Total Population, Village of Oxford, Oakland County, Southeast Michigan 2035



Source: SEMCOG

Housing Characteristics

The tenure of occupied dwellings in the Village, in surrounding communities, and in Oakland County is indicated in Figure 5. Renter occupied units are more prevalent in the incorporated areas than in the Townships. The Village is generally consistent with Oakland County as a whole as is to be expected that more urban areas tend to have the infrastructure that can facilitate apartments and other types of rentals.

Figure 5: Composition of Housing Units, Selected Jurisdictions, 2009

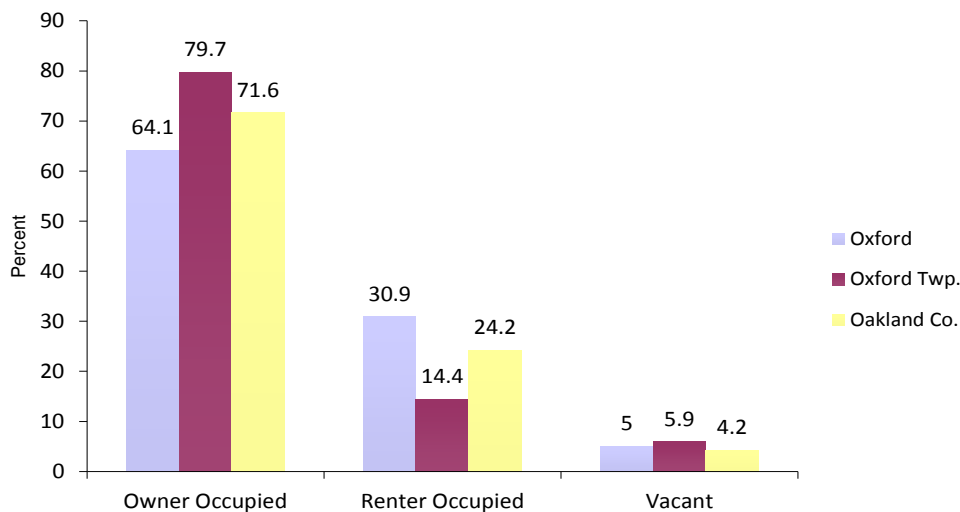


Table 2: Age of Housing, Village of Oxford

Year Structure Built	Number of Houses	% of total
1939 or earlier	449	28.5%
1940 to 1959	170	10.8%
1960 to 1969	93	5.9%
1970 to 1979	311	19.7%
1980 to 1989	121	7.7%
1990 to March 2000	335	21.3%
March 2000 - April 2010	96	6.1%

Source: U.S. Census Bureau and SEMCOG

According to SEMCOG, since March of 2000 96 permits have been issued for new housing units in the Village of Oxford. These units were made up of 82 single family detached homes, 2 duplexes, and 12 townhouse/attached condos. Also, during this time eight housing units were demolished in the Village, resulting in a net increase of 88 new units, or 5.6% of the 2009 housing stock.

The median value of owner-occupied housing is presented in Table 3. From 2000 to 2014, the median value of housing in the Village, surrounding communities and Oakland County as a whole will continue to decline. The Village has seen less of a decrease in housing values when compared to the loss of value experienced in other communities. During the next five years the rate at which homes will decreased in value is expected to slow down and some communities may actually begin to see the value of homes starting to increase.

Table 3: Median Value of Owner-Occupied Housing, Select Jurisdictions, 2000 – 2014

	2000	2009	2014	% change
Oxford	\$158,232	\$150,741	\$150,466	-4.9%
Lake Orion	\$167,434	\$135,557	\$136,085	-18.7%
Ortonville	\$156,181	\$147,440	\$147,256	-5.7%
Oxford Twp.	\$163,394	\$140,641	\$139,660	-14.5%
Orion Twp.	\$190,622	\$167,471	\$167,829	-12.0%
Oakland Co.	\$173,784	\$154,301	\$154,783	-10.9%

Source: ESRI

In addition to the Village and surrounding communities experiencing a decrease in housing value, these communities are also experiencing an increase in the number of foreclosed and abandoned homes. According to RealtyTrac®, as of January 2010, the 48371 zip code, which is largely comprised of the Village of Oxford, had approximately 297 foreclosures and an additional 56 homes at auction and 31 in pre-foreclosure. Since foreclosed and abandoned homes can lead to nuisances and blight that further decline the value of housing in a neighborhood, the Village must monitor these homes and actively work with other local agencies to try and keep residents in their homes.

Income Characteristics

The median household income for the Village and selected jurisdictions is presented in Table 4. The median household income in the Village has increased since 2000 and is projected to increase approximately .50% a year for the next five years. This rate of increase is significantly less than the rate of increase projected for the area and Oakland County as a whole, with the exception of Lake Orion.

Table 4: Median Household Income, Selected Jurisdictions, 2000 - 2014

	2000	2009	2014	2009-2014 Annual rate
Oxford	\$54,449	\$74,439	\$76,310	.50%
Lake Orion	\$52,112	\$63,562	\$59,440	-1.33%
Ortonville	\$61,206	\$81,379	\$91,062	2.27%
Orion Twp.	\$71,319	\$90,933	\$101,775	2.28%
Oxford Twp.	\$63,500	\$81,497	\$88,382	1.64%
Oakland Co.	\$61,991	\$78,186	\$82,681	1.12%

Source: ESRI

Household Characteristics

The current and projected number of households and the average household size since 2000 are presented in Table 5. The Village of Oxford experienced only a very slight decrease in the average household size, relative to the local area, but is projected to continue to decrease over the next 25 years.

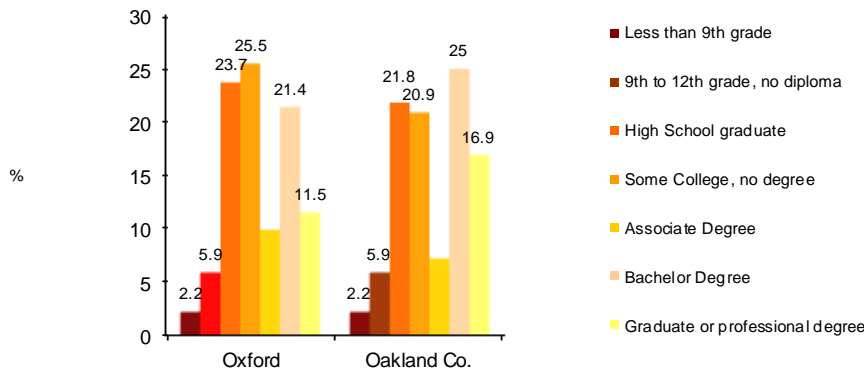
Households have and are projected to continue to increase in the Village and surrounding area. Households are projected to increase at a greater rate in the Village compared to population. This disparity is because the number of persons living in each household is declining.

Table 5: Number of Households and Size, Selected Jurisdictions, 2000 - 2035

	Number of Households			Persons per Household		
	2000	2009	2035	2000	2009	2035
Oxford	1,402	1,459	1,576	2.51	2.49	2.26
Lake Orion	1,198	1,243	1,389	2.17	1.98	2.03
Ortonville	537	539	610	2.81	2.86	2.6
Oxford Twp.	4,385	5,768	7,362	2.83	2.70	2.47
Orion Twp.	11,048	11,838	14,636	2.77	2.69	2.41
Oakland Co.	471,115	493,272	573,432	2.51	2.41	2.29

Source: ESRI

Figure 6: Educational Attainment Persons Older than 25 Years, Oxford and Oakland County, 2000 -2009



Source: ESRI

Educational Attainment

The educational attainment of the residents of the Village compared to Oakland County in 2009, are described in Figure 6. Of those aged 25 and older only 2.2% has less than 9th grade education and only 5.9% do not have a high school diploma and is consistent with the county. However, Oakland County residents as a whole tend to have more education than the residents of Oxford, particularly those with a bachelor, graduate or professional degree.

Employment Characteristics

The occupations of the residents of the Village are provided in Table 6. Almost half, 45.7% of the residents of the Village of Oxford work in the service industry. Of those that are not in the service industry, 18.7% work in manufacturing and 12.2% are in the retail trade.

Table 6: Occupation of Employed Persons by Industry, Village of Oxford, 2009

Industry	Percent
Agriculture/Mining	0.2%
Construction	6.9%
Manufacturing	18.7%
Wholesale Trade	2.6%
Retail Trade	12.2%
Transportation/Utilities	1.7%
Information	1.7%
Finance/Insurance/Real Estate	6.6%
Services	46.7%
Public Administration	2.7%

Source: ESRI

In addition to understanding where residents of the Village work today, SEMCOG projects where they might be working in the future. During the next 25 years Southeast Michigan is going to continue to experience a decline in manufacturing jobs. According to SEMCOG, Southeast Michigan will experience an increase in the number of health and human service jobs as well as administrative and waste service jobs. Attracting these employers to the Village and surrounding areas is very important given the fact that the manufacturing industry is the second largest employer of Village residents.

Journey to Work

Table 7 indicates how the population of the Village commutes to work. The majority of the population drives alone. The mean travel time for residents of Oxford Village is 32 minutes. Oakland County's mean travel time is 27 minutes. Of particular note is the proportion of the population that is able to make use of public transportation in the daily commuting: 0.2 percent in the Village, 0.0 percent in the Ortonville, Lake Orion, and Oxford Township, and 0.5 percent in all of Oakland County.

Table 7: Commuting to Work, Selected Jurisdictions, 2000

Means of Transportation	Oxford	Lake Orion	Ortonville	Orion Township	Oxford Township	Oakland County
Drove Alone	90.3%	89.0%	82.8	90.4%	89.7%	88.2%
Carpool	5.5%	4.8%	11.3%	5.4%	6.8%	6.8%
Public Transportation	0.2%	0.0%	0.0%	0.1%	0.0%	0.5%
Walking	1.7%	2.5%	2.4%	0.9%	0.8%	1.1%
Other Means	0.4%	0.6%	1.1%	0.4%	0.3%	0.5%
Worked at Home	1.9%	3.2%	2.5%	2.7%	7.5%	2.9%
Mean Travel Time (minutes)	32.1	29.1	32.3	28.9	32.4	26.5

Source: US Census Bureau

Circulation Analysis

Circulation planning is a means of organizing and controlling land use development within the community and the surrounding region. In Southeast Michigan a number of transportation planning agencies work independently and cooperatively in the formulation of policies and recommendations with regional and local units of government.

The Southeast Michigan Council of Governments (SEMCOG), in cooperation with the Michigan Department of Transportation (MDOT) and with the assistance of the United States Department of Transportation, Federal Highway Administration, and the Urban Mass Transportation Administration, has established a highway network classification for defining future road functions. Of this responsibility, SEMCOG maintains a short range Regional Transportation Plan (RTP) outlining regional policies, initiatives, and covers projects over a 3 year period and a long range RTP for Southeast Michigan that projects over a 26 year period.

The Road Commission for Oakland County (RCOC) also conducts studies and proposes transportation plans for thoroughfares surrounding the Village of Oxford. The RCOC and MDOT have a policy of coordinating its decision making with local communities, rather than imposing a preconceived transportation plan on any municipality. The result of this planning approach, often referred to as context sensitive solutions (CSS), is a circulation framework which avoids decisions which are not in the local community's best interest.

General Classification of Thoroughfares

Roads within the Village of Oxford are generally classified for three distinct purposes: administration, federal aid, and function. Administrative categorization identifies roads in terms of governmental responsibility for construction and maintenance. To some extent, jurisdiction determines the transportation planning of a right of way. Although cooperation and coordination between administrative units is most often pursued, local governments usually prevail in Oakland County.

Administrative Classification

The existing transportation network of Oxford consists of two types of streets which are classified by the amount of traffic they carry. Major thoroughfares are multiple lane highways which carry heavy traffic volumes and pass through several cities, townships and counties. They are controlled by MDOT.

Local streets are under the jurisdiction of the municipal government and are classified as either local major or local minor streets. The local major streets within Oxford serve as collectors linking the local minor streets with major thoroughfares.

Table 8 and Map 2 indicate the types of streets in Oxford and their length as provided under Act 51 of 1951 by the State for distribution of fuel and vehicle weight taxes to local communities.

Table 8: Length of Streets by Type: 2010

Type	Length in Miles
Local Minor Streets	9.52
Local Major Streets	6.01
State Highway (MDOT)	0.96
Total	16.49

Source: Street Systems Act 51, Public Acts 1951, Michigan Department of Transportation

State Roads

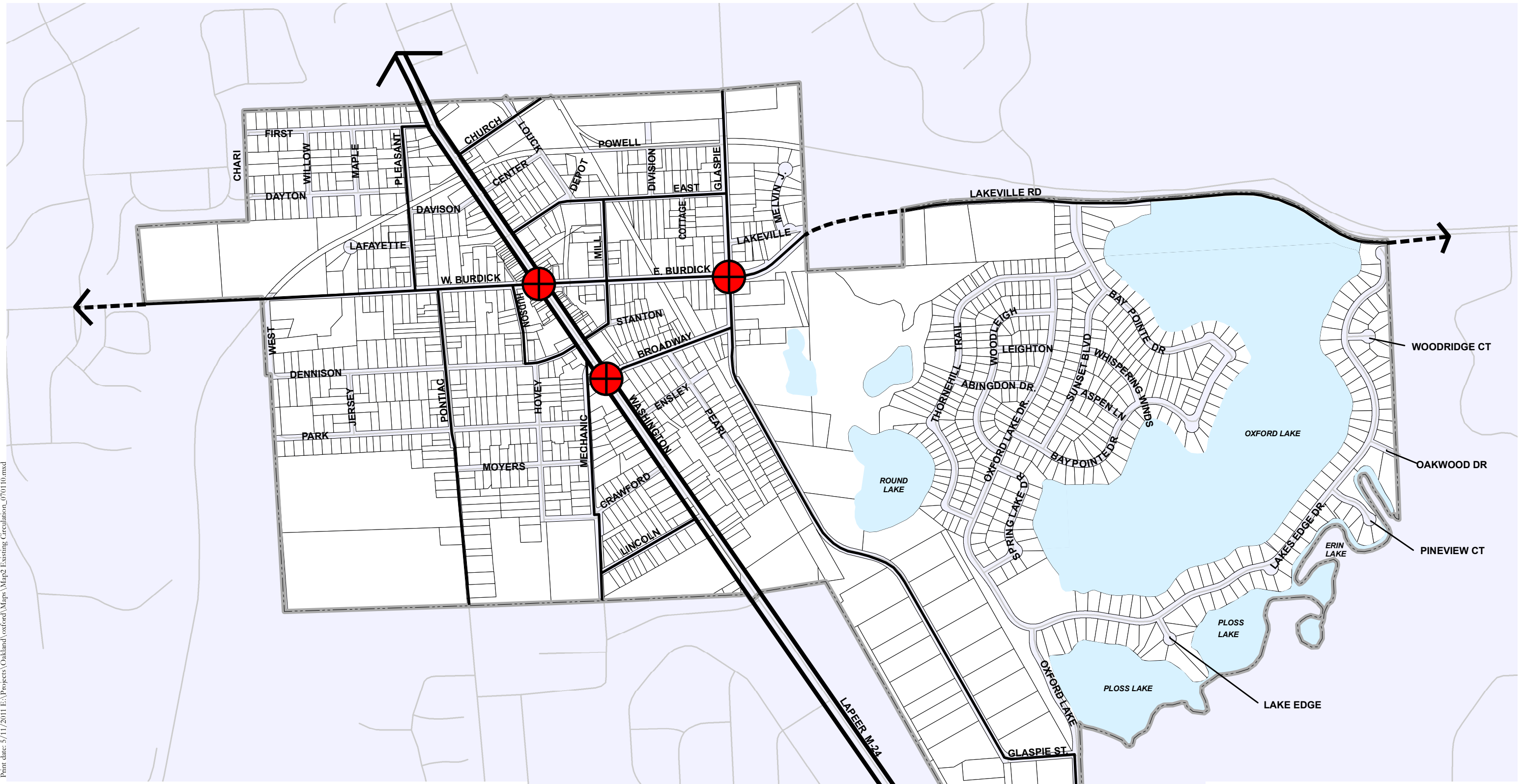
The state road within Oxford is M-24 (Washington Street). It is classified as a major thoroughfare. M-24 runs through the center of the Village in a generally north/south direction for approximately one mile. M-24 represents a regional arterial highway which extends from Pontiac to Caro in the "thumb" area of the lower peninsula, east of Saginaw and was designated by Congress as part of the National Highway System (NHS). M-24 also serves as the "main street" for the Village and Central Business District and as a secondary truck route to and from Canada. However, the primary use of M-24 during peak traffic periods serves commuter traffic to and from the Detroit area and southern Oakland County. In Oxford, Washington Street consists of four (4) lanes.

Twelve local streets under the jurisdiction of the Village intersect with M-24. Those are: Lincoln; Crawford; Ensley; Broadway; Mechanic; Dennison; Stanton; East; Center; Davison; Church; and First. Nine of these Streets – Lincoln, Mechanic, Dennison, Broadway, Stanton, W. Burdick, East, Church, and First – are classified as local major streets.

Although Seymour Lake Road is not within the Village limits, it connects with Burdick Street and, together with Lakeville Road, forms a major east/west thoroughfare within the region. That route is classified as a county primary road. Lakeville Road ends at Glaspie near the eastern Village boundary. Traffic is then routed onto W. Burdick which connects to M-24. Seymour Lake Road aligns with W. Burdick at the Village's western boundary line and provides access to western Oxford Township and Brandon Township.

Local Streets

The Village of Oxford has jurisdiction over the remaining public streets. The Village street system includes 6.01 miles of local major streets, as shown on Map 2. The primary function of local major streets is to provide access between the major thoroughfares and the local minor streets as well as abutting lots. The remaining local minor streets account for 9.52 miles or 58 percent of the total street system within Oxford. All of the local streets, both major and minor, consist of one lane in each direction. Parking is usually permitted on at least one side of the local streets.



Map 2: Existing Circulation

Village of Oxford, Michigan

- State Trunkline
- County Primary
- Local Major
- Local Minor
- Traffic Signal
- Village Boundary
- Water

Mckenna ASSOCIATES INCORPORATED

0 500 Feet

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2010

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Functional Classification

In order to coordinate with a functional hierarchy, as used by regional planning agencies, this plan also assigns functional titles to existing Village streets and thoroughfares. A functional classification is more useful as a tool for planning the transportation system than an administrative classification because it is more descriptive of the current or desired use of each road segment. However, these titles are not intended to automatically assign rights of way.

The following is a summary of the functional classifications for existing streets and thoroughfares within the Village of Oxford.

Major Thoroughfares

The primary function of a major thoroughfare is to provide intra-county continuity and to serve as a principal feeder route within the Village and between adjacent communities. Major thoroughfares provide direct access to major centers of activity, and are the highest traffic volume corridors. Design standards for major thoroughfares include the following:

Right of Way: 120 feet
Number of Lanes: 4 or more (2 initial)

Intermediate Thoroughfares

Intermediate thoroughfares interconnect with major thoroughfares and provide trips of moderate length with a lower level of traffic mobility. These roads place more emphasis on land access than do major thoroughfares, yet one of their key functions is to carry traffic to the next junction with a major thoroughfare. Intermediate thoroughfare design standards include the following:

Right of Way: 120 feet
Number of Lanes: 2 to 4

Collector Streets

Collector streets connect neighborhood areas of concentrated land use development with major and intermediate thoroughfares. They provide traffic movement between thoroughfares and local streets and provide direct access to abutting property. Collector street design standards include the following:

Right of Way: 66 to 86 feet
Number of Lanes: 2 to 4

Local Streets

Local streets provide access from abutting properties to collector streets and thoroughfares and principally serve adjacent residential development. They are the main interior streets of the community depending on the density of residential development in their service area. Movement of through traffic

is usually deliberately discouraged on local streets. Design standards for local streets include the following:

Right of Way: 60 feet
Number of Lanes: 2

Through-Traffic in Residential Areas

In many ways, the small town character of short residential blocks and the irregular shorelines of the lakes have influenced the design of the Village's street pattern. As a result, the meandering street layout and frequent intersections limit the amount of through-traffic and helps control traffic speeds on the Village's residential streets. However, a growing concern for the Village is the increasing amount of traffic along local streets to bypass the Washington / W. Burdick intersection in the Central Business District. To avoid this intersection, with the numerous access drives into local businesses and intersecting streets, motorists often prefer to use the local streets instead of Burdick Street.

Traffic Accidents

The number of traffic accidents is an indication of safety and adequacy of street design. According to SEMCOG, in 2000 and 2001 there were 111 to 121 crashes, respectively. Since 2000, the number of crashes has decreased with 79 crashes reported in 2008 and 87 reported in 2009.

The majority of accidents continue to occur on Washington (M-24) at or near the intersection of Burdick. This intersection had an annual average of 19 crashes from 2004 – 2009. After the Burdick intersection, the second highest number of crashes also continues to occur near or at the intersection of Dennison and Washington with an annual average of 9 crashes.

Circulation Problems and Issues

A major factor influencing future circulation decisions in any community is projected growth or decline. In the Village of Oxford, one contributing factor to the prospective growth is the availability of vacant land for future development. Even though 5.3 percent of the Village's land is currently vacant, the Village is projected to decline in population. However, there may still be a higher amount of traffic generated along M-24 and other nearby roadways. This increase in traffic will likely be the result of increased population in surrounding communities.

Circulation and the ability to easily access a particular location by vehicle, foot, or bike is extremely important to the viability of the Village's downtown. Oxford must seek a balance between the needs of the automobile and the needs of pedestrian and bicyclists on the Village's roadways, and incorporate what is often referred to as "complete streets" or "livable streets". With more than 35,000 average daily trips along Washington in the heart of the Village, striking this balance is a challenge. Complicating this matter is the speed at which vehicles travel through the Village and the large number of semi-trucks moving from I-69 to I-75.

High traffic volumes are not a detriment to downtown Oxford, moreover, many business need them to survive. In order to slow traffic down and make people want to walk downtown several best management techniques must be employed. Some of these include:

- Identify a single point of contact from the Village to serve as its ambassador to MDOT and other road agencies
- Conduct a technical audit of the walkability of downtown Oxford
- Design the roads for all users, not just vehicles

Railroad

The Penn Central Railroad ran parallel with Washington and along the north side of the Village; however, service was discontinued and the use of the corridor was abandoned. Because of this, a 12.2 mile Rails-to-Trails program, called the Polly Ann Trail, was initiated to convert the north/south and east/west railbeds for recreational purposes, in addition to providing safe transportation access between destination points. The trail travels through Oxford Township, Orion Township, Oxford Village, and continues to Addison Township, through the Village of Leonard and into Lapeer County to the north. A trestle bridge has been constructed over M-24 directly north of downtown Oxford, to connect the east and west corridors.

Pedestrian

Pedestrian traffic, especially during the summer months, is heavy throughout the Village's residential district. Foot and bicycle traffic to and from the Village's major activity and recreational centers (i.e., downtown, Scripter Village Park, Village baseball fields, Oxford public schools, etc.), is concentrated along local streets and public walkways which provide access to these areas. A majority of the local street right-of-ways within Oxford contain sidewalk and where those walks exist are generally in good condition. A coordinated community wide bikeway system in conjunction with the Polly Ann Trail Plan should be considered as pedestrian-oriented projects. The route would generally be defined by linking residential areas with community facilities and commercial areas. The system should be delineated with lane markings, crosswalks and signage. Recommendations from the 2010 Parks and Recreation Plan and 2006 Downtown Vision Plan should be referenced and used for guidance to promote pedestrianism throughout the Village, and means of how to achieve ease of traffic congestion.

A particular problem for pedestrian access is the limited number of safe crossings on M-24. The Village must continue to lobby MDOT for improved pedestrian and bicyclist amenities along M-24. Pedestrian routes should be provided to assure greater pedestrian safety. Streetscape improvements have been installed along the M-24 corridor to improve the aesthetic quality of the street for businesses and their customers. Those projects have included installation of street trees, planter boxes and sidewalks to buffer pedestrians from the high traffic volumes of M-24. However, those improvements have been mostly cosmetic and do not significantly improve pedestrian safety crossing the street.

Recently the Village has solicited bids and will be constructing a pedestrian crossing at West Burdick and the Polly Ann Trail.

Complete Streets

Complete Streets are streets that are designed and operated to enable safe access for all users. Oxford has a long history of providing facilities for pedestrians and bicyclists with the Polly Ann Trail and neighborhood and downtown sidewalks. However, a complete street network is not just installing sidewalks, trails, and pathways. The network must be designed to ensure such facilities are in locations that are accessible for all ages and abilities to be able to safely move along and across a complete street.

Any new road or road improvement project in the Village of Oxford must take into consideration all modes of transportation and incorporate pedestrian or other non-motorized facilities appropriate to the new road or road improvement's context.

Community Facilities

Recreation Facilities

Recreation plays an essential role for the Oxford Community. In 2010, the community developed and adopted a master plan for parks and recreation. That plan is a comprehensive and exhaustive analysis of the Villages recreation facilities and programs, and a detailed plan for expanding and improving the recreation opportunities. Rather than re-writing that plan, a few of its key components are included herein, to assure that the Village's overall development plan is coordinated with its parks and recreation needs. Those interested in greater detail are encouraged to review the park and recreation plan.

Village Parks and Trails

The Village of Oxford owns and operates three public parks which total over 40 acres of land. The Polly Ann Trail, a rail trail, traverses the Village and includes about five miles of linear greenway. Within the surrounding area, Oxford Township Parks and Recreation owns and operates four public parks. In addition, there are a host of public schools and privately-owned facilities which provide recreation opportunities at the local level. Figure 7 depicts the location of all the recreational resources and community facilities found in the region.

Village Parks and Centennial Park

This 0.4-acre Village town square is located on Washington (M-24) within the downtown. It includes the following recreation facilities:

- A gazebo/band shell
- Walkway
- Benches and seating area
- Gardens, statues, and flagpole
- Picnic tables



Source: 2010 Parks and Recreation Plan

Scripter Park

The Village of Oxford owns and operates this 40-acre community park located on Round Lake on the east side of Lapeer Road. An additional 3.5-acre property, located at 98 Glaspie, has recently been purchased. This property includes a parking area and building which could be rehabilitated to serve recreation needs. Scripter Park includes the following facilities:

- Two little league baseball fields
- Two 40-space parking lots
- Restroom/storage building
- Swimming beach
- Sand volleyball area
- Play structure
- Picnic area
- Trails



Source: 2010 Parks and Recreation Plan

Dayton Street Park Property

The Village of Oxford owns this 3-acre park property in the northwest part of the Village. The property can be accessed from Dayton Street and is contiguous to the Polly Ann Trail and the Village cemetery. While currently unimproved, it includes an informal dirt trail connecting Dayton Street to the Polly Ann Trail.



Source: 2010 Parks and Recreation Plan

Private Recreation Facilities in Oxford

Oxford Lake Park

A 6-acre private park located on the south end of Oxford Lake, the Oxford Lake Park provides many active and passive recreation amenities for residents of the Oxford Lake Subdivision.

Regional Facilities

The Village lies within 20 miles of the entire Oakland County Park System, which contains about 3,763 acres of recreational space and is less than 20 miles from seven state or Huron Clinton Metropark recreational areas. There is over 29,500 acres of parkland owned by the state, Huron Clinton Metropolitan Authority (HCMA) and Oakland and Lapeer counties in these areas. Figure 7 depicts the location of these facilities.

Polly Ann Trail

The Polly Ann Trail is a multi-use non-motorized trail serving equestrians, hikers, joggers, bicyclists and cross-country skiers in winter. The trail includes a total of 34 miles in Lapeer and Oakland counties with one mile in the Village of Oxford. The trail is owned by the MDNR and managed by the Polly Ann Trailway Management Council. The Oakland County segment runs from Orion Township northeast through Oxford and Addison Townships and the Village of Leonard. It is planned to connect to Bald Mountain Recreation Area, the Paint Creek Trail and to a vast network of trails in Oakland County. The portion of the trail located in the Village is paved while the remaining portions have a limestone surface.

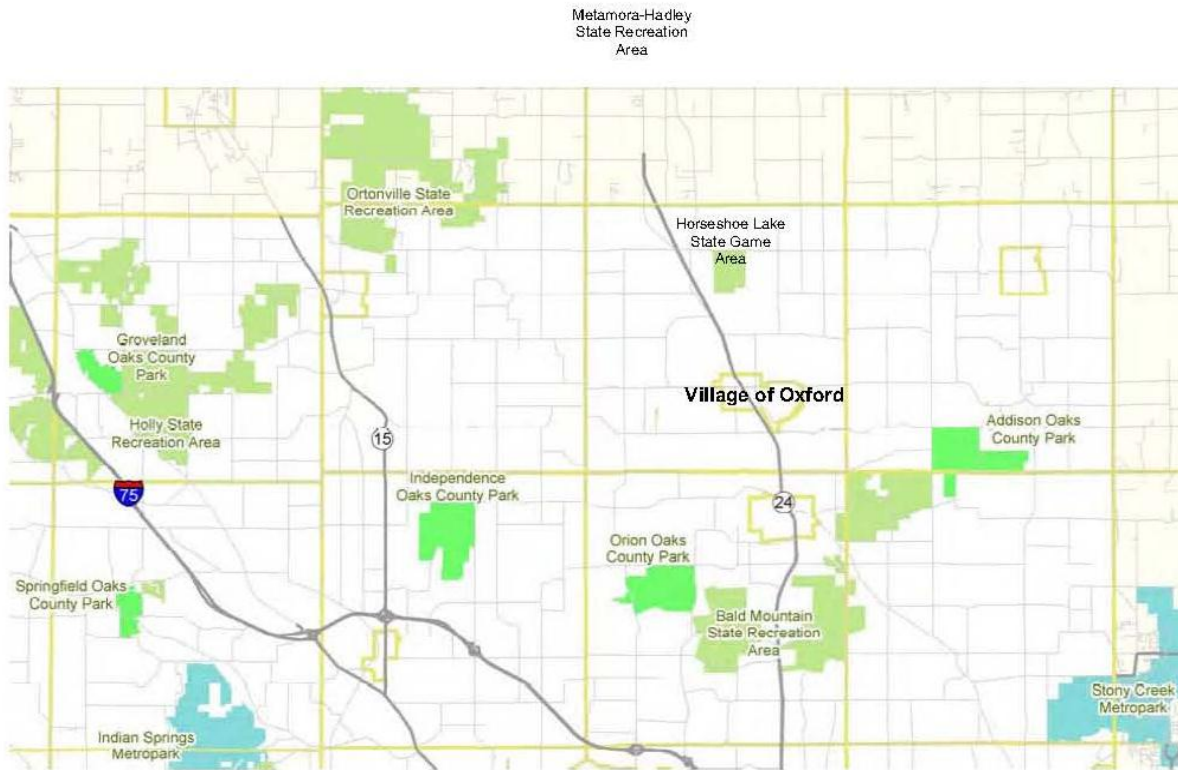


Probably the most significant local recreational facility is the Polly Ann Trail. This non-motorized trail utilizes an abandoned P. O. & N. Railroad right-of-way running northeast through the Village of Oxford. The Polly Ann Trail is a 12.2 mile linear park in the DNR inventory. The Oakland County connections available to other parks mark the Polly Ann Trail as a logical hub for non-motorized transportation and a significant recreational resource for the entire eastern Michigan region. The trail could eventually connect with such resources as the Paint Creek Trail, the Bald Mountain State Park, the Huron Valley Trail, and the Polly Ann Trail in Lapeer.



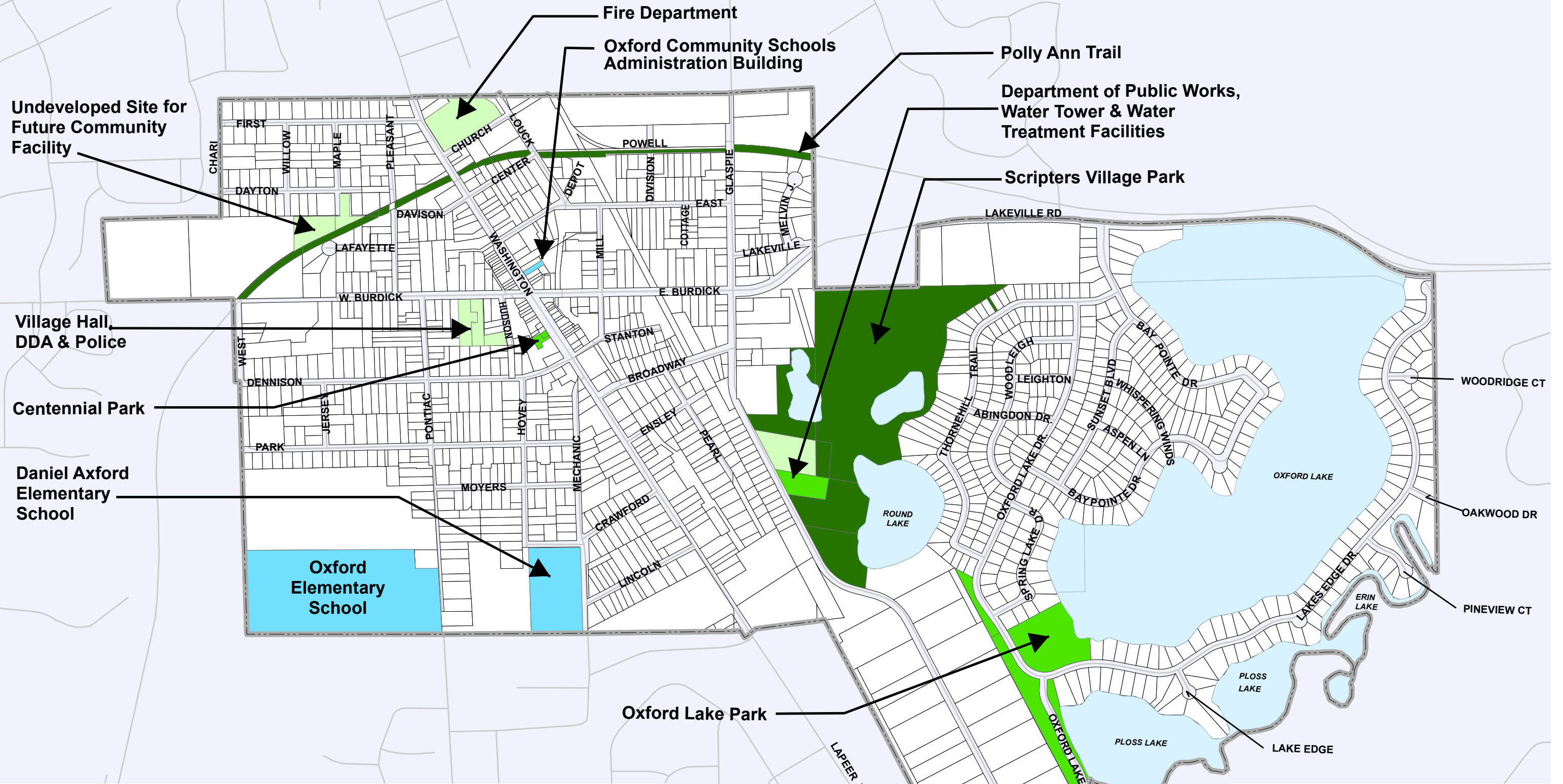
Source: 2010 Parks and Recreation Plan

Figure 7: Regional Parks and Recreation Facilities



Source: Oakland County Planning and Economic Development Services


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Map 3: Existing Community Facilities

Village of Oxford, Michigan

- Municipal Recreation
- Public Schools
- Private Recreation
- Community Facilities
- Water


0 500 Feet


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Base Map Source: Oakland County GIS, 1/08
 Data Source: Village of Oxford 2010

Other Community Facilities

Village Administration and Services

Village government provides essential services. These include: fire and police protection; public services such as water and sewer facilities and street improvements, and the administration of these various functions. The Village Hall is located adjacent to the downtown area and contains the administrative offices, police department, Chamber of Commerce, Downtown Development Authority, and Parks and Recreation Department. The fire station is located on N. Washington. A second fire facility is located on W. Drahner to serve the east/southeasterly area. The Department of Public Works Facility is also in close proximity to the downtown area. All of these facilities are centrally located and easily accessible to the entire community.

Village Hall

Village Hall is the center for both administrative and legislative functions of the Village. Located on W. Burdick it was built in 1967. It currently houses the administrative offices of the Village, Downtown Development Authority, Chamber of Commerce, and the Oxford Police Department. The basement area of the Village Hall houses storage facilities.

Additional space in Village Hall is also occupied by the Charter Township of Oxford Parks and Recreation Department.

Library

A new State of the Art library is located on Pontiac Street in the Charter Township of Oxford and serves the residents of the Village and Oxford and Addison Townships. The library building also contains a community meeting room to serve various civic functions.

Fire Department

The Village has two fire stations. One fire station is located on Church and Washington Streets. The second facility is located to the south on W. Drahner. These stations provide fire protection services and emergency medical aid to the Village of Oxford and Oxford Township. There is a mutual aid agreement to provide services to surrounding Townships. In addition, the Fire Department provides a public education program to schools in the Village and the Township. The Fire Department is a member of the North Oakland Firefighters Association.

Because of their central location in the downtown area, the fire stations are adequately located to serve the north and west area of the Village, as most of the commercial uses are situated downtown and along Washington (M-24). Accessibility from the fire stations is generally good based on their proximity to major streets. The pattern of Village streets provides good access to the neighborhoods.

Police Department

The Oxford Police Department is responsible for providing a safe and secure community for its residents, proprietors and visitors. The department is open to the public 24 hours a day and maintains around the clock patrol for the Village. In addition, the department also maintains a 24 hour communications (911 dispatch) center for the Village and Township. The department is located within the Village administration offices on W. Burdick.

Department of Public Works

The physical environment of the Village is often the most immediately apparent gauge in assessing the quality and effectiveness of its government. Responsibilities for the streets, water, sewer, and building maintenance for the Village of Oxford are charged to the Department of Public Works (DPW).

The DPW's garage and yard is located on Glaspie Road. Included in the facility are public service offices, equipment storage, salt storage buildings, vehicle maintenance facilities, and the Village water tower and three wells. The DPW facility is in a satisfactory location with good access. The open areas are well maintained and the facility is set back adequately from the street.

Utilities

Water

The Village of Oxford owns and maintains the municipal water system which services the entire Village. The system includes three wells, located at the Department of Public Works Facility off of Glaspie Road, that distribute water into the water treatment facility, where iron is removed and softeners are added. Routine equipment maintenance and monitoring is provided by the Department of Public Works. In addition, water samples are taken on a monthly basis and sent to the State Health Department.

The Village has continued to improve and protect its water supply system to maintain its efficiency and capacity. We are making efforts to protect our sources with a Wellhead Protection Program. The Village's program was the first EPA approved program in the State of Michigan, and approved by the Oxford Village Council in 2005. The system contains no significant sources of contamination.

Sanitary Sewers

The Village controls sanitary sewers within the Village. Existing sewer lines are located throughout the Village and are linked to the Paint Creek interceptor. The interceptor runs along the M-24 right-of-way and is owned and operated by the City of Detroit. As development and redevelopment occurs in Oxford, the sanitary sewer could require extension, upgrading or replacement as needed.

Storm Sewer

The Village of Oxford maintains enclosed storm drains throughout the Village. Both the collected storm water and surface runoff from portions of the Village are discharged into Oxford and Northwest Lake.

The existing storm drainage system appears adequate to serve the future needs and demands of Oxford. However, because of the potential environmental hazards of discharging untreated storm water into the lakes, future expansion of the Village's storm drainage system should strongly consider water quality at the site when being developed or redeveloped. Water quality tends to decrease during periods of heavy rain when road salts, fecal material, and oil and gas are carried along the drains and emptied into the Lake. Thus, future development and redevelopment may require alternative methods of discharging storm water. SEMCOG's [Low Impact Development Manual for Michigan: A Design Guide for Implementers and Reviewers](#) should be used for reference when implementing these alternative methods.

Northeast Oakland Historical Museum

The Northeast Oakland Historical Museum is located on the northwest corner of W. Burdick and Washington (M-24). The building is owned by the Village of Oxford and is operated by a private nonprofit organization. The facility and its activities contribute to the community and serve as a focal point for cultural and historic interest in Oxford and the region.

Goals and Objectives

Community Visioning and Public Input

To ensure the success of the Master Plan, the participation of residents, elected and appointed officials and community business leaders is essential. A Master Plan which has the support of as wide a community base as possible will more likely be used and referenced in day-to-day planning activities. A Master Plan with little support will not have as much an influence on the day-to-day planning activities that affect the community. An effective way of building a comprehensive community base is by building consensus through a public participation process.

To build a large community base of support and interest in the Village Master Plan, visioning workshops with Village stakeholders were held on March 31, 2003, April 28, 2003 and June 2, 2003. Additional input from the public was obtained during a series of public meetings, a visioning workshop and focus group meetings in 2006 with the creation of the Downtown Vision Plan, and again in 2009 during the Parks and Recreation Master Plan process.

The following goals and objectives summarize what needs to be done to implement the Village of Oxford's vision of future development.

Residential Land Use

Great, diverse neighborhoods are the foundation of a viable community. Neighborhoods are not comprised of individual homogenous structures; they are comprised of a variety of housing types, open spaces, and transportation options. Oxford is home to many wonderful neighborhoods that other communities often try to replicate.

The Village of Oxford Master Plan must build upon and support the existing neighborhood framework while at the same time seek to find opportunities to improve these areas by including options for people of all ages, incomes, and lifestyles.

Goal

To protect, preserve and enhance the Village's existing residential neighborhoods through the adoption and implementation of appropriate land use, building maintenance, and automobile parking regulations; through public investments to improve storm drainage and side walks; through the preservation and improvement of public parks and green spaces; and through the adoption and implementation of land development regulations that assure that new development respects and continues the historic ambiance, architectural quality, and small town charm prevalent throughout the Village.

Objectives

1. Update the Zoning Ordinance, as necessary, to assure that regulations are in place to protect the integrity of residential neighborhoods.
2. Promote the provision of residential uses for second stories of downtown buildings.

3. Review existing regulations and enforcement programs, and update as necessary, to assure the maintenance and enhancement of the quality of existing residential neighborhoods in regard to:
 - General property maintenance
 - Sidewalk maintenance
 - Automobile parking
 - Abandoned and junk vehicles
 - Building code standards for rental properties
4. Develop and implement a plan to install curb and gutters along residential streets.
5. Create Low Impact Design standards for new and redeveloped sites.
6. Retain existing open spaces and improve landscaping throughout the Village.
7. Create and implement a Village non-motorized transportation plan based on the 2010 Parks and Recreation Plan recommendations.

Culture and Leisure

Successful communities offer high quality, life enhancing environments. The quality of these environments in Oxford will determine whether or not people want to live, work or play in the Village. Oxford understands that strengthening and diversifying historic and cultural amenities, entertainment, recreation, and natural resources are critical to improving the community's vitality. The Village of Oxford recognizes the importance that culture and leisure plays in defining a person's quality of life.

Cultural Goal

Celebrate and highlight the diversity and cultural contributions of the Oxford community.

Objectives

1. Investigate public support for the creation of historic districts in the Village.
2. Encourage the preservation of historic homes and buildings of high architectural quality.
3. Create an inviting atmosphere with consistent design and visual standards that build and add to the identity of Oxford. This may include creating gateway enhancements, establishing areas for public art, and utilizing historical structures and areas to develop a sense of place and identity.
4. Showcase a richness of cultural offerings and local talents through events, activities, and use of existing spaces and facilities.
5. Utilize existing spaces and facilities to create live/work units, showcase historical resources, and make use of underutilized facilities for artists, creative businesses, and cultural organizations.
6. Continue to work with the DDA to celebrate local cuisine, culture, and art in the community through events.
7. Identify and promote resources for arts funding such as community contributions, foundations, and incentives for historic preservation.

Leisure Goal

Provide outdoor recreational and Leisure opportunities for persons of all ages and all abilities that are clean, safe, functional, and attractive.

Objectives

1. Maintain and upgrade existing Village parks.
2. Continue to improve Village parks or provide new park facilities to respond to the changing needs of residents.
3. Create a way-finding and interpretive signage system for recreation and community facilities, and downtown Oxford.
4. Dedicate, acquire, and develop new parkland with a focus on providing pocket parks in neighborhoods and access to the Polly Ann Trail.
5. Establish a mechanism, such as a parks and recreation commission, to administer parks and recreation services in the Village
6. Provide facilities at one or more parks for residents to bring their dogs; create a “bark park”.
7. Develop a recreational facility for teens, including a skate park.
8. Continue to provide concerts and other events at Centennial Park.

Environmental Sustainability

Now more than ever it is imperative that a community identify ways to improve its environmental sustainability - that is being “green”. Being green is more than just making sure that buildings are built with energy efficient materials. In Oxford, being green encourages development projects that protect and enhance the overall health, natural environment, and quality of life of the Village. It promotes the location and design of development and neighborhoods that preserves natural features and open space, designs buildings and uses efficiently to promote walking and non-automobile forms of transportation, and explores alternatives methods for energy production.

Goal

Make the Village of Oxford a green community by creating tools to assist neighborhoods and business districts to be more energy efficient, minimize natural resource use and the impact on the natural environment.

Objectives

1. Ensure the building regulations encourage the use of alternative energy sources, such as wind, solar, geothermal, and those that may become available in the future.
2. Provide information to the community regarding existing programs and practices available for energy efficient home building.
3. Encourage and incentivize property owners to utilize energy efficient building practices and materials and low impact design techniques.
4. Encourage alternative modes of transportation, bicycle, pathways, etc. throughout the Village.

5. Work with the DDA to create a program that recognizes businesses that make strides in becoming more sustainable.
6. Any new construction initiated by the Village should incorporate sustainable best practices and other environmentally friendly best practices, such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) and Leadership in Energy and Environmental Design – Neighborhood Design (LEED-ND).

Transportation and Circulation

Transportation and land use are intrinsically related. Modes of transportation change over time and will continue to evolve in Oxford. This evolution can be shaped by the land use patterns that have and will develop in the Village.

Oxford's future transportation network should be safe and efficient and not dependent on one form of transportation – the automobile. Moreover, it is envisioned that Oxford's future will include multiple modes of transportation – cars, bicycles, and humans. Oxford's built environment, that is its land uses, must be planned and designed to support the integration of new modes of transportation, as appropriate.

Goal

To assure safe and convenient transportation and circulation for the residents of and visitors to the Village; through the enhancement of rear entryways and new commercial pedestrian access opportunities; through the installation of additional traffic lights, and instituting traffic calming in residential areas; through the implementation of a comprehensive and workable pedestrian circulation system; and through improving access to and parking for downtown businesses.

Objectives

1. Develop and implement a corridor study for Burdick Street that will address, among many topics:
 - Enhanced rear entry access for pedestrians in Downtown businesses
 - Traffic flow
 - Parking with logical connections to rear entrances
 - Potential round-about at Glaspie Street
 - Landscaping and streetscaping
2. Continue to develop and implement a Village-wide signalization plan to:
 - Coordinate signals
 - Continue to evaluate and optimize signalization along Washington
 - Improve traffic flow
 - Improve pedestrian crossings
3. Improve the M-24's accessibility and safety for pedestrians and bicyclists.
4. Restrict connections from outside development to local streets that will impede traffic flow and circulation within the Village.
5. Provide accessibility and mobility for all people, land uses, and goods.
6. Provide improved pedestrian safety and access by encouraging crossings at locations with significant demand and creating additional signalized intersections.

7. Provide for complete pedestrian facilities on major streets including continuous sidewalks on both sides of the street, ramps, crosswalks and pedestrian signals at signalized intersections.
8. Provide motorized and non-motorized connections between land uses wherever physically feasible.
9. Review land use regulations to ensure they encourage development of public bicycle parking and public benches for pedestrians throughout the Village, particularly in the downtown area.
10. Encourage creative public and private partnerships for land use and transportation improvements.

Commercial and Industrial

A successful economy is one where all sectors (public and private) work together to achieve a shared vision. The Village of Oxford is strategically located along a major state highway (M-24) and within close proximity to other regional employment centers. The Village's location and unique historic character of its downtown, quality neighborhoods and community facilities and services, make it a desirable place to do business.

But location alone is not enough for a successful economy. The Village must foster the economy by ensuring residents and workers have a place to live, places to shop, and recreation and leisure options.

Goal

To preserve and enhance the long term viability of commerce and industry in the Village by improving parking and access; by improving pedestrian circulation; by encouraging sustainable, mixed uses of the downtown, while minimizing conflicting uses; and by retaining and supporting the expansion of the Village's employment base while maintaining the high quality of the Village's natural environmental resource base.

Objectives

1. Continue to improve and maintain existing public parking facilities and provide additional public parking in all four quadrants of the downtown. The Downtown Vision Plan should be used as a guide.
2. Improve pedestrian access ways from public parking areas to downtown businesses.
3. Encourage direct pedestrian access to businesses from the public parking areas.
4. Relocate parking lot dumpsters away from adjacent residential areas and closer to the businesses.
5. Conduct a thorough market analysis for business recruitment efforts and for more effective marketing. The market analysis should be re-evaluated a minimum of every 5 years.
6. Pursue a mix of economic levels among the clientele of downtown businesses.
7. Pursue a mix of day-time and night-time businesses in the downtown.
8. Continue to promote a more business-friendly atmosphere and develop a stream-lined redevelopment ready review process.
9. Maintain and encourage industrial development in targeted areas.
10. Enhance the architectural integrity of downtown buildings with better control and construction materials.

11. Promote the conversion of downtown buildings and the development of new lofts for residential use.
12. Promote the orderly redevelopment of commercial areas. The Downtown Vision Plan should be used for guidance.

FUTURE LAND USE

THE FUTURE LAND USE PLAN

The map describing future land uses in the community is often the particular part of the Master Plan that is most familiar to the average citizen. The Future Land Use Map is the product of careful analysis of community characteristics, needs, preferences, history and other issues that the Planning Commission might consider.

The land use plan attempts to mold the direction of future land utilization while recognizing the likely capabilities of the Village. Michigan's Planning Enabling Act, Public Act 33 of 2008, as amended, requires that the Planning Commission prepare a master plan that "address land use and infrastructure issues and may project 20 years or more in to the future." Therefore, the future land use map may include uses that might not be immediately attainable. The Village might plan for future development that will require certain other events to occur or circumstances to exist before the anticipated land uses can be reasonably implemented. For example, some development might require infrastructure that is not yet available but should reasonably become available during the life of the plan.

The plan that is described in the next several pages is built on the foundation of facts established in the foregoing pages, the 2010 Parks and Recreation Plan, and the 2006 Downtown Vision Plan. As stated in the 1989 Master Plan adopted by the Village, the plan:

"... is based upon the foregoing analysis of existing conditions, goals and objectives, and assessment of physical resources and constraints. The scope of the plan is comprehensive, as it deals with each element of a feasible development pattern for the Village. At the same time, the plan should be viewed as a general framework for development in which a suggested arrangement of land uses and circulation is identified, leaving flexibility to accommodate changing needs and conditions. In other words, it must be recognized that the plan represents an overall policy document, and that all elements and concepts cannot be achieved in the near term but only through continued effort and follow through. "

This amended master plan, too, is based on those same assumptions and foundations. The plan is closely related to the economic, political, environmental, and social climates which are constantly influencing and changing the built environment. To be most effective, a master plan must be based on sound planning principles that encourage a workable and implementable plan. The Future Land Use Map and supporting text in this chapter are based on the following fundamental planning principles:

Long-Range: The Plan identifies and responds to existing and anticipated issues affecting land development through 2030.

Comprehensive: Prior to finalization of the Plan, all major types of land uses appropriate to the Village were considered.

Generalized: To avoid detailed or site-specific issues of minor consequence in the context of the Village Master Plan, the Plan incorporates broad principles of land development relationships.

Regional: Conditions beyond Village boundaries which may have impact on the Village are considered.

LAND USE CLASSIFICATIONS

Single-family Residential. This category incorporates all densities of single-family detached development. These areas encompass the existing neighborhoods in the Village and represent areas for further expansion and infill of single-family homes. Because there is one designation for single-family, all densities are considered compatible within the Village. However, it is natural for higher density neighborhoods to remain closer to the downtown area and lower density to occur further out where there is more vacant land and larger lots generally consistent with existing zoning districts.

Multiple-family Residential. The Future Land Use Plan classifies multiple-family as structures with two or more attached units. This type of housing can fill the needs of residents, including the elderly, who cannot afford or do not want the responsibilities of a single-family residential dwelling. In addition, this designation is provided to be compatible with surrounding land uses, to serve as a transitional use and to take advantage of the availability of community facilities and services.

Central Business District (CBD). The Central Business District has two major components. The first, and perhaps the most important, is the commercial core – the heart of the Village. This area includes traditional downtown uses such as retail stores, personal services, municipal facilities, offices, restaurants, off-street parking, and single-family homes. Ideally, building owners should preserve the ground floor of buildings in the CBD along Washington Avenue for retail uses, office, or multiple-family uses should be on the upper floors or on the periphery of the downtown area. The other major component is the surrounding historic residential neighborhood around the Village commercial center. Protecting the integrity of that neighborhood is important to the viability of the Central Business District. The neighborhood residents form a substantial part of the market area for the businesses.

Downtown Parking. The designation is intended to identify areas where the Village needs off-street parking facilities to serve the collective needs of the group of uses in the CBD. These locations have been identified based upon the recommendations of the Downtown Vision Plan and existing public parking locations. As the Central Business District evolves, alternative locations for parking may be appropriate and should be evaluated for consistency with the goals and objectives of this plan.

Commercial. This category includes those retail and service facilities that serve the day-to-day needs of Oxford residents and those traveling through the Village. The commercial district includes those commercial uses that are commonly dependent on high accessibility and visibility. Because these uses often generate high traffic volumes, noise, and undesirable visual impacts, the Master Plan discourages proximity to single-family residential land uses without proper site design requirements. Transitional land uses should also be considered to reduce negative impacts between single-family residential and commercial uses.

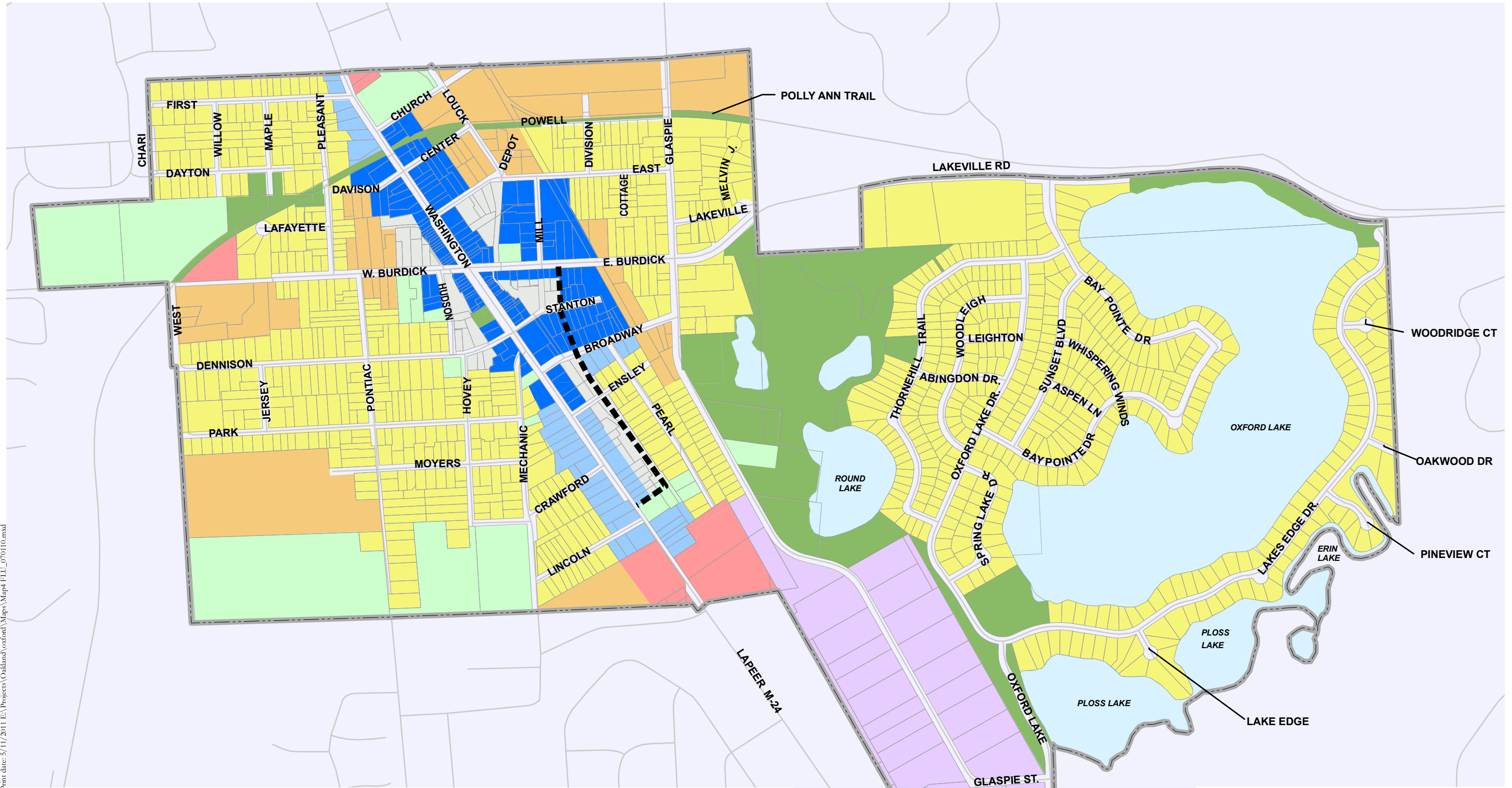
Office/Residential. Office/Residential primarily includes professional offices and service uses with limited commercial activity. Live/Work units resulting from conversion of large single-family homes is also envisioned within this category. This district should be planned in areas that are no longer viable as single-family residential areas because of high traffic volumes on adjacent streets or because of other market factors.

Recreation. These lands include a variety of public or private recreation land, facilities, and open space. They are located so as not to conflict with adjacent residential uses, yet provide for needed community-oriented recreation areas and facilities.

Public and Semi-public. Included in this land use category are the Village Hall, fire station, Department of Public Works facility, public and private schools, churches, and cemeteries. As most of these uses are located in or adjacent to single-family residential districts, the potential reuse of these sites is, therefore, limited to a similar public or semi-public use or a residential use of compatible density with surrounding neighborhoods.

Light Industrial. The Light Industrial designation includes warehousing, manufacturing, assembly and research and development uses. Industrial land use is the most intense category in hierarchy of uses. Industrial facilities are compatible with most commercial uses. There are many characteristics of industrial uses that are disruptive to residential uses that require sound site planning practice and design guidelines.

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Map 4: Future Land Use

Village of Oxford, Michigan

- | | | | |
|-----------------------------|---------------------|---------------------|------------------|
| Single Family Residential | Downtown Parking | Light Industrial | Water |
| Multiple Family Residential | Commercial | Recreation | Future Road |
| Central Business District | Office/ Residential | Public/ Semi Public | Village Boundary |

Mckenna ASSOCIATES INCORPORATED

0 500 Feet

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2010

4/20/2011

FUTURE LAND USE CLASSIFICATION ASSIGNMENTS

Map 4 Future Land Use shows the proposed future land use designations in the Village. The area included for each designation is summarized in Table 9.

The land use classifications used in this plan are the same as the designations used in the 1989 and 2005 Master Plan. In many respects, the land uses are the same as those uses included in the previous Village Master Plan. However, it is not possible to directly compare the total area assignments on an acre-by-acre basis because the 1989 Plan did not include an acreage description of the various land uses.

The Village contains a total of 942 acres. Lakes, roads and streets in the Village cover 259 acres of land. Other than streets, roads and lakes, 683 acres are assigned land use designations in this plan. In the event that land shown as lakes, streets or roads should become available for development, the Planning Commission shall consider the appropriate land use designations for that land area.

Table 9: Future Land Use Assignments

Future Land Use	Acres	Percent of Total
Single-family Residential	313	33%
Multiple-family	73	8%
Central Business District	33	4%
Downtown Parking	14	1%
Commercial	15	2%
Office/Residential	16	2%
Light Industrial	73	8%
Recreation	77	8%
Public/Semi-Public	69	7%
Water	161	17%
Roads and streets	98	10%
Total	942	100%

Source: McKenna Associates

Single-Family Residential

Land designated for Single-family Residential use continues to be the most common designation in the Village. Almost 313 acres (33%) of the land area is designated for use by single-family detached homes. Most of the land in this designation has been developed over the years and is in use for Oxford residents' homes. A relatively small amount of that land remains vacant on scattered lots throughout the Village and in the undeveloped parts of Oxford Lakes Subdivisions. Probably less than 40 acres remain available for single-family home development. That vacant land also includes some developmentally-constrained land where wetlands or other site limitations impede use of the lots.

Multiple-Family Residential

Consistent with the goals and objectives of this plan, the Planning Commission was very careful to use the Multiple-Family designation sparingly. Multiple family use areas are generally located where

multiple-family uses currently exist and where they can serve as a buffer between single family areas and more intense non-residential land uses.

As shown in the table, land designated for multiple-family development includes about 8% of the total land in the Village. Multiple-family land is often used as a transitional classification between non-residential and single-family residential uses. Consistent with that function, a significant amount of Multiple-Family land is located around the periphery of the Central Business District. The Multiple-Family designation works particularly well around the Central Business District. The business establishments need the dense, nearby customer base located in the Multiple-Family dwellings. In turn, the residents find the Central Business District merchants to be conveniently located to serve their needs.

Three other large areas of Multiple-Family land exist in the Village:

- On the south side of Burdick at the western edge of the Village and adjacent to Village Hall
- North of the school and church complex in the southwest area
- West of the commercial area, south of Lincoln Street

Central Business District

The Central Business District (CBD) is the primary focal point in the Village. The CBD, which is Downtown Oxford, serves as the major identification for the community, including the surrounding area in Oxford Township. Therefore, the character and vitality of the CBD is a very important influence on the rest of the Oxford community.

Emphasis should be placed on strengthening existing commercial uses and supporting the continuing expansion of the CBD using the Downtown Vision Plan for additional guidance.

The plan again embraces the intentions to concentrate the uses of the CBD, not encouraging linear expansion of commercial uses along the Washington Street (M-24) corridor. The CBD should continue to include a variety of features and activities for the residents and visitors to the community, while maintaining the Village's small town character. Highway-oriented and automotive intensive uses that require high accessibility and visibility will be incompatible with other CBD uses and should be discouraged.

The design and arrangement of buildings permitted in the CBD is just as important, if not more important than the uses that are housed in the buildings. The Downtown Vision Plan provides a vision of how the downtown buildings and uses should be developed to create a sustainable, vibrant, functioning downtown.

The following figures from the Downtown Vision Plan provide a conceptual illustration of the CBD's potential build out. These illustrations are intended to provide a guide for implementation of the recommendations of this plan and the Vision Plan.

Figure 8: Fully Executed Vision Plan



M-24:

- Buildings built to ROW
- Consistent streetscape along entire corridor
- Parking in rear

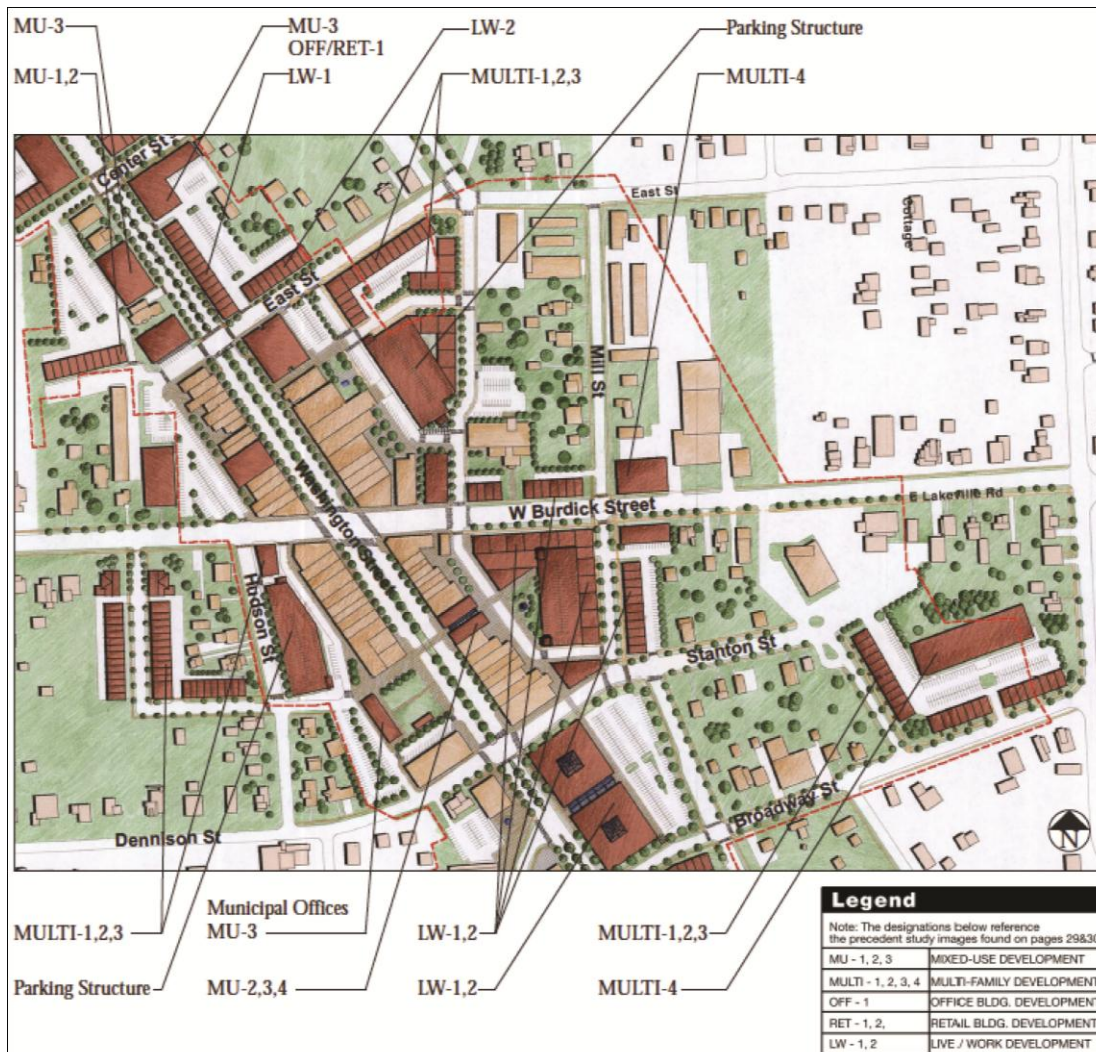
New building location (typ.)

Existing building location (typ.)

Future road

Source: Downtown Vision Plan

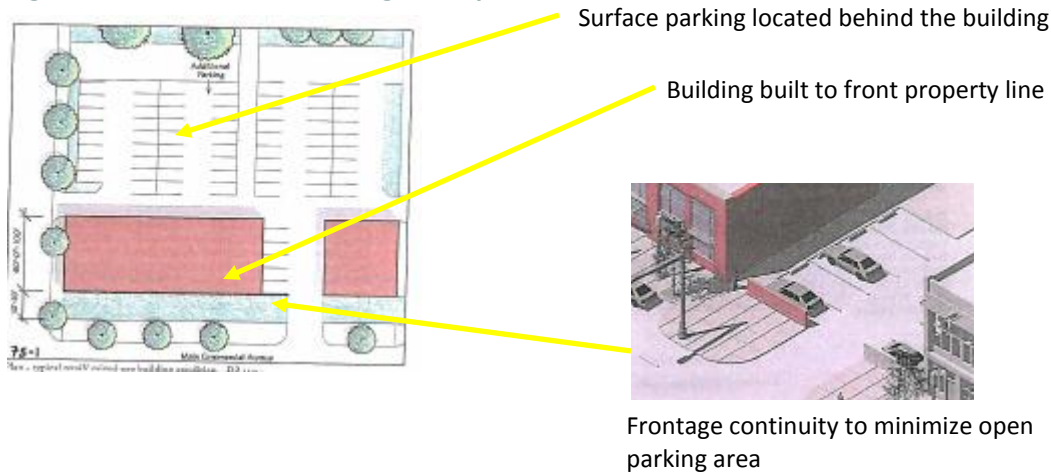
Figure 9: Urban Design Plan for Downtown Core



Source: Downtown Vision Plan

Downtown Parking

Parking facilities directly related to the CBD have been developed in the Downtown Parking areas. This Plan intends to maintain that use and promote the expansion of the parking lots around the CBD. The Downtown Vision Plan should also be referenced when determining what parking facilities should be constructed in the downtown area. As proposed on the Future Land Use Map, the Downtown Parking facilities will complement the business and residential uses in each of the four major quadrants in the CBD. These facilities may include surface parking lots and structured parking lots. The following figures illustrate how parking facilities should be constructed in the CBD.

Figure10: Surface Parking Concept

Source: Downtown Vision Plan

Commercial

The Plan includes approximately 15 acres for this type of development. Since the Commercial category is not the only location where business uses can locate, it is necessary for the Village to be cautious in designations for this classification. Areas along the north and south ends of Washington Street as well as along the western Village limits along Burdick Street are shown as “Commercial” on the map.

Another integral component to creating a more complete street network in the Village is access management. Access management techniques should be promoted to minimize the number of curb cuts on M-24. The Village should closely coordinate site plan approval and issuance of building permits with the Michigan Department of Transportation (MDOT). The Village should seek mechanisms to reduce the number of turning movements on M-24 and limit the number of access points onto the road in order to improve safety for the Village residents and businesses. Parking areas should be situated at a sufficient depth on the property to leave space for access, stacking and frontage landscaping. However, it is not necessary for buildings to be located behind parking lots in order to accomplish these objectives.

Office/Residential

As noted in the description of this category, sites in the Office/Residential designation primarily include professional office and service uses. The conversion of large, existing homes provides potential accommodations for professional offices. It is intended that this district be planned in areas that are no longer viable as single-family residential areas because of high traffic volumes on adjacent streets or because of other market factors.

Uses envisioned in these areas are generally low intensity land uses, and can serve as a transitional use or buffer between major thoroughfares or more intensively developed commercial areas and residential areas. They can also serve as an alternative to strip commercial development along major thoroughfares and a mechanism to preserve the character of this area of the Village.

The Land Use Plan proposes the Office/Residential District to both sides of Washington (M-24) from area around the Lincoln Street intersection, north to the Ensley intersection. A second area will exist along the south side of Broadway from the proposed extension of the Downtown Parking area on the west,

extending east of the Pearl Street intersection and the third area exists in the north end of the Village from the Village border south to the Polly Ann Trail.

Light Industrial

The Land Use Plan shows the Village's industrial district concentrated in one location in the industrial park along Glaspie Street. Only a few of the lots remain vacant. Most of the land along Glaspie has been developed over the years and provides many jobs for community residents. Taxes paid by the industries also play an important role in supporting Village services for the Village residents. Continuation of the industrial land uses in this area is encouraged. Lot sizes are sufficient for a variety of limited industrial uses and access is provided from Drahner Road, part of the county road network.

Industrial traffic should continue to be directed to and from M-24 from roads with direct access to Glaspie. The roads should not tie into local residential streets. The Village must work to limit the opportunities for industrial truck traffic to access residential streets. Design standards should be established and maintained to keep industrial traffic separated from residential traffic and land uses.

Recreation

The largest concentration of Recreation land is just east of the older Village core, connecting the core area with the more recently developed Oxford Lakes neighborhood. That large area of Recreation land also extends south to create a buffer between the residential areas and the Glaspie Industrial Park. In combination with the surface area of lakes in the Village, the Recreation and lake designations are the second largest category of land use in the Village. The two designations include about one-quarter of the Village surface area.

Public/Semi-Public

These areas include the Fire Hall, Village Hall, Department of Public Works facility, public and private schools, churches, and cemeteries. The uses are often located in or adjacent to single-family residential districts. As noted earlier, the potential reuse of these sites is limited to a similar public or semi-public use or a single-family residential use of compatible density with surrounding neighborhoods.

Coordinated Plan for Open Space Preservation

To many people, having access to open space, parks, and recreation is what makes their community a place they want to live. The Village of Oxford is home to several natural areas, including parks and lakes, but for the most part is largely build out. It is surrounded, however, by Oxford Township which still has a significant amount of undeveloped land and natural areas.

In March, 2007, Oakland County Planning and Economic Development Services, worked with Oxford Township to develop a Green Infrastructure Vision for the future of the area. Green infrastructure is an interconnected network of open spaces, natural areas and waterways. The vision's focus is on conservation values and the services provided by natural systems in concert with, not in opposition to, land development. The vision is based upon the existing network of hubs, sites, and links, each of which are described below and illustrated in Figure 11.

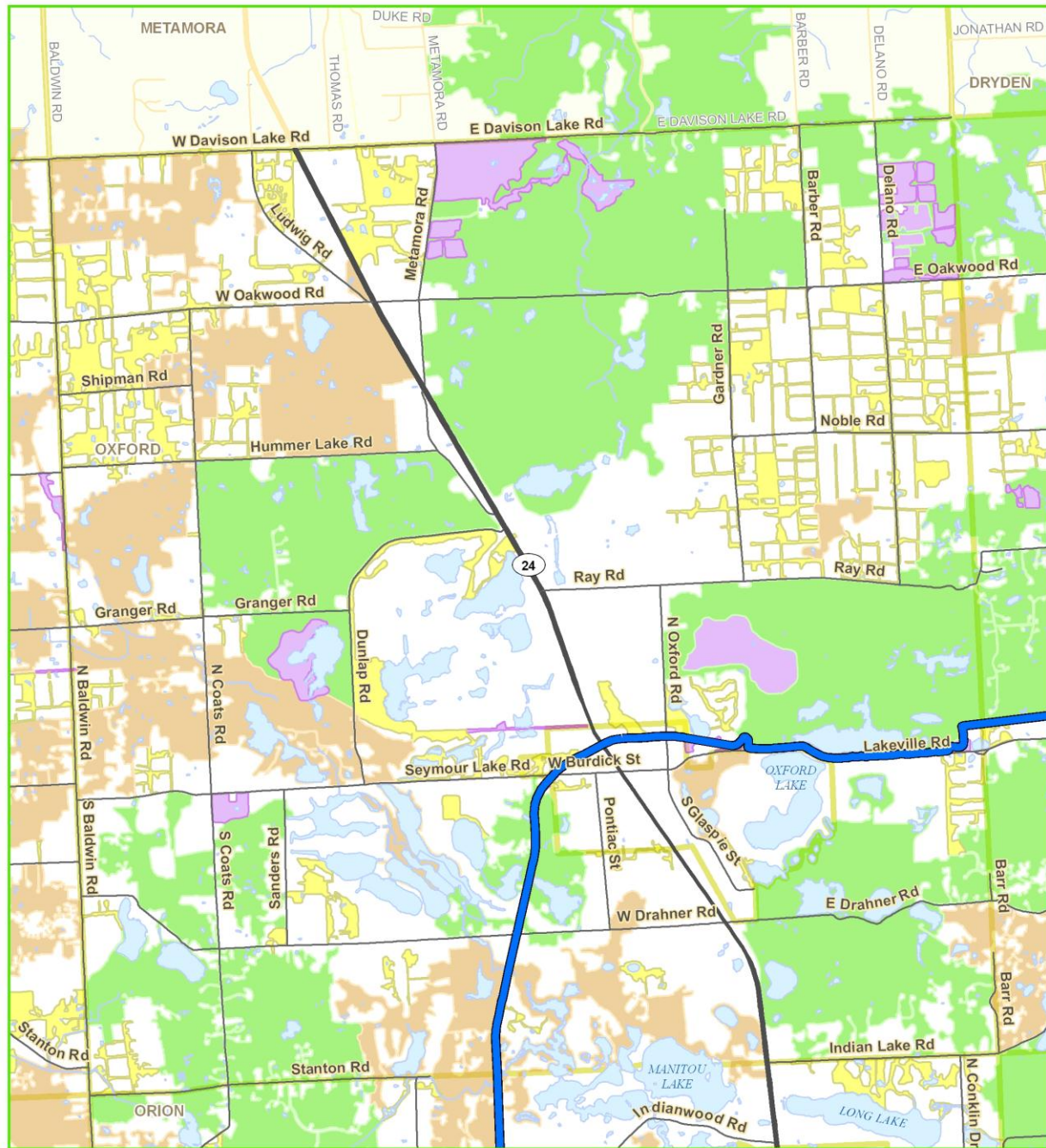
Hubs: Hubs anchor the network and provide an origin or destination for wildlife. Hubs range in size from large conservation areas to smaller parks and preserves. Hubs provide habitat for native wildlife and help maintain natural ecological processes.















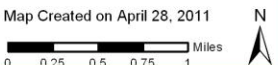






Sites: Sites are smaller ecological landscape features that can serve as a point of origin or destination or incorporate less extensive ecologically important areas.

Links: Links are the connections that hold the network together and enable it to function. They facilitate movement from one hub to another.

The Village of Oxford supports the Green Infrastructure vision and realizes the importance the Village plays in connecting the regions open space, natural areas and waterways.

Figure 11: Green Infrastructure



<p>Green Infrastructure</p>  <p>OAKLAND COUNTY MICHIGAN L. Brooks Patterson, County Executive Environmental Stewardship Program Planning & Economic Development Services</p> <p><small>**The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.**</small></p>	<p>Oxford Township Green Infrastructure</p> <table border="0"> <tr> <td> Hub</td> <td> Municipal Boundaries</td> </tr> <tr> <td> Site</td> <td> Recreational Link</td> </tr> <tr> <td> Link</td> <td></td> </tr> <tr> <td> Other Restoration Link</td> <td></td> </tr> </table>	 Hub	 Municipal Boundaries	 Site	 Recreational Link	 Link		 Other Restoration Link		 <p>Map Created on April 28, 2011</p>  <p>0 0.25 0.5 0.75 1 Miles</p>
 Hub	 Municipal Boundaries									
 Site	 Recreational Link									
 Link										
 Other Restoration Link										

Zoning Plan

Introduction

A “zoning plan” is required by the Michigan planning and zoning enabling acts. It must be based on an inventory of conditions pertinent to zoning in the municipality and the purposes for which zoning may be adopted (as described in Section 201 of the Michigan Zoning Enabling Act). The zoning plan identifies the zoning districts and their purposes, as well as the basic standards proposed to control the height, area, bulk, location, and use of buildings and premises in the Village. These matters are regulated by the specific terms in the zoning ordinance.

The zoning plan is a key implementation tool to achieve the vision of the Master Plan. In order to realize that vision, the Village must ensure that ordinances and regulations permit the type and style of development recommended by the Master Plan.

A continuous review of the Village’s ordinances, particularly the Zoning Ordinance and Land Division Ordinance, is necessary to determine the scope of amendments necessary to achieve the goals of the Master Plan. This section outlines the zoning plan for the Village. It includes a brief explanation of the relationship between the Master Plan and the Zoning Ordinance. The zoning districts in the Village are described and their relationship to the Master Plan discussed along with recommended changes to the Zoning Ordinance to integrate new land use designations.

Districts and Dimensional Standards

There are 11 zoning districts in the Village, each of which is described in the Zoning Ordinance. There, uses permitted in each district are provided. In addition, the Regulations Schedule and Form Based Code provide specific area, height, and bulk requirements for each district. The Zoning Map is also a part of the Zoning Ordinance and illustrates the distribution of these districts throughout the Village.

The Zoning Ordinance was sustainably revised in 2009 to incorporate Form Based Code techniques to help facilitate implementing the Downtown Vision Plan.

Relationship to the Master Plan

This Master Plan establishes the vision, goals, objectives, and policies for growth and development in Oxford for approximately the next 20 years. It includes a specific strategy for managing growth and change in land uses and infrastructure over this period, and, as required by statute, will be periodically reviewed and updated at least once each five years. This section presenting the Zoning Plan, along with the rest of the Master Plan, is intended to guide the implementation of and future changes to the Oxford Zoning Ordinance.

The following is a list of land use designations and their corresponding zoning district. Recommended area, height, and bulk standards for each land use classification are consistent with the current corresponding zoning district standards.

Table 10: Land Use Classification Comparison to Zoning Districts

Land Use Classification	Corresponding Zoning Districts
Residential Land Uses:	
Single Family Residential	R-1 through R-3
Multiple Family Residential	RM-1 and RM-2
Commercial, Office and Industrial Land Uses:	
Central Business District - Core	C-1 Core
Central Business District - Transition	C-1 Transition
Commercial	C-2
Office/Residential	C-O
Light Industrial	I-1
Public and Semi-Public Land Uses:	
Recreation	--
Public/Semi-Public	--
Downtown Parking	P-1

Land Use Designations with No Corresponding Zoning District

The only land use designations with no corresponding zoning district are the recreation land uses and the public/semi-public land uses. These uses are permitted and appropriate in any zoning district and, therefore, do not require their own zoning district.

Zoning Implementation Tools

PUD

Planned unit development (PUD) involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility, so as to encourage innovation in land use planning and design. Planned developments generally achieve a higher quality of development than might otherwise be possible. Applied judiciously, they are an effective zoning technique to achieve development in accordance with the goals and objectives of the Master Plan and the vision of the community.

Planned development can be used to encourage innovative and traditional neighborhood development on many of the large, undeveloped parcels in the Village. Planned development usually includes an incentive component and an ability to negotiate certain items in light of this incentive. Often mixed-uses are allowed as an incentive for higher quality

Overlay Zoning

Overlay zoning allows the Village to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zoning is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Thus, overlay zoning has been used in other communities to address special

conditions and features, such as historic areas, wetlands, and environmentally sensitive areas, without disrupting the underlying zoning plan.

Performance Standards

Rather than simply regulate development on the basis of dimensional standards, many communities are establishing performance standards to regulate development based on the permissible effects or impacts of a proposed use. The Village should continuously evaluate their performance standards that complement conventional zoning standards for the purposes of regulating noise, dust, vibration, odor, glare and heat, safety hazards, and environmental impacts such as water pollution in order to ensure they are resulting in development that is consistent with this plan. Performance standards can be particularly useful in achieving environmental and resource protection goals.

Incentive Zoning

Incentive zoning allows a developer to exceed the dimensional limitations in the zoning ordinance if the developer agrees to fulfill conditions in the ordinance. Incentive zoning should be considered to promote innovative land planning techniques identified in the Master Plan. For example, a possible increase in density can be used as an incentive for residential development that includes usable open space and other public amenities.

IMPLEMENTATION

Implementation Strategies

Implementation strategies are a key component of any community master plan. They determine how the plan's guidelines and recommendations become reality. A community's Master Plan should never be viewed as a finished product. As events or needs of the community demand, various adjustments or additions will be required. It is not anticipated that the Plan's major goals and objectives will require change. Rather, as the plan is interpreted and implemented, certain aspects will require periodic adjustment. Economic circumstances in the region, state and nation can also influence the viability of the Village's Master Plan. As circumstances change, the Master Plan must be reevaluated to assure the best interests of the community's residents and businesses are served.

As described previously, the community implemented a thorough and comprehensive visioning process during the creation of the 2005 Master Plan, the 2006 Downtown Vision Plan and the 2010 Parks and Recreation Plan. The community's vision, as expressed in these public meetings, is encapsulated in the Goals and Objectives of this Plan. Some of the Goals and Objectives have been given shape in the formulation of the Future Land Use Map. Many of the remaining goals and objectives will require additional efforts to be implemented, thereby promoting the future community that the residents' have expressed their desire to be. This final section of the Plan, therefore, describes the basic tools and process available to the community to implement the Plan and realize its vision.

Public Policy and Administrative Action

Public Information and Education

To effectively implement the Master Plan, the Planning Commission and the Village Council must educate the citizens of the community on both the goals, and the regulatory and incentive measures that are needed to implement the plan and realize the goals. That is, the spirit of the Master Plan must be communicated not only in terms of the "what" story, but also the "how" and "why". An informed and involved citizenry can then offer support and assistance in working toward the community they desire to have in the future.

It is up to the Planning Commission and the Village Council to show respect for the public's support of planning by continuing the public involvement.

The following information outlines examples of programs that can be undertaken to help inform the public about important land use goals and implementation techniques:

- A condensed version of the future land use plan and downtown vision plan, highlighting the goals of the plan
- Informational brochures on various topics important to the Village
- Programs in the school system concerning land use issues
- Regular informational sessions conducted by the Planning Commission and Village Council
- Media, including newspaper and cable TV outreach on land use issues

Continued Cooperation Between Local Units of Government

The Village should continue cooperating with adjacent communities to promote a proper system of development. The Village and its neighboring communities should continue to regularly communicate and share thoughts on matters that maximize benefits for their citizens. In addition to coordinating planning and development, cooperation in the provision of public services among jurisdictions can be an effective means to reduce costs.

Continuous Planning

Community planning is a dynamic process that does not end with the completion of the Master Plan. Urban areas experience continual change. Planning involves identifying and responding to change by the Village Council and Planning Commission. In order to sustain the planning process and generate positive results, maintain momentum, and respond to change, the Master Plan should be reviewed and updated on a regular basis. Public Act 33 of 2008 requires Village to review its Master Plan at least every 5 years and coordinate the review with neighboring communities.

Establishing Priorities

The Master Plan contains many recommendations. There may be insufficient staff or volunteer support to implement all of the recommendations in a carefully planned, deliberate manner. Consequently, a process for establishing priorities must be established as soon as the Master Plan is adopted. Participants involved in setting priorities should include Village staff, the Planning Commission, DDA, and other officials who should be involved in implementation of the Plan. As a matter of policy, Master Plan priorities should be reviewed on a periodic basis to evaluate progress and re-evaluate priorities.

Annual Report

An Annual Report establishes an extensive program of projects and activities that have been completed and those that are proposed for the future. To effectively implement this program, the Village Council and the Village Planning Commission should hold an annual joint meeting, ideally prior to adoption of the Village's Budget for the upcoming fiscal year. At this meeting the two bodies can review past progress on Master Plan activities, evaluate and prioritize remaining activities, and agree upon a work plan for the year. The report should address several of the objectives established in this Plan, so that over the next 5 years a majority of the objectives will have been implemented. At the annual meeting, the Council and the Commission may decide to add or remove objectives from the work plan, in response to changes in circumstances.

Subdivision, Condominium, and Residential Design Standards

The Village's Subdivision Regulations outline the procedures and standards used in exercising the Village's authority to review and approve proposed subdivisions, pursuant to the Land Division (Michigan Public Act 288 of 1967, as amended). Subdivision control ordinances typically require the appropriate design of lots and blocks, subdivision access, and such necessary internal improvements as streets, drainage, and water and sewer facilities. Requiring developers to install all required infrastructure and improvements, and by requiring a minimum level of quality, the Village can lessen the ultimate costs to the public resulting from new developments.

During the recent past, site condominium developments have become a popular alternative to subdivisions as a way of developing land, in part due to changes in the State's condominium regulation.

The popularity of this type of ownership continues to grow. The Village should expect site condominium proposals, and encourage their use when appropriate.

The age of the current Village subdivision regulations suggest that an update may be in order.

Downtown Development Authority

The Oxford Downtown Development Authority has been and should continue to be a partner in the implementation of the Master Plan and the Downtown Vision Plan.

Through its tax increment financing the DDA has the resources to make a reality out of some of the community's visions as incorporated by the Planning Commission into this Plan. Thus, this Plan recognizes the collaborative process by which the Planning Commission and the DDA partner to promote a quality community.

Coordination with Other Plans

This Master Plan has been formulated to be generally consistent with other community plans, most notably

- 2010 Village of Oxford Parks and Recreation Plan
- DDA's 2006 Downtown Vision Plan

The Planning Commission understands that downtown planning and parks and recreation planning often require individual master plans to further their own particular needs. However, the Planning Commission has developed this Plan to be truly comprehensive in nature; that is, this Plan represents a synthesis of the many different master plans reflecting one, overall community master plan.

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SOUTH WASHINGTON REDEVELOPMENT PLAN

WASHINGTON · ENSLEY · CRAWFORD · LINCOLN · EDISON ALLEY
VILLAGE OF OXFORD

Adopted October 11, 2016



South Washington Redevelopment Plan

Village of Oxford, Oakland County, Michigan

Adopted October 11, 2016

Prepared with the assistance of:

MCKenna
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Table of Contents

1.	Introduction	1
	Purpose.....	1
	Relationship to Master Plan	1
2.	Background and Overview	2
	Existing Conditions.....	2
	2011 Master Plan.....	2
	Public Input.....	3
	Specific Redevelopment Areas	5
3.	Redevelopment Sites	11
	Introduction.....	11
	Washington/Ensley.....	12
	Edison Alley End.....	14
	Washington Triangle.....	16
4.	Character Change Areas.....	18
	C-O District West	18
	C-O District East	19

LIST OF MAPS

Map 1: South Washington Future Land Use Categories (Redevelopment Plan Boundary Shown in Red).....	3
Map 2: South Washington Redevelopment Plan.....	9
Map 3: Future Transportation Plan	21

1. Introduction

Welcome to the Village of Oxford's South Washington Redevelopment Plan. This Plan reflects the Village's strategies for redeveloping underused and incompatible sites within the area immediately south of downtown.

Purpose

The purpose of this plan is to determine the sites within the South Washington corridor that are ripe for redevelopment, to articulate the Village's preferred redevelopment scenario, and to define a path forward to improvements that will benefit the landowners and the general public by creating a more vibrant and economically healthy Oxford.

This plan should be used as a guide for the Village, landowners, and developers during a future development process for any site included herein.

Relationship to Master Plan

This Plan is an addendum to the Village's Master Plan, which was last updated in 2011. The Plan does not deviate substantially from the Master Plan's vision. Instead, it dives down deeper, articulating the planned character for each redevelopment area with more specificity. This plan also includes specific implementation actions which the Village will carry out to support the envisioned redevelopment, including alterations to the Form Based Code within the Zoning Ordinance.

However, in some minor instances, this plan conflicts with the 2011 Master Plan. In all such instances, this Plan shall take priority.

2. Background and Overview

Existing Conditions

For the purposes of this plan, the South Washington corridor is defined as the land abutting M-24/Washington Street south of Stanton on the west side of the street and south of Broadway on the east side of the street.

At one time, this corridor was one of Oxford's most sought-after addresses, with large, ornate homes being constructed during the 19th Century, especially on the west side of the street. However, as M-24 became a busier and busier regional thoroughfare, South Washington became less popular as a residential area. The Village responded by introducing the Office Residential zoning category and its companion zoning district, C-O Commercial Office. These planning designations were designed to permit commercial uses along the corridor, while preserving the existing homes.

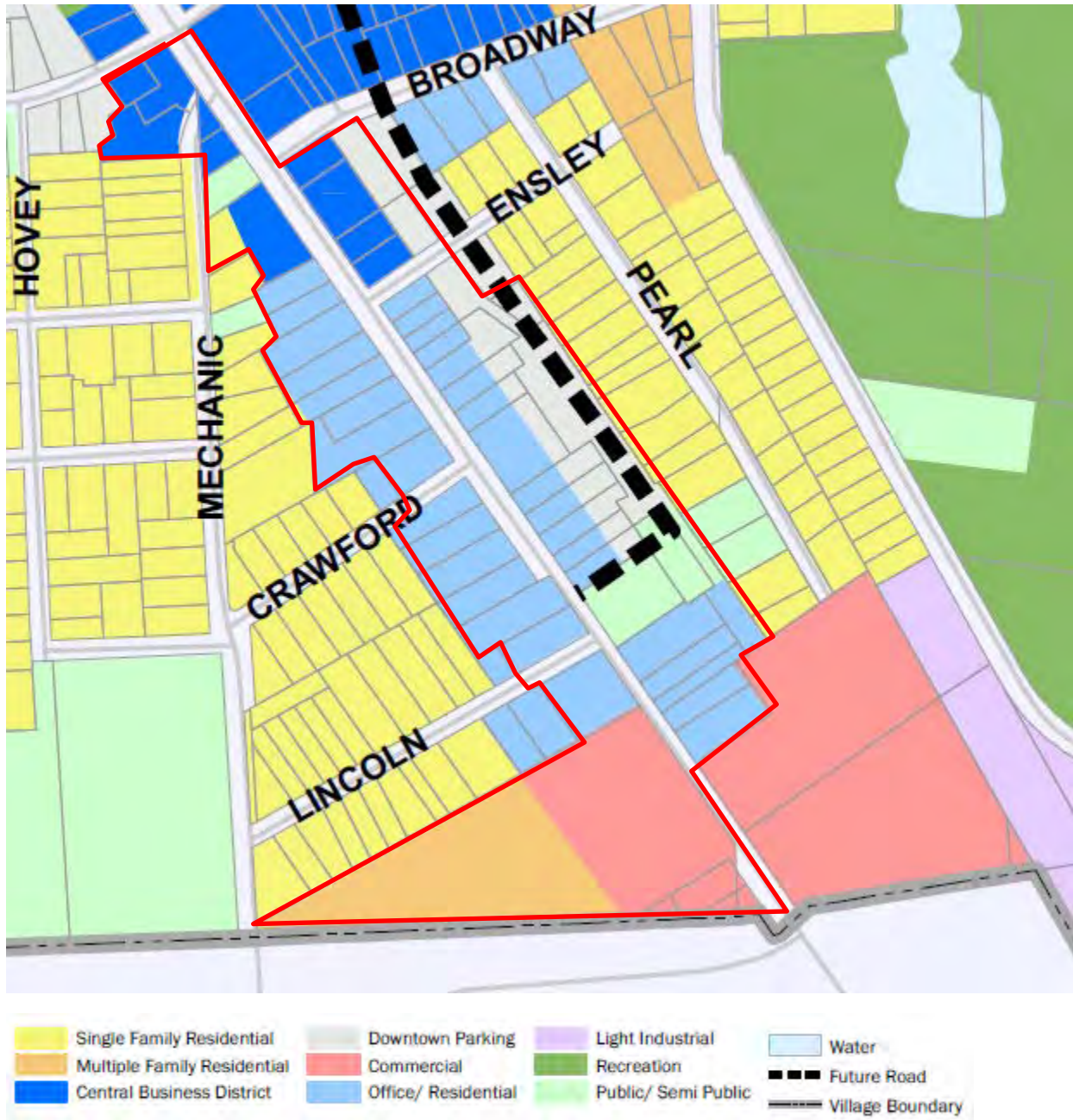
In some ways, the current planning and zoning of the corridor has been successful, as many of the historic homes remain. But in other ways, it has not worked, causing drawn-out development processes, prohibiting residential uses despite the name of the Future Land Use category, and failing to stop the redevelopment of the east side of the street.

2011 Master Plan

The 2011 Master Plan designated most of the South Washington corridor for Office Residential, as shown on the map below. However, north of Ensley the corridor is planned as an extension of the Central Business District. The existing churches are planned to remain (Public/Semi Public Future Land Use Category), and the more intensive businesses at the south end of the corridor are planned to remain via the Commercial category.

The large piece of vacant land at the far south end of the corridor (called the "Washington Triangle" in this plan) is Master Planned for Multiple Family Residential.

Map 1: South Washington Future Land Use Categories (Redevelopment Plan Boundary Shown in Red)



Public Input

In late 2015, an online public input survey was distributed to Oxford residents. Residents were surveyed on their preferences for redevelopment with a Visual Preference Survey, which asked respondents to rate images from 1 (“I would hate to have this in Oxford”) to 5 (“I would love to have this in Oxford”).

The five highest rated redevelopment images were as follows:

Average Rating: 4.41



Average Rating: 4.31



Average Rating: 3.86



Average Rating: 2.73



Average Rating: 2.68



Specific Redevelopment Areas

For the purposes of this plan, the plan area has been divided into three categories, as shown on the map below.

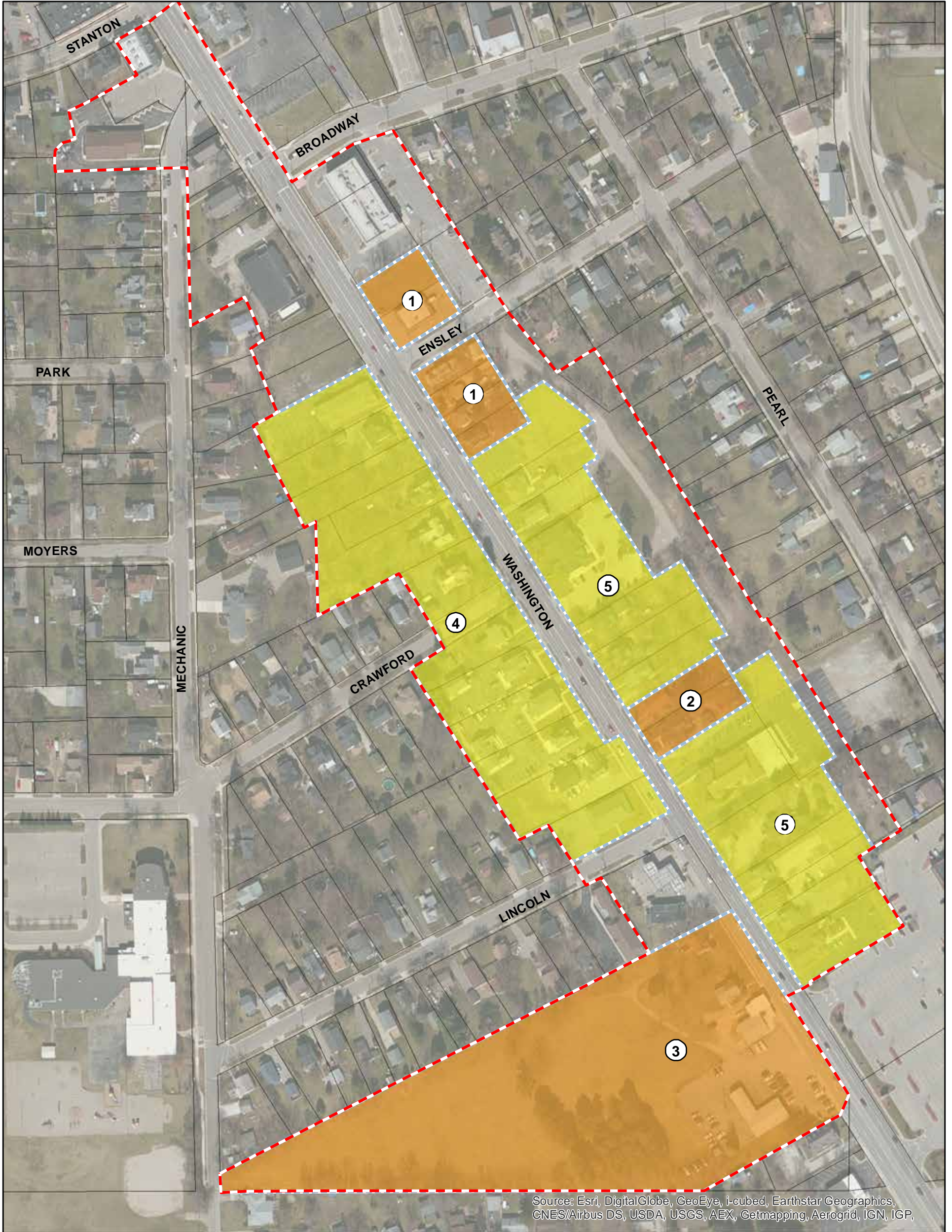
- **Redevelopment Sites** are the high priority locations for new development within the plan area. They are currently underused and incompatible with their surroundings and present opportunities for development that will complement nearby uses. Three locations are designated as Redevelopment Sites:
 - **Washington-Ensley.** The east side of the corridor near Ensley Street is characterized by under-use and blight. Between the Crittenton and Coldwell Banker office buildings, there are several single-family homes, a vacant lot, and a small, incompatible commercial building. The single-family homes are not important reflections of Oxford's architectural heritage and, for the most part, they are not in good condition. This plan will present an overall vision to create a coherent character for the two block stretch.

- **Edison Alley End.** The Edison Alley, which runs behind the lots on the east side of Washington, is currently a dead end. The 2011 Master Plan called for the alley to turn to the west and connect with Washington Street. That new roadway would require the redevelopment of the two single-family homes currently fronting Washington. This plan will envision how the redevelopment of the site could go hand in hand with the completion of the alley.
- **Washington Triangle.** One of the Village's largest areas of vacant land, the Washington Triangle, as it will be referred to in this plan, presents an opportunity. This plan will envision its future development.
- **Character Change Areas** are lower-priority redevelopment areas. These areas will be redeveloped more slowly, on an ongoing basis. Generally, they were identified because their existing uses do not reflect their future land use category in the Master Plan, and also because they can better complement their surroundings through redevelopment. Three areas are designated as Character Change Areas.
 - **C-O District West.** The land zoned C-O Commercial Office along the west side of the street is analyzed as a Character Change area to determine whether the C-O district is still appropriate and whether changes should be made to the standards of that district to continue to implement the Village's goals.
 - **C-O District East.** As with the west side of the street, the land zoned C-O Commercial Office along the east side of the street is analyzed as a Character Change area to determine whether the C-O district is still appropriate and whether changes should be made to the standards of that district to continue to implement the Village's goals.
- **Other Areas,** not designated as Redevelopment Sites or Character Change Areas, are not discussed in detail in this plan. It is the intent of this plan for their future character to be as described in the Village Master Plan. In many cases, that means that their current character is planned to continue unchanged.

Development Incentives

The Village of Oxford is committed to working with developers and property owners to make the redevelopment projects envisioned in this plan a reality. To that end, the Village will form an Economic Development Subcommittee to undertake the following tasks in pursuit of improving the business and real estate development climates in the Village:

- Streamline the Zoning Ordinance to make opening and operating a business easier.
- Determine financial incentives and other ways for the Village to make development less costly and more profitable.
- Partner with Oxford Bank and other local financial institutions to support Oxford businesses and developments in the Village.
- Develop a working list of available national, state, and county development initiatives and oversee their implementation in the Village.
- Bring property owners, business owners, and developers together to realize shared visions.
- Recruit businesses, residents, and developers to the Village.
- Support existing businesses and promote shopping and dining in Oxford.

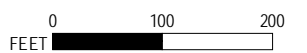


South Washington

Village of Oxford, Michigan

February 16, 2016

- Primary Redevelopment Sites**
 - Potential Character Change Areas**
 - Redevelopment Plan Boundary**
- 1. Washington/Ensley
 - 2. Edison Alley End
 - 3. Washington Triangle
 - 4. C-O District West
 - 5. C-O District East



3. Redevelopment Sites

Introduction

The following pages contain detailed descriptions, complete with pictures and conceptual plans, of the Village of Oxford’s vision for the redevelopment sites in the South Washington corridor. The purpose of these pages is to guide redevelopment and to ensure that the Village’s vision is realized as Oxford grows and densifies.



REDEVELOPMENT SITE 1:

80-100 SOUTH WASHINGTON

WASHINGTON-ENSLEY



Existing Conditions

- North of Ensley
 - Underused commercial building.
 - Vacant lot.
 - Crittenden medical office building with one row of parking in front.
- South of Ensley
 - Four single-family homes in poor condition with lawn frontages along M-24 and with private backyards.
 - Edison Alley to the east.





Development Objectives

- Redevelop the sites with mixed use (retail, office, and/or residential) buildings similar in character to the Crittenden and Coldwell Banker buildings to the north and south.
- Allow limited setbacks with lush landscaping required.
- Construct a wide, inviting sidewalk between the landscaping and the building frontages, in order to attract pedestrians to walk from building to building.
- Construct retail storefronts in all buildings to line the new sidewalk, similar to the character of the Crittenden building.
- Ensure efficient auto and pedestrian circulation through all sites, effectively utilizing the Edison Alley and the parking lot behind the Crittenden building to reduce turning conflicts onto M-24.



Implementation Actions

- Rezone to C-1 Transition
- Revise the C-1 Transition Form Based Code to allow limited setbacks / heavily landscaped setbacks with ample pedestrian walkway along the building frontages.
- Enforce landscaping standards to ensure the setbacks are well-designed.
- Work with property owners and developers to assemble the land north and south of Ensley into at most two, or optimally one, development site.
- Ensure shared parking, access, and maintenance agreements among all parcels, including Crittendon and potentially also including businesses to the south.



REDEVELOPMENT SITE 2:

124-134 SOUTH WASHINGTON EDISON ALLEY END



Existing Conditions

- Two single-family homes with lawn frontages along M-24 and with private backyards.
- Single-family homes surrounded by commercial development on the north and a church on the south.
- Alley from north terminates behind northernmost of two houses.



Development Objectives

- Connect existing alley with M-24.
- Redevelop sites in a manner that fits with surrounding development.

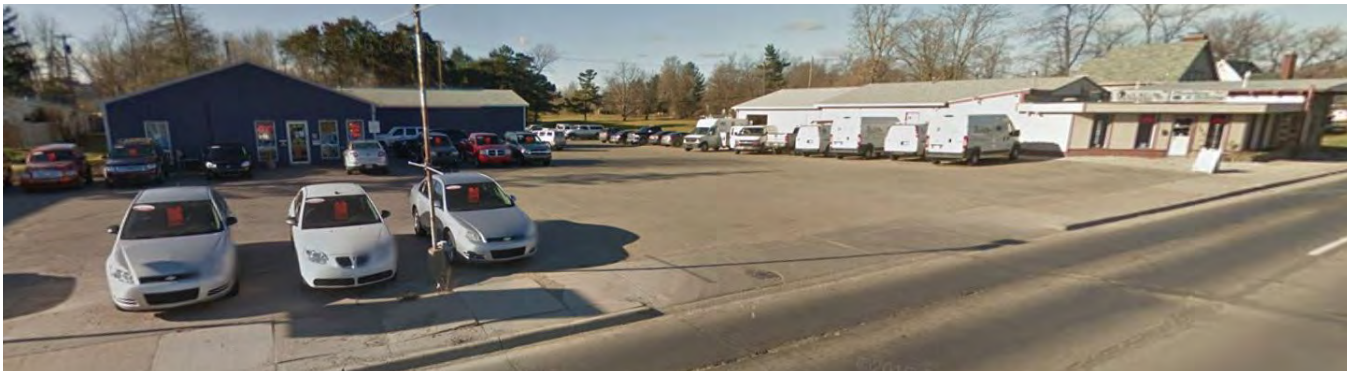
Implementation Actions

- Rezone to C-1 Transition.
- Design and fund construction of alley connection to M-24, including gaining MDOT approval for design.
- Work with property owners to combine parcels into a single development site.



REDEVELOPMENT SITE 3:

141-161 SOUTH WASHINGTON WASHINGTON TRIANGLE



Existing Conditions

- Mostly vacant and unforested.
- A used car dealership, a plumbing and heating contractor, and two single-family homes exist along M-24 frontage.
- Approximately 40' of frontage available along Mechanic St. to the west.



Development Objectives

- Redevelop retail along M-24, into a hotel if possible.
- Develop single-family housing on the undeveloped portion of the lot.
- Allow unique single-family configurations, such as bungalow courts, in order to use triangular lot efficiently.
- Allow some low intensity convenience retail immediately behind existing retail frontage, in order to provide walkable shopping options for new residents.
- Connect to adjacent roads in as many places as possible, which discouraging cut-through traffic.
- Ensure pedestrian and, if possible, auto connections to surrounding neighborhood.

Implementation Actions

- Work with property owner to attract developer to the site.
- Work with existing businesses to help them fit into the new design framework.
- Build an east-west road from Mechanic to M-24. The road may need to be private to accommodate the very thin frontage on Mechanic.
- Consider a PUD to combine the retail and residential aspects of the site into one approval, and to increase the permitted density while keeping a single-family typology.

4. Character Change Areas

C-O District West

EXISTING CONDITIONS

The west side of Washington Street still contains the historic Victorian homes that once characterized the entire corridor. North of Crawford Street, there are four homes that retain much of their original character. Some have been converted to commercial uses. South of Crawford Street, the homes have been restored and painted white, combined into the White House Village Shoppes complex, with shared parking and management for their retail and office uses.

Zoning: All lots within the character change area are zoned C-O Commercial Office.

Master Plan: All lots within the character change area are Master Planned Office/Residential.

PLANNED CHARACTER

It is the intent of this plan to keep the character of the homes on the west side of the street in-tact, with two major changes:

- Residential uses should be permitted, in order to allow upper floors to be used more efficiently, and also to allow the remaining homeowners to borrow and improve their homes without being considered non-conforming uses. The C-O district should allow single-family homes, townhouses, small apartment buildings, subdivided homes, mixed-use buildings, and residential units built at the back of a lot with commercial uses in the front.
- In permitting residential uses, however, the Village should make sure that they are designed to be compatible with the existing uses, to be protected from M-24 traffic noise, and to be in compliance with the Building and Fire codes. Residential uses should have dedicated parking spaces, adequate green space, protection from light and noise, and clearly defined access in and out of the buildings that does not pass through commercial uses.
- A “West Alley” should be constructed from Lincoln Street north past Crawford to Mechanic or Washington Streets, in order to reduce the need for driveways on M-24 and reduce congestion due to turning traffic. (See this plan’s sister plan, the 2016 Future Transportation Plan).

IMPLEMENTATION ACTIONS

The C-O district should be amended to allow certain types of residential uses, specifically those listed above. Other typologies, such as small apartment buildings, should be considered by the Planning Commission, but may not be compatible in all instances.

The Village should begin working with property owners to develop the West Alley, as envisioned in the Future Transportation Plan.

C-O District East

EXISTING CONDITIONS

The east side of Washington has largely lost its stately Victorian homes, as well as many of the Craftsman bungalows that were built in a later era. Redevelopments by Crittenton, Coldwell Banker, and Genisys Credit Union have given the east side of the corridor a more high-intensity office character, although some homes still remain.

Zoning: All lots within the character change area are zoned C-O Commercial Office.

Master Plan: All lots within the character change area are Master Planned Office/Residential, although the eastern edge of the lots is Master Planned for Parking to accommodate the Edison Alley.

PLANNED CHARACTER

The Crittenton, Coldwell Banker, and Genisys redevelopments have given the east side of the corridor a new character, and that character should be reflected in all redevelopments going forward.

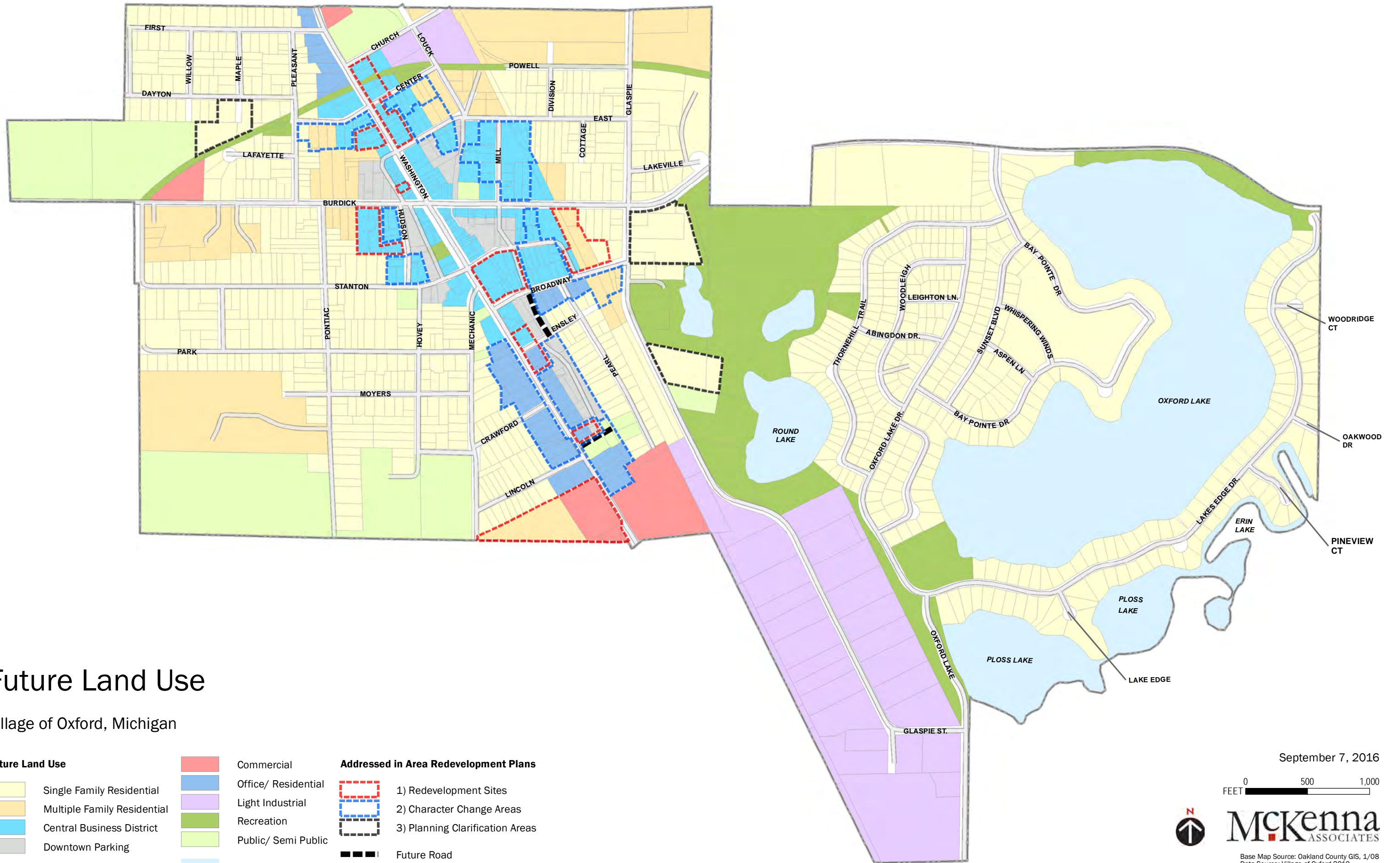


Buildings should be set back from Washington Street, but only in a limited way, and they should have lush landscaping, not parking, between them and the sidewalk. Direct connections between the sidewalk and the front door are a must. The massing of future buildings should reflect the existing office building – wide but not tall, with welcoming entrances (including storefronts) facing Washington.

A continuous sidewalk should be constructed behind the setback landscaping, to provide access for pedestrians to the fronts of the buildings. Parking should be largely accessed from the Edison Alley, with driveways to Washington minimized.

IMPLEMENTATION ACTIONS











The west side of Washington should be rezoned to C-1 Transition and should be subject to the Form Based Code to ensure development that meets the vision of this plan. The Village may need to coordinate land assembly and help landowners work together to create the parcels needed for the envisioned redevelopment.







Future Land Use

Village of Oxford, Michigan

Future Land Use

- | | | | |
|--|-----------------------------|---|---------------------|
|  | Single Family Residential |  | Commercial |
|  | Multiple Family Residential |  | Office/ Residential |
|  | Central Business District |  | Light Industrial |
|  | Downtown Parking |  | Recreation |
| | |  | Public/ Semi Public |
| | |  | Water |

Addressed in Area Redevelopment Plans

- | | |
|---|---------------------------------|
|  | 1) Redevelopment Sites |
|  | 2) Character Change Areas |
|  | 3) Planning Clarification Areas |
|  | Future Road |

September 7, 2016

0 500 1,000
FEET



McKenna
ASSOCIATES

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2010



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Sabah Aboody-Keer	GIS Mapping
Carrie Wakulat	Graphic Design



NEAR WEST SIDE REDEVELOPMENT PLAN

DAVISON · BURDICK · HUDSON · DENNISON · WASHINGTON
VILLAGE OF OXFORD

Adopted October 11, 2016



Near West Side Redevelopment Plan

Village of Oxford, Oakland County, Michigan

Adopted October 11, 2016

Prepared with the assistance of:

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1.	Introduction	1
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	Existing Conditions.....	2
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	Public Input.....	3
	Specific Redevelopment Areas	5
3.	Redevelopment Sites	11
	Introduction.....	11
	Huntoon Site.....	12
	15 North Washington	14
	Village Hall	16
4.	Character Change Areas.....	18
	Davison Street.....	18
	Hudson North	19
	Hudson South	20
5.	Planning Clarification Area	21
	Dayton Street Land	21

LIST OF MAPS

Map 1: Near West Side Future Land Use Categories, 2011 Master Plan (Redevelopment Plan Boundary in Red)	3
Map 2: Near West Side Redevelopment Plan.....	9
Map 3: Future Land Use Plan.....	23

1. Introduction

Welcome to the Village of Oxford's Near West Side Redevelopment Plan. This Plan reflects the Village's strategies for redeveloping underused and incompatible sites within the area immediately to the west of downtown.

Purpose

The purpose of this plan is to determine the sites within the Near West Side that are ripe for redevelopment, to articulate the Village's preferred redevelopment scenario, and to define a path forward to improvements that will benefit the landowners and the general public by creating a more vibrant and economically healthy Oxford.

This plan should be used as a guide for the Village, landowners, and developers during a future development process for any site included herein.

Relationship to Master Plan

This Plan is an addendum to the Village's Master Plan, which was last updated in 2011. The Plan does not deviate substantially from the Master Plan's vision. Instead, it dives down deeper, articulating the planned character for each redevelopment area with more specificity. This plan also includes specific implementation actions which the Village will carry out to support the envisioned redevelopment, including alterations to the Form Based Code within the Zoning Ordinance.

However, in some minor instances, this plan conflicts with the 2011 Master Plan. In all such instances, this Plan shall take priority.

2. Background and Overview

Existing Conditions

For the purposes of this plan, Oxford's "Near West Side" is defined as an area bounded by Washington Street on the east, the Polly Ann Trail on the north, and Dennison Street on the south. The west boundary is Pleasant Street north of Burdick Street, and generally the Village Hall south of Burdick Street.

The area is predominantly single-family homes, with some major exceptions. There are industrial uses near the Polly Ann Trail, reminiscent of when that corridor was a rail line. The mixed-use Merge complex stands at the corner of Pleasant and Dayton Streets. And the Village Hall is a landmark, but one that may not remain in place as maintenance costs and the vacant space left by the departure of the Township offices make a relocation of the Village offices and redevelopment of the site a possibility.

Although not within the boundary of this plan, the Village-owned property south of Dayton Street is addressed in order to give a clear vision for that site.

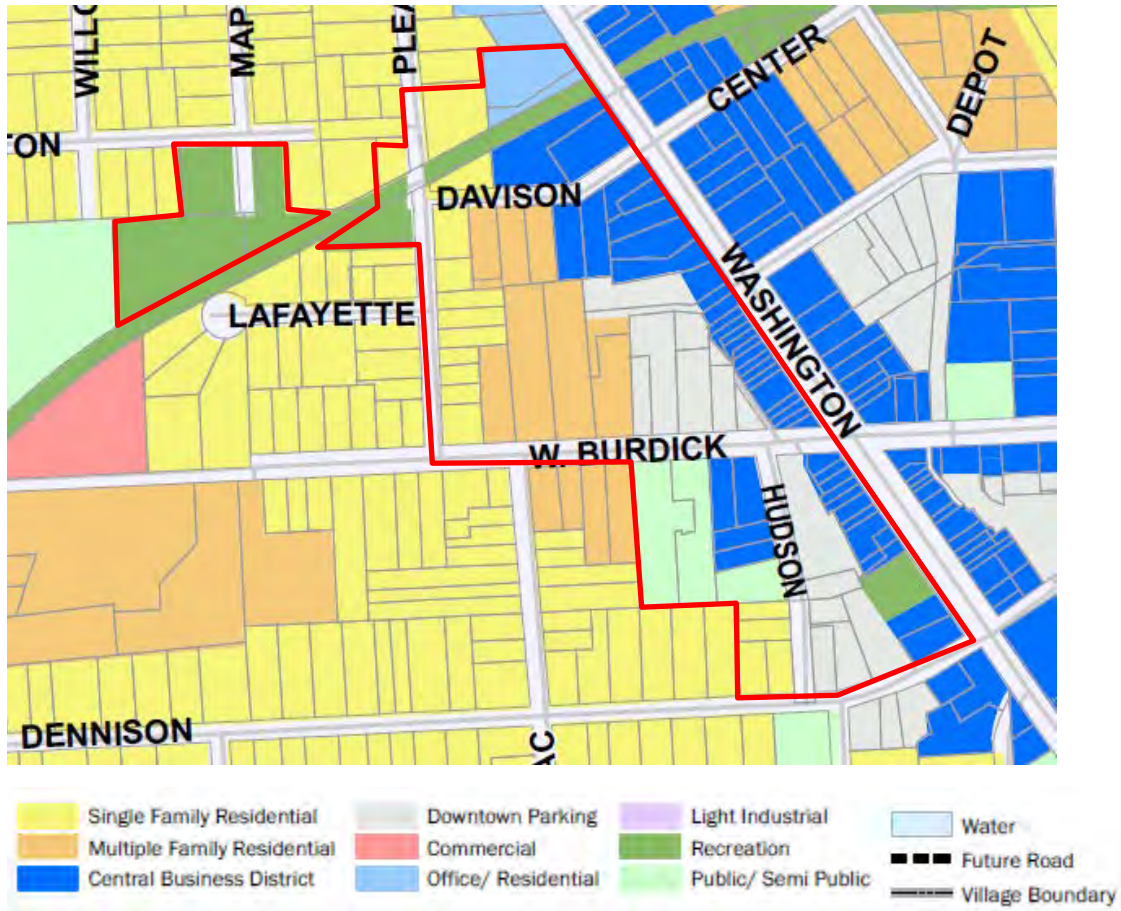
2011 Master Plan

The 2011 Master Plan envisioned the Near West Side as a residential area complementing the downtown with increased density, leading to foot traffic and vibrancy. The map below shows the Future Land Use Designations within the Near West Side.

Much of the Plan Area is planned for Multiple Family Residential, except for Pleasant Street and part of Hudson Street, which are planned for Single Family Residential. Hudson Street is planned for parking on the east side and Central Business District, Public, and Single Family Residential on the west side.

The Village-owned land on Dayton Street is planned for Recreation.

Map 1: Near West Side Future Land Use Categories, 2011 Master Plan (Redevelopment Plan Boundary in Red)



Public Input

In late 2015, an online public input survey was distributed to Oxford residents. Residents were surveyed on their preferences for redevelopment with a Visual Preference Survey, which asked respondents to rate images from 1 (“I would hate to have this in Oxford”) to 5 (“I would love to have this in Oxford”).

The five highest rated redevelopment images were as follows:

Average Rating: 4.41



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Average Rating: 3.86



Average Rating: 2.73



Average Rating: 2.68



Specific Redevelopment Areas

For the purposes of this plan, the plan area has been divided into three categories, as shown on the map below.

- **Redevelopment Sites** are the high priority locations for new development within the plan area. They are currently underused and incompatible with their surroundings and present opportunities for development that will complement nearby uses. Three locations are designated as Redevelopment Sites:
 - **Huntoon Site (47 North Washington).** The former funeral home on Washington Street is a landmark in the community and one of Oxford's architectural gems. It also features a large dedicated parking lot. This plan will seek to articulate a vision for its redevelopment, while keeping the current house in-tact and architecturally preserved.

- **15 North Washington.** The only vacant lot in Oxford’s downtown core, 15 North Washington was historically the site of a hotel. This plan will articulate the vision for new construction on that site to fill the gap in the street wall.
- **Village Hall (22 West Burdick).** With maintenance costs on the partially-unused building rising, the Village is considering moving. Village residents authorized selling the property, but the Village offices will only move if a suitable new site for them can be found. This plan articulates the Village’s vision for the site if it is redeveloped.
- **Character Change Areas** are lower-priority redevelopment areas. These areas will be redeveloped more slowly, on an ongoing basis. Generally, they were identified because their existing uses do not reflect their future land use category in the Master Plan, and also because they can better complement their surroundings through redevelopment. Three areas are designated as Character Change Areas.
 - **Davison Street.** Davison Street has industrial uses on one side, residential uses on the other, and a mixed-use commercial building at the end of the street. This eclectic mix of uses provides an opportunity for unique redevelopment, while keeping the character of the existing homes.
 - **Hudson Street North.** Adjacent to the Village Hall are four single family homes. They are currently sandwiched between parking on three sides. This plan will articulate their future.
 - **Hudson Street South.** At the corner of Hudson and Dennison, there are more homes, some of which have been converted to commercial space. This plan will determine a coherent vision for their future.
- **Planning Clarification Area.** There is an area just outside of the Redevelopment Plan boundary where the Planning status will be clarified by this plan:
 - **Dayton Street Land.** The Village-owned land on Dayton Street is vacant. In the past, it has been planned for recreation, but development options also exist. This plan will articulate the possibilities envisioned by the Village.
- **Other Areas,** not designated as Redevelopment Sites or Character Change Areas, are not discussed in detail in this plan. It is the intent of this plan for their future character to be as described in the Village Master Plan. In many cases, that means that their current character is planned to continue unchanged.

Development Incentives

The Village of Oxford is committed to working with developers and property owners to make the redevelopment projects envisioned in this plan a reality. To that end, the Village will form an Economic Development Subcommittee to undertake the following tasks in pursuit of improving the business and real estate development climates in the Village:

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- Support existing businesses and promote shopping and dining in Oxford.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2012

Near West Side

Village of Oxford, Michigan

- Primary Redevelopment Sites**
 - Potential Character Change Areas**
 - Redevelopment Plan Boundary**
1. Huntoon Site
 2. 15 N. Washington
 3. Village Hall
 4. Davison Street
 5. Hudson North
 6. Hudson South

February 16, 2015



3. Redevelopment Sites

Introduction

The following pages contain detailed descriptions, complete with pictures and conceptual plans, of the Village of Oxford’s vision for the redevelopment sites in the Village’s Near West Side. The purpose of these pages is to guide redevelopment and to ensure that the Village’s vision is realized as Oxford grows and densifies.



REDEVELOPMENT SITE 1:

47 NORTH WASHINGTON HUNTOON SITE



Existing Conditions

- Historic home with lawn frontage and large parking lot located behind.
- Entire lot (aside from manicured lawn frontage and building footprint) is paved and striped for parking.



Development Objectives

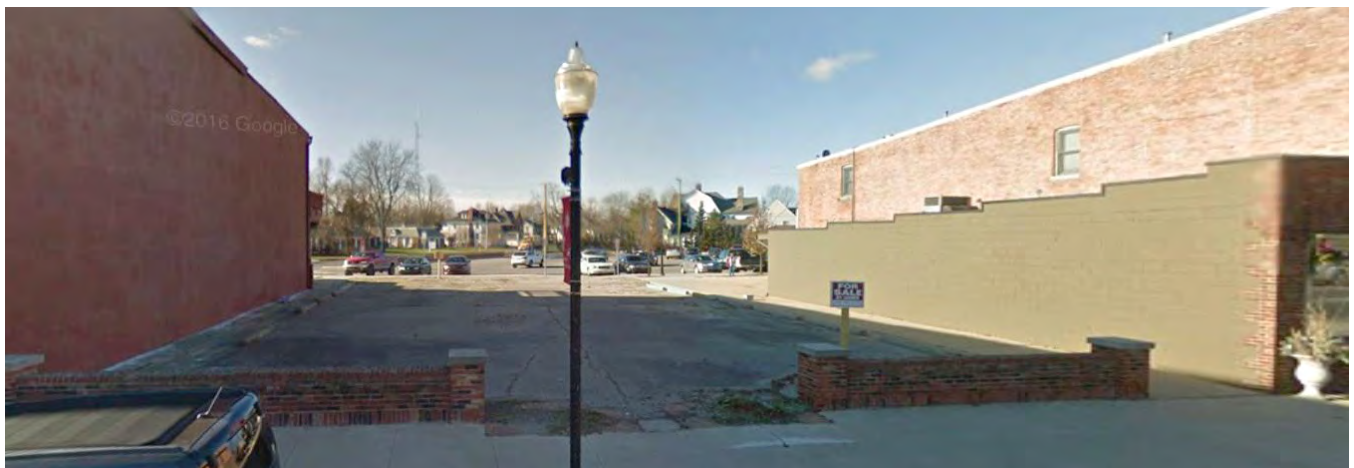
- Preserve historic structure while allowing flexibility in uses, including service, office, retail and residential uses.
- Maintain an attractive landscaped frontage.
- Utilize the large parking lot to support neighboring redevelopment, if possible.

Implementation Actions

- Create an overlay for architecturally significant buildings to exempt them from non-conformity status under the C-1 Transition Form Based Code.
- Enact standards under the C-1 Transition Form Based Code to protect historic structures and ensure their economically viable re-use.

REDEVELOPMENT SITE 2:

15 NORTH WASHINGTON



Existing Conditions

- Historic hotel site.
- Vacant, paved, urban parcel in use as a parking lot, with a low knee wall along sidewalk at frontage.
- Concrete sidewalk along northern edge of site connects downtown shopping district with parking behind.



Development Objectives

- Develop a new building that fills the gap in the downtown streetwall.
- Construct a landmark building befitting the site’s history.
- Allow a broad mix of uses, including retail, office, or residential.

Implementation Actions

- Assist the property owner in marketing the site to developers.
- Ensure that any development conforms the provisions of the C-1 Core Form Based Code.
- Ensure that adequate parking is available for the new development in the Northwest Quadrant parking lot.

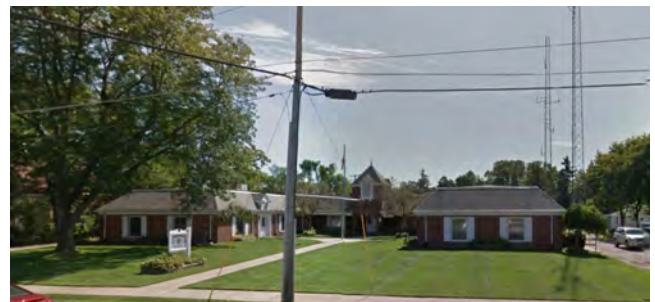
REDEVELOPMENT SITE 3:

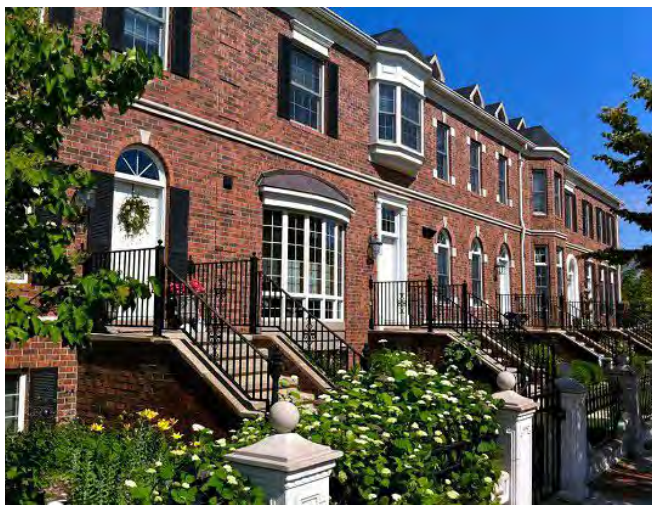
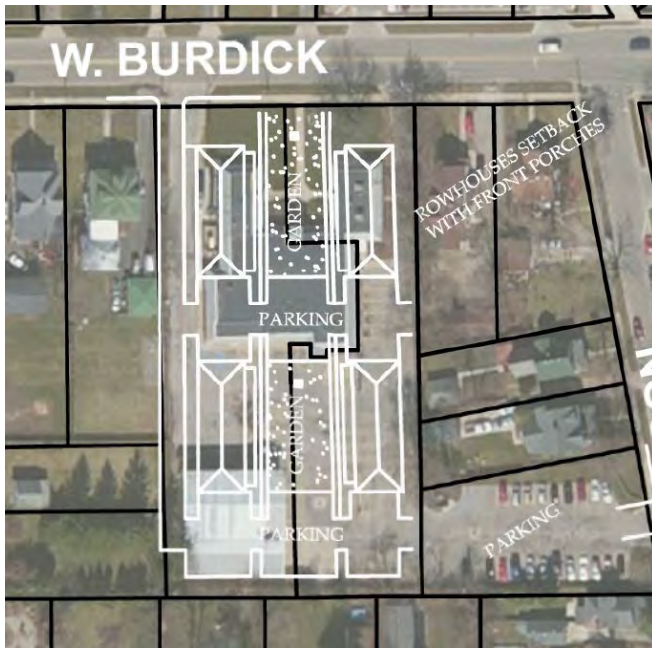
22 WEST BURDICK VILLAGE HALL



Existing Conditions

- Aging municipal building with large paved parking area behind.
- Large front building setback with manicured lawn along W. Burdick St. matches adjacent single-family residential buildings.
- Highly utilized overflow parking for downtown shopping district.





Development Objectives

- Increase residential density near downtown.
- Blend new high-density townhomes with existing adjacent single-family residential uses.
- Combine vehicular access and parking behind buildings.
- Provide direct pedestrian access or connections to building entrances from the sidewalk at front.
- Retain public overflow parking.

Implementation Actions

- Find an appropriate and fiscally responsible new home for the Village offices somewhere in the Village core.
- Sell the Village Hall to a developer that shares the Village’s vision for the site.
- Add a new section to the Form Based Code for the RM-1 and RM-2 districts when located in specific locations near downtown. Ensure that the Form Based Code requires the style of development articulated in this plan. Alternatively, rezone the site to C-1 Transition to allow for development flexibility.

4. Character Change Areas

Davison Street

EXISTING CONDITIONS

Davison Street has an unusual character, with residential homes on the south side of the street and industrial/commercial buildings on the north. It also has the mixed-use Merge complex at the end of the block along Pleasant Street.

The Polly Ann Trail runs behind the north side of the street, elevating towards the bridge over Washington at approximately the middle of the block.

Along Washington south of Davison are several single-family homes, two of which have been approved as live-work units.

Zoning: The south side of the block is zoned R-1 Single Family Residential. The north side is zoned I-1 Industrial. The Washington Street frontage and Merge are zoned C-1 Transition (Merge is also subject to a PUD Agreement).

Master Plan: The north side of the block is Master Planned Central Business District, except for the far west end (now a parking lot) which is Master Planned for Single Family Residential. The south side of the block is partially Master Planned Central Business District and partially Master Planned Multiple Family Residential.

PLANNED CHARACTER

The commercial/industrial buildings on the north side are planned to remain, but should be operated in a manner that does not negatively impact the residential neighbors across the street. In the event the north side of the street is redeveloped and new buildings are built, the resulting development could include a mix of uses, including office, low-intensity retail, low-intensity industry, and/or a variety of housing typologies (apartments, townhomes, or even single-family). All uses must be designed to complement the existing character.

The single-family homes on the south side are also planned to remain, but it is the intent of this plan that they be permitted to include office or low-intensity retail uses such as art galleries and antique shops. These uses would complement both the downtown businesses along Washington and the Merge complex, while not presenting a hazard to the remaining single family homes.

In the event that the homes along the south side are torn down and redeveloped, the redevelopment should include small apartment buildings or townhomes. While demolishing and replacing the homes is permitted under the Village's Zoning Ordinance and Master Plan, and will



continue to be permitted, it is not the intent of this plan for the homes along Davison to be replaced with new construction.

IMPLEMENTATION ACTIONS

The south side of Davison should be rezoned to C-O Commercial Office, and the C-O District should be revised to allow residential uses in certain typologies. That zoning classification will allow the street to develop the planned character of low-intensity art-based retail along with residential uses. The north side of Davison may be rezoned to C-1 Transition, RM-1 Multiple Family Residential, or C-O Commercial Office if requested by a property owner in conjunction with a redevelopment that fits the vision of this plan, but this plan does not envision a rezoning initiated by the Village.

Hudson North

EXISTING CONDITIONS

There are four homes immediately east of the Village Hall. They are surrounded by the Village Hall on one side, and parking lots on the other three sides. The owners of the homes have recently invested in them, bringing out some of their historic character. But with the need for office, retail, and parking downtown growing, the future of the homes must be clearly articulated.

Zoning: All four homes are zoned C-1 Transition.

Master Plan: All four homes are Master Planned Central Business District.

PLANNED CHARACTER

It is the intent of this plan for the homes to remain in place to keep some of the historic residential fabric of the Village in tact near the downtown. However, a wide variety of uses should be permitted, as befits the C-1 Transition District and the location adjacent to high-intensity uses, busy roads, and parking.



If the homes are demolished, they should be replaced in accordance the Village's Form Based Code, as revised as a result of this plan.

IMPLEMENTATION ACTIONS

One of the proposed changes to the Form Based Code as a result of this plan and its sister plans (The Near East Side and South Washington Redevelopment Plans) is to historic single family homes a conforming typology under the Form Based Code, allowing them to be more easily redeveloped. Alternatively, the homes could be rezoned to C-O Commercial Office (with the planned expansion the uses in that district to allow residential) and not included in the Form Based Code Boundary.

Hudson South

EXISTING CONDITIONS

There are several homes at the south end of Hudson, near the intersection with Dennison, that face similar challenges to the homes further north. On the east side of the street, they abut the Southwest Quadrant parking lot, and on the west side they are near the Village Hall/overflow parking lot. Hudson Street itself is used by vehicles looking for parking and pedestrians walking to downtown businesses. The homes are well-kept, but not all of them are important examples of the Village's architectural heritage.

Most of the homes are used for residential purposes, although there are some businesses on the east side of the street. The businesses generally front on the parking lot, not Hudson Street.

Zoning: The homes on the west side of the street are zoned R-1 Single-Family Residential. The northernmost home on the east side is zoned C-O Commercial Office, while the others on that side are zoned R-1 Single-Family Residential.

Master Plan: The east side of the street was Master Planned for Parking. The west side was Master Planned for Single Family Residential. This plan changes that category to "Central Business District," with the specific planning details listed below.

PLANNED CHARACTER

This plan envisions the homes either remaining in place or being replaced by other appropriate residential or mixed-use designs, such as townhomes, small apartment buildings, and corner stores. No buildings in this area should be torn down solely for parking. A wider variety of uses should be permitted to take advantage of the foot traffic and allow the downtown to expand while protecting the character of the street.

IMPLEMENTATION ACTIONS

The homes on the east side of the street should not be torn down for parking, regardless of the Future Land Use category in the 2011 Master Plan. A rezoning to C-O Commercial Office or C-1 Transition may be appropriate for the entire Character Change Area to permit a wider variety of uses, especially on the east side of the street.

5. Planning Clarification Area

Dayton Street Land

EXISTING CONDITIONS

There are approximately three acres of vacant land between Dayton Street and the Polly Ann Trail, east of the cemetery. The land has only a small amount of frontage on Dayton Street – most of it is behind existing homes. The property is Village zoned and has not yet been approved to be sold by Village residents.

Zoning: The land is zoned R-1 Single Family Residential.

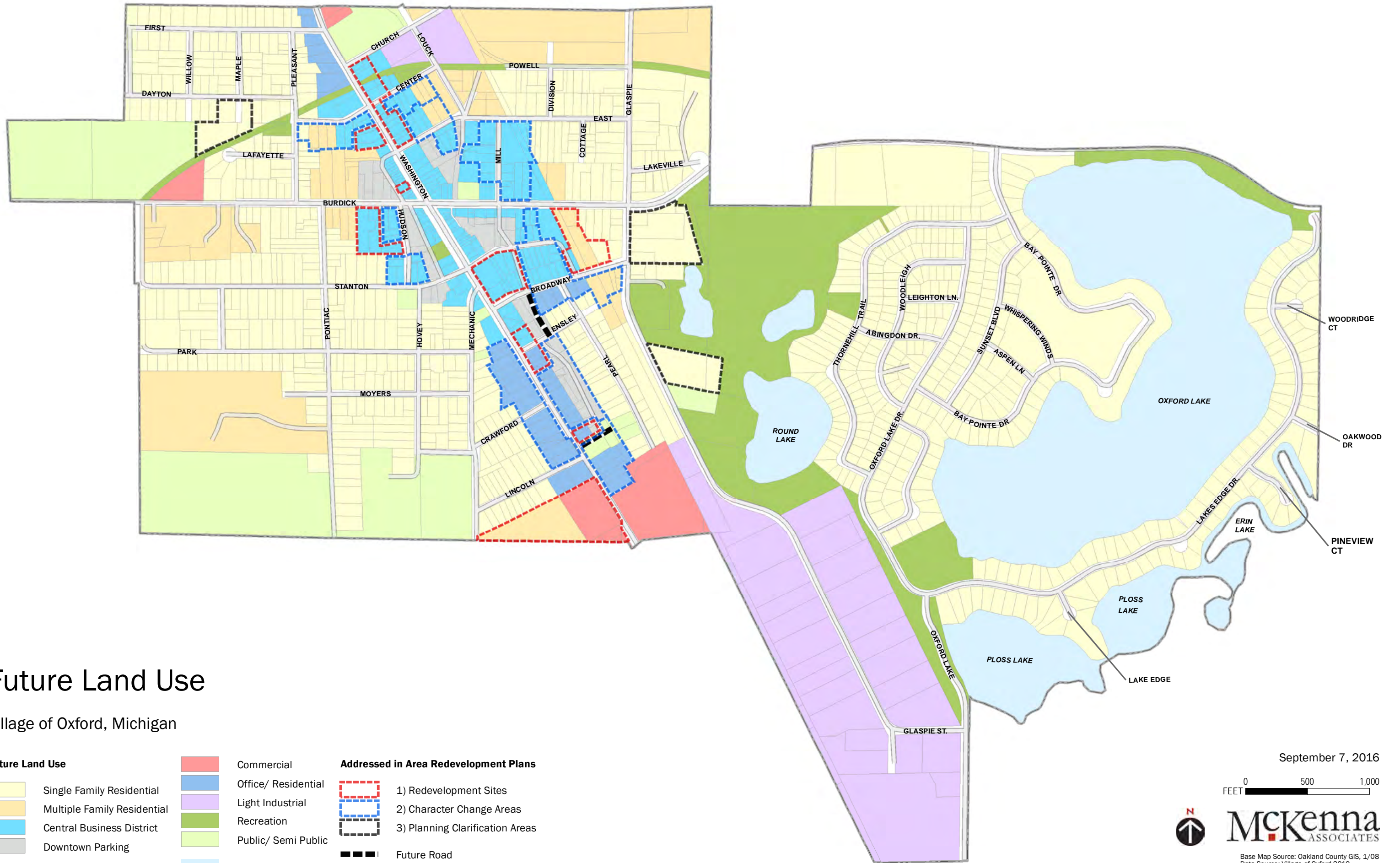
Master Plan: The site was planned for “Recreation” in the 2011 Master Plan. This plan revises that category to “Single Family Residential,” with the specific planning details listed below.

PLANNED CHARACTER

This plan envisions the land being developed for residential purposes, either single-family homes or a denser configuration such as condominiums or senior housing. Any development would have to adequately protect and buffer the homes to the north, and any development should connect to the Polly Ann Trail to allow easy access for residents to that amenity.

IMPLEMENTATION ACTIONS











The land would have to be approved for sale by Village residents prior to being redeveloped. In the event of a multiple-family proposal, that land could be rezoned to RM-1 or RM-2, but in the interim, the R-1 classification is appropriate. If and when the land is developed, the development will need a road network that connects to the existing Village grid logically (most likely via an extension of Maple Street), and also that responds to the site’s hilly topography.







Future Land Use

Village of Oxford, Michigan

Future Land Use

- | | | | |
|--|-----------------------------|---|---------------------|
|  | Single Family Residential |  | Commercial |
|  | Multiple Family Residential |  | Office/ Residential |
|  | Central Business District |  | Light Industrial |
|  | Downtown Parking |  | Recreation |
| | |  | Public/ Semi Public |
| | |  | Water |

Addressed in Area Redevelopment Plans

- | | |
|---|---------------------------------|
|  | 1) Redevelopment Sites |
|  | 2) Character Change Areas |
|  | 3) Planning Clarification Areas |
|  | Future Road |

September 7, 2016

0 500 1,000
FEET



McKenna
ASSOCIATES

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2010



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NEAR EAST SIDE REDEVELOPMENT PLAN

CENTER · EAST · BURDICK · STANTON · BROADWAY · MILL · WASHINGTON
VILLAGE OF OXFORD

Adopted October 11, 2016



Near East Side Redevelopment Plan

Village of Oxford, Oakland County, Michigan

Adopted October 11, 2016

Prepared with the assistance of:

McKenna
ASSOCIATES

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Table of Contents

Acknowledgments	ii
1. Introduction	3
Purpose.....	3
Relationship to Master Plan	3
2. Background and Overview	4
Existing Conditions.....	4
2011 Master Plan.....	4
Public Input.....	5
Specific Redevelopment Areas	7
Development Incentives	10
3. Redevelopment Sites	13
Introduction.....	13
Oxford Bank.....	14
Hampton Block	16
Washington - Center.....	18
4. Character Change Areas.....	20
Center Street	20
East Street.....	21
Stanton/Broadway.....	22
5. Planning Clarification Areas	23
Burdick/Glaspie.....	23
98 Glaspie	23
LIST OF MAPS	
Map 1: Near East Side, 2011 Future Land Use Map (Redevelopment Plan Boundary in Red).....	5
Map 2: Near East Side Redevelopment Plan	11
Map 3: Future Land Use Map	27

1. Introduction

Welcome to the Village of Oxford's Near East Side Redevelopment Plan. This Plan reflects the Village's strategies for redeveloping underused and incompatible sites within the area immediately to the east of downtown.

Purpose

The purpose of this plan is to determine the sites within the Near East Side that are ripe for redevelopment, to articulate the Village's preferred redevelopment scenario, and to define a path forward to improvements that will benefit the landowners and the general public by creating a more vibrant and economically healthy Oxford.

This plan should be used as a guide for the Village, landowners, and developers during a future development process for any site included herein.

Relationship to Master Plan

This Plan is an addendum to the Village's Master Plan, which was last updated in 2011. The Plan does not deviate substantially from the Master Plan's vision. Instead, it dives down deeper, articulating the planned character for each redevelopment area with more specificity. This plan also includes specific implementation actions which the Village will carry out to support the envisioned redevelopment, including alterations to the Form Based Code within the Zoning Ordinance.

This plan also includes a clarification of the vision for two areas – Glaspie Street between Burdick and Broadway, and the 98 Glaspie property. Those two sites are not included in the Redevelopment Plan Boundary, but they are included in this document in order to clarify and update the vision presented in the 2011 Master Plan.

In some instances, this plan conflicts with the 2011 Master Plan. In all such instances, this Plan shall take priority.

2. Background and Overview

Existing Conditions

For the purposes of this plan, Oxford's "Near East Side" is defined as an area bounded by Washington Street on the west, Church Street on the north, and Broadway on the south. The eastern boundary is Glaspie Street south of Burdick Street, and Mill and Louck Streets north of Burdick Streets.

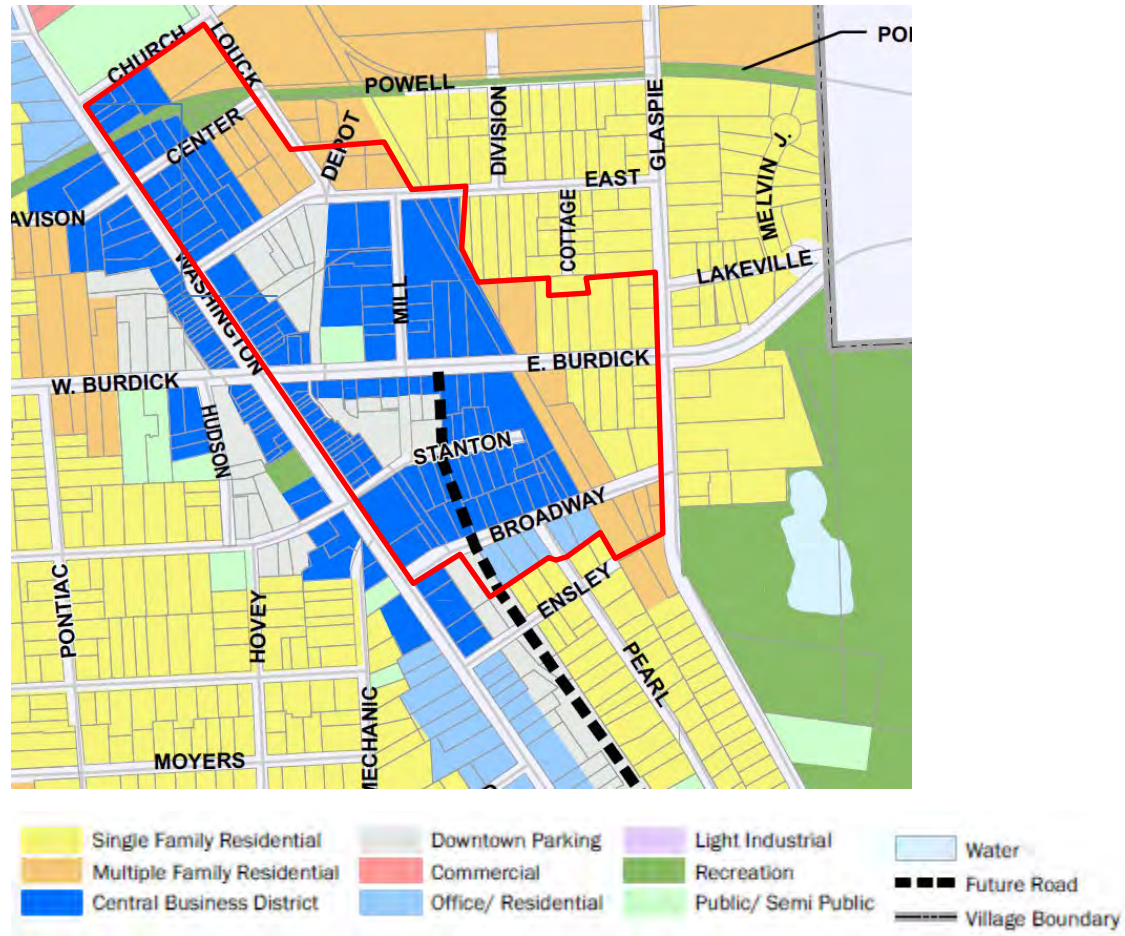
The area is defined by transition, both in space and in time. It is the transition to Downtown Oxford from residential areas such as Oxford Lakes and rural areas further east. It is also in transition from a single-family residential area dotted with industrial uses to a more coherent and denser district that supports the retail businesses downtown Oxford through residential and office uses.

Redevelopment is already underway along Mill Street between Burdick and Broadway, where three mixed use (residential/office/retail) buildings, along with additional public parking, are being proposed by a developer in partnership with the Downtown Development Authority.

2011 Master Plan

The 2011 Master Plan envisioned the Near East Side as a dense, mixed-use district. Most of the area is planned for an expansion of the Central Business District, including related parking. Blocks further away from Washington Street are planned for Multiple-Family Housing. A portion of Broadway is planned for Commercial/Office, a category that complements the nearby Downtown. The only portion of the plan area that is planned for single-family residential is the existing homes along Burdick Street.

Map 1: Near East Side, 2011 Future Land Use Map (Redevelopment Plan Boundary in Red)



Public Input

In late 2015, an online public input survey was distributed to Oxford residents. Residents were surveyed on their preferences for redevelopment with a Visual Preference Survey, which asked respondents to rate images from 1 (“I would hate to have this in Oxford”) to 5 (“I would love to have this in Oxford”).

The five highest rated redevelopment images were as follows:

Average Rating: 4.41



Average Rating: 4.31



Average Rating: 3.86



Average Rating: 2.73



Average Rating: 2.68



Specific Redevelopment Areas

For the purposes of this plan, the plan area has been divided into three categories, as shown on Map 2.

- **Redevelopment Sites** are the high priority locations for new development within the plan area. They are currently underused and incompatible with their surroundings and present opportunities for development that will complement nearby uses. Four locations are designated as Redevelopment Sites:
 - **Oxford Bank.** While the bank plans to keep its headquarters on site, it is planning to consolidate its operations and may no longer need the Financial Center at the northeast corner of the site. Additionally, this downtown-adjacent site is characterized by excessive parking and vacant lots, leaving plenty of development space that could include a new bank headquarters and several other uses.

- **Hampton Block.** This site is an underused industrial facility characterized by stacks of bricks and other outdoor storage. It is located near the downtown and adjacent to residential areas, making it a perfect candidate for additional housing.
- **Washington – Center.** The east side of Washington Street from East Street to Church Street has an inconsistent character, with businesses, parking, houses, and empty lots fronting the Village’s main corridor. This plan seeks to determine how these sites could be redeveloped into a coherent district that complements the downtown.
- **Character Change Areas** are lower-priority redevelopment areas. These areas will be redeveloped more slowly, on an ongoing basis. Generally, they were identified because their existing uses do not reflect their future land use category in the Master Plan, and also because they can better complement their surroundings through redevelopment. Four areas are designated as Character Change Areas.
 - **Center Street.** This block, just north of the downtown, runs adjacent to the Polly Ann Trail. It is currently characterized by single family homes, but planned and zoned for multiple family and mixed-use. This plan seeks to envision how the planned redevelopment can occur in a manner compatible with the trail and the existing homes.
 - **East Street.** This block faces a similar situation to Center Street, with single-family homes in place but planning and zoning for additional density. East Street is immediately adjacent to Downtown Oxford and the Northeast Quadrant parking lot, making redevelopment likely.
 - **Mill Street.** Between Burdick and East, Mill Street has an industrial character with interspersed residential uses. The current uses are incompatible with each other, their surroundings, and the Village’s planning documents, making redevelopment desirable.
 - **Broadway and Stanton.** Between the Oxford Bank and Hampton Block sites, there is a block of single family homes. With redevelopment likely surrounding this area, the future of these homes is described in this plan.
- **Planning Clarification Areas.** There are two areas just outside of the Redevelopment Plan boundary where the Planning status will be clarified by this plan:
 - **98 Glaspie.** This vacant industrial parcel is owned by the Village and surrounded on two sides by Scriptor Park. A third side faces the Village DPW yard. A proposed multi-family residential development was denied by the Village Council in 2016 due to strong public opposition. The 2011 Master Plan classified the site as “recreation”, but this plan envisions a low-to-mid density residential development that complements the surrounding park, lake, and homes.

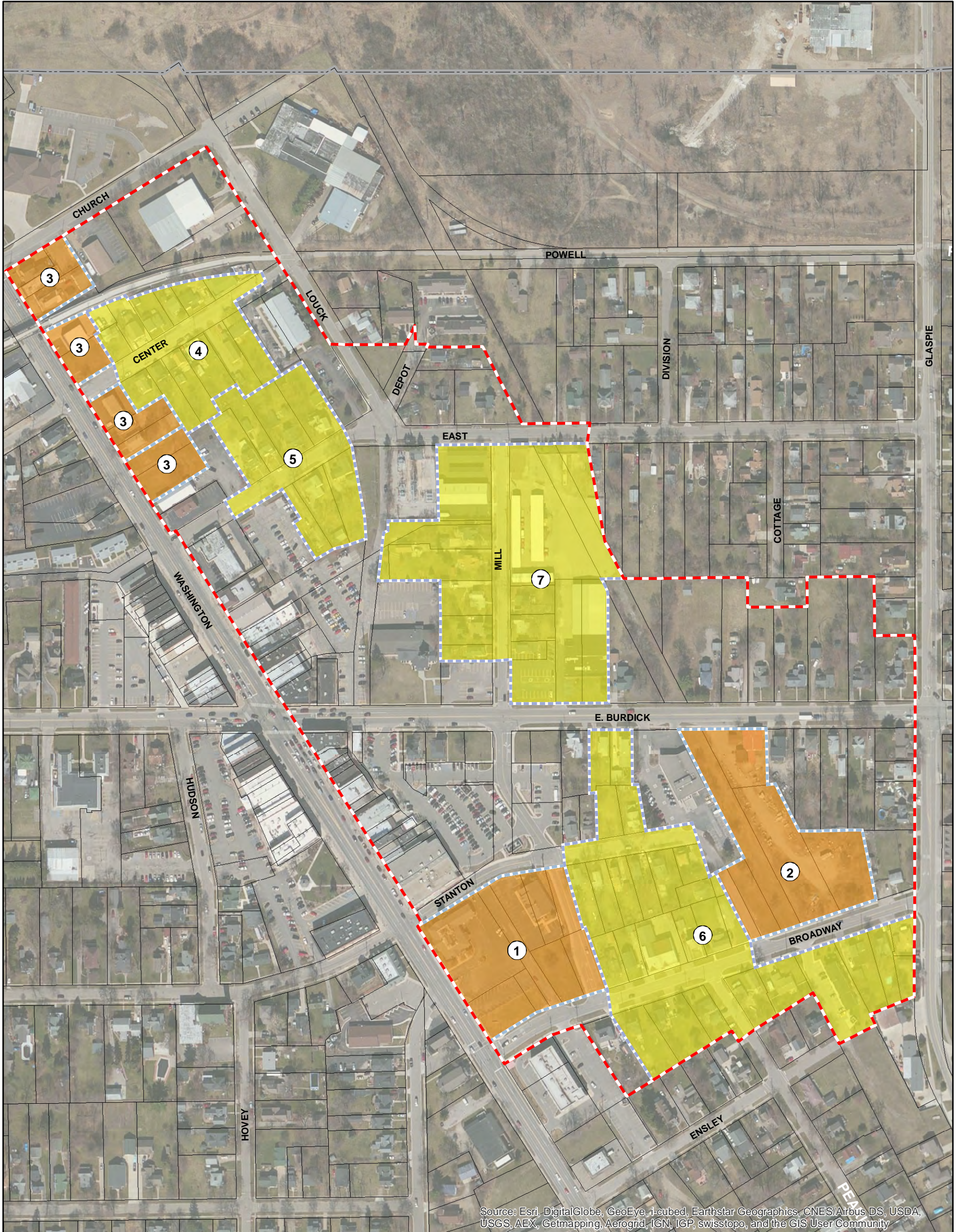
- **Glaspie/Burdick.** On the east side of Glaspie, just south of Burdick Street. There is an eclectic mix of businesses, residences and empty lots. The 2011 Master Plan classified the entire area as Single Family Residential. This plan will clarify the vision for that stretch.
- **Other Areas,** not designated as Redevelopment Sites or Character Change Areas, are not discussed in detail in this plan. It is the intent of this plan for their future character to be as described in the Village Master Plan. In many cases, that means that the current character is planned to continue unchanged.



Development Incentives

The Village of Oxford is committed to working with developers and property owners to make the redevelopment projects envisioned in this plan a reality. To that end, the Village will form an Economic Development Subcommittee to undertake the following tasks in pursuit of improving the business and real estate development climates in the Village:

- Streamline the Zoning Ordinance to make opening and operating a business easier.
- Determine financial incentives and other ways for the Village to make development less costly and more profitable.
- Partner with Oxford Bank and other local financial institutions to support Oxford businesses and developments in the Village.
- Develop a working list of available national, state, and county development initiatives and oversee their implementation in the Village.
- Bring property owners, business owners, and developers together to realize shared visions.
- Recruit businesses, residents, and developers to the Village.
- Support existing businesses and promote shopping and dining in Oxford.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2012

Near East Side

Village of Oxford, Michigan

February 16, 2016

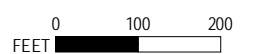
Redevelopment Sites

1. Oxford Bank
2. Hampton Block
3. Washington Center

Potential Character Change Areas

4. Center Street
5. East Street
6. Stanton/ Broadway
7. Mill Street

Redevelopment Plan Boundary



3. Redevelopment Sites

Introduction

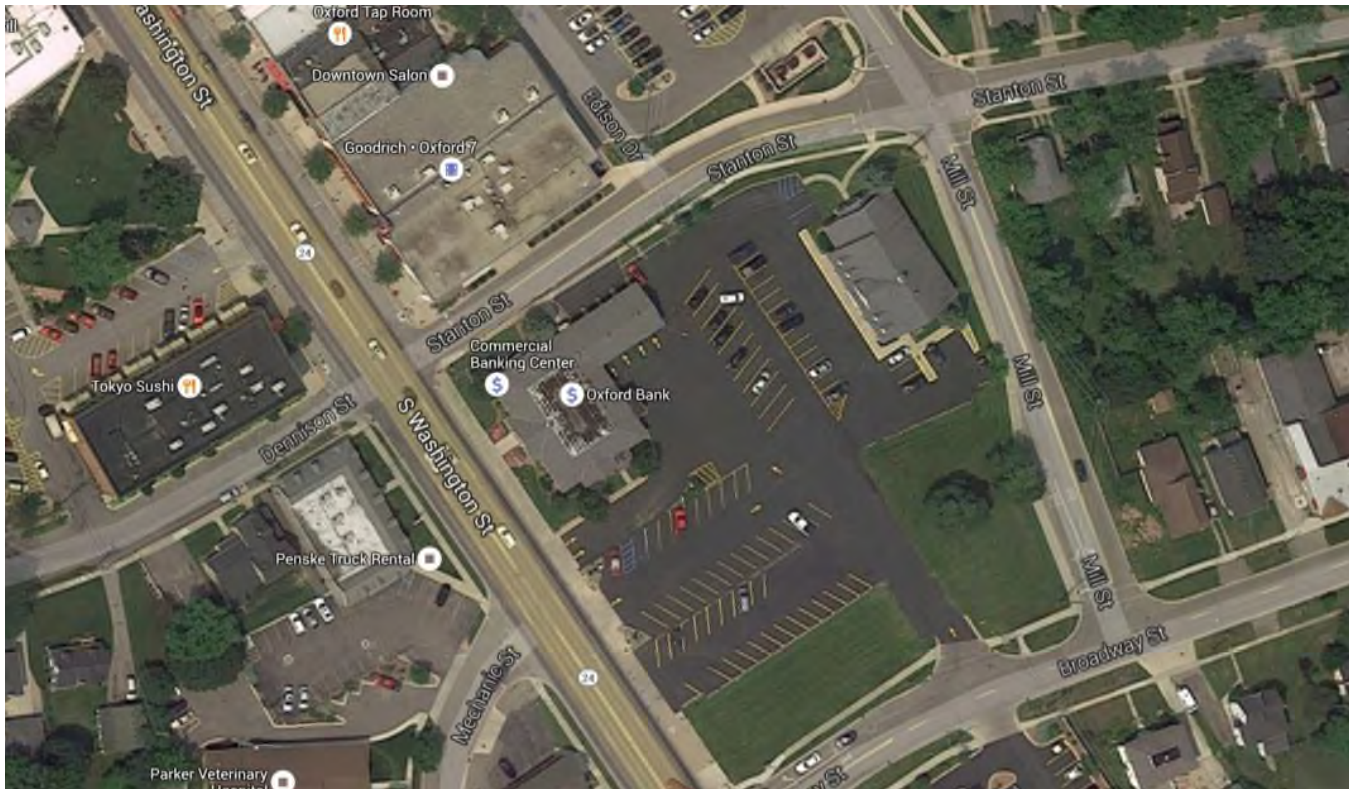
The following pages contain detailed descriptions, complete with pictures and conceptual plans, of the Village of Oxford’s vision for the redevelopment sites in the Village’s Near East Side. The purpose of these pages is to guide redevelopment and to ensure that the Village’s vision is realized as Oxford grows and densifies.



REDEVELOPMENT SITE 1:

60 SOUTH WASHINGTON

OXFORD BANK



Existing Conditions

- Attractive office buildings set back from sidewalk with manicured lawns.
- Excess of paved parking dominating three of four frontages.
- Underutilized empty grass lots along south and east site frontages.





Development Objectives

- Extend downtown character to the south.
- Increase residential density in downtown.
- Create a continuous street wall on Washington (with the exception of no more than one driveway and/or pedestrian cut-through)
- Create a generally continuous street wall on Stanton, Broadway, and Mill, with no more than one driveway per frontage.
- Infill cavities created by vacant lots or frontages.
- Combine vehicular access and parking behind buildings, and keep enough parking to allow public parking for the downtown.
- Provide direct pedestrian access or connections to building entrances from the sidewalks at front.
- Extend retail uses at grade with storefronts fronts along Washington St. frontage, and possibly other frontages.
- Develop a mix of uses, including office, retail, residential, and possibly hotel.
- Buffer new residential uses from traffic noise along M-24.

Implementation Actions

- Work with Oxford Bank to retain their headquarters and branch on the site while allowing for redevelopment.
- Amend the C-1 Core District Form Based Code to allow apartment buildings without a commercial component on streets other than Washington.
- Work with Oxford Bank on an agreement to allow public parking on the site, in exchange for Village maintenance or funding if necessary. Craft a parking agreement to ensure parking for all uses on the site while retaining parking for the general public.

REDEVELOPMENT SITE 2:

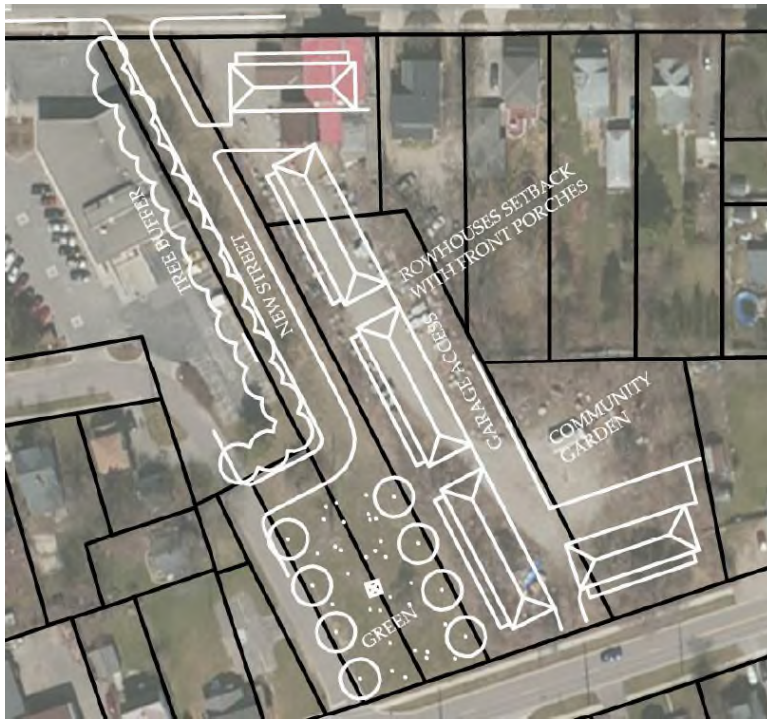
60 EAST BURDICK HAMPTON BLOCK



Existing Conditions

- Underutilized, long, thin industrial site.
- Broadway frontage overgrown.
- Burdick frontage includes shallow, unkempt lawn area in front of plain industrial building with sliding garage doors.
- No building entrances or sidewalk connections on either frontage.
- Broad vehicular access way from Burdick Street frontage.
- Haphazard site storage constitutes a visual nuisance from both frontages.





Development Objectives

- Increase residential density near downtown using a townhouse typology.
- Create a continuous line of buildings along Stanton and Broadway, with appropriate setbacks.
- Create a “gateway” feeling on Burdick to transition to the downtown gradually.
- Combine vehicular access to site and parking behind buildings.
- Provide direct connections to building entrances from the sidewalk at front.
- Blend new higher-density townhouse uses with existing adjacent single-family residential uses.
- Find way to fully utilize a very deep lot that has multiple street frontages.
- Create a communal greenspace for residents, including a community garden.



Implementation Actions

- Work with the Hampton Block owner to sell the land to a developer that shares the Village’s vision for this site.
- Work with developer to assemble neighboring parcels to ensure frontage on Stanton and Broadway (and potentially Glaspie).
- Rezone R-1 zoned parcels to RM-1 where necessary
- Add a new section to the Form Based Code for the RM-1 and RM-2 districts when located in specific locations near downtown. Ensure that the Form Based Code requires the style of development articulated in this plan.



REDEVELOPMENT SITE 3:

40-80 NORTH WASHINGTON

WASHINGTON – CENTER



Existing Conditions

- Mixture of vacant lots and single-use buildings.
- Existing uses: service-oriented retail and single-family residential.
- Existing retail building have irregular setbacks.
- Vehicular access to individual lots directly from their frontages along M-24, creating many driveways.
- Private frontage types made-up predominantly of manicured lawns without direct pedestrian access to building entrances (However, some paved parking frontages and one paved apron frontage also exist).





Development Objectives

- Increase residential density near downtown.
- Create a continuous physical flow to the corridor, with individual buildings fitting into a larger urban design framework.
- Regulate private frontage types and building setbacks to create predictability along frontage lines.
- Allow limited setbacks, provided that the front yards are small and landscaped (including trees) and that a continuous public walkway is constructed adjacent to the front of the building.
- Combine vehicular access to sites, including reducing driveways to M-24.
- Consolidate parking behind buildings, and share it among multiple uses.
- Buffer residential uses and pedestrians from traffic noise along M-24 by allowing limited setbacks and requiring substantial landscaping, including trees.



Implementation Actions

- Revise the C-1 Transition District to allow multiple-family housing without a commercial or live-work component.
- Revise the C-1 Transition District to allow limited setbacks on Washington Street only (not on side streets or Burdick).
- Revise the C-1 Transition District Form Based Code to require landscaping and a continuous pedestrian walking along the building frontage within any setback.
- Bring landowners together with Village and interested developers to ease the land assembly process.
- Perform a parking analysis with any proposed development to ensure that parking is adequate but not excessive. Revise parking standards through a PUD process if necessary.



4. Character Change Areas

Center Street

EXISTING CONDITIONS

Center Street is mainly characterized by single family homes, in a fairly dense configuration. However, at the east end of the street, near the intersection with Louck Street, there is an apartment building on the south side and a commercial/industrial building on the north side.

The Polly Ann Trail runs behind the north side of the street, elevating towards the bridge over Washington at approximately the middle of the block.

The west end of the street, near the intersection with Washington, has two businesses. These sites are discussed in the Washington – Center redevelopment site.

Zoning: Most lots on the block are zoned RM-1 Multiple Family, although the commercial/industrial building near Louck Street is zoned C-1 Transition.

Master Plan: The western half of the block is Master Planned Central Business District. The eastern half is Master Planned Multiple Family Residential on the south and Recreation on the north.

PLANNED CHARACTER

Center Street is planned to slowly redevelop to denser housing configurations including townhomes and very small (2-6 unit) apartment buildings. These buildings should take on a physical character that is compatible with the remaining single family homes.

Architectural characteristics to be used are brick materials, white siding, gabled roofs, and stooped entrances.

The commercial building at the east end of the block should be redeveloped consistent with its C-1 Transition zoning, or should be torn down and replaced with residential in the form described in this plan.



IMPLEMENTATION ACTIONS

The Village's Form Based Code should be updated to include a section for the RM-1 District that applies to blocks near the downtown. The Form Based Codes should require development that increases residential density while preserving the architectural character of the block and complementing the remaining single family homes.

East Street

EXISTING CONDITIONS

East Street has a similar character to Center Street, although the businesses along Washington project farther down the block than on Center. Also, the south side of the street is characterized by the entrance to the Northeast Quadrant parking lot, which is planned to remain in place. There is an empty lot on the corner of East and Louck Streets.

Zoning: The north side of the block is Zoned RM-1 Multiple Family Residential. The south side is zoned P-1 Parking.

Master Plan: The western half of the north side of the block is Master Planned Central Business District. The eastern half of the north side is Master Planned Multiple Family Residential. The south side was Master Planned for Parking in 2011, but has been changed to Central Business District for this plan.

PLANNED CHARACTER

The remaining single family homes on East Street are planned to slowly redevelop to denser housing configurations including townhomes and very small (2-6 unit) apartment buildings. These buildings should take on a physical character that is compatible with either the remaining single family homes or the architecture of Downtown Oxford.



The homes on the south side should either remain or should be redeveloped into denser housing typologies, despite the current planning and zoning documents calling for parking.

IMPLEMENTATION ACTIONS

The lots currently zoned for parking should be rezoned to RM-1 Multiple Family. The revised Form Based Code should apply to this block and should require development that increases residential density while preserving the architectural character of the block and complementing the remaining single family homes.

Stanton/Broadway

EXISTING CONDITIONS

Between the Oxford Bank and Hampton Block Redevelopment Sites, Stanton and Broadway have a mix of single-family homes, empty lots, parking, and commercial/industrial buildings. The lack of unifying character is one reason that this area is designated for Character Change. However, there are several homes on these blocks that should be preserved, as they are important reflections of Oxford’s historic character.

Zoning: The entire Character Change Area is zoned C-1 Transition, except for the south side of Broadway, which is zoned R-1 Residential.

Master Plan: Most of the Character Change Area is Master Planned Central Business District, except for the corner of Stanton and Mill, which is Master Planned Parking, and the south side of Broadway, which is Master Planned Commercial/Office.

PLANNED CHARACTER

Stanton and Broadway can be redeveloped with a broad range of uses, so long as the design of those uses complements Downtown Oxford, is compatible with the existing/remaining single-family homes, and fits with the redevelopment visions for Oxford Bank and Hampton Block. Residential uses should be the focus, although small-scale retail uses or office uses are appropriate closer to Washington Street. Very small scale/low-intensity industrial uses may be appropriate in some locations, such as the existing commercial/residential building on Broadway between Mill and Stanton.



Multiple-family residential typologies should include townhomes and very small (2-6 unit) apartment buildings.

IMPLEMENTATION ACTIONS

The lots on the south side of Broadway should be rezoned to C-1 Transition to make them compatible with the north side of the street and also consistent with their Master Plan designation. The Form Based Code should be amended to permit/require the character described in this plan along side streets like Stanton and Broadway. It should also be amended to make historic single-family homes a permitted typology in the Form-Based Code. Other historic preservation actions will be determined by the Village and DDA.

5. Planning Clarification Areas

Burdick/Glaspie

EXISTING CONDITIONS

The east side of Glaspie Street between Burdick and Broadway includes two single-family homes, a multi-tenant commercial/industrial building, and an empty lot.

Zoning: The entire block is zoned R-3.

Master Plan: The entire block is planned for Single Family Residential.

PLANNED CHARACTER CLARIFICATION

This plan envisions that the single family homes will remain, and that the empty lot, if developed, will become a single family home. However, this plan also supports a rezoning or conditional rezoning for commercial/industrial building to allow the businesses to operate without the burden of being non-conforming uses. This plan does not recommend that the Village initiate any rezoning in this area, however.

98 Glaspie

EXISTING CONDITIONS

98 Glaspie is currently a vacant and Village-owned industrial building surrounded on two sides by Scripser Park and on the third side by the Village DPW yard. A proposal to redevelop the site into a multi-family housing complex was denied in 2016.

Zoning: The site is partially zoned R-1 and partially zoned R-3.

Master Plan: The site was planned for “Recreation” in 2011, but has been changed to Single Family Residential by this plan.

PLANNED CHARACTER CLARIFICATION

Due to the costs of converting the site into part of Scripser Park, the Village no longer envisions the 98 Glaspie site as a recreational amenity in the future. Instead, the Village envisions a lower density residential development than the one that was denied in 2016. This plan does not envision any commercial or industrial development on the site and does not support a rezoning or any other process to allow those uses.

The residential development should take one of the following forms:

- Single family homes built according to the density and standards of the R-1 and R-3 districts, as the site is currently zoned. This plan would support a rezoning to make the entire site one consistent single family zoning category (R-1, R-2, or R-3).



- A multiple family development according to the density and standards of the RM-1 district. The Village would prefer the development to take the form of duplexes or attached townhomes rather than apartment buildings. This plan does not support a PUD or other process to allow additional density beyond what is permitted in the RM-1 district.



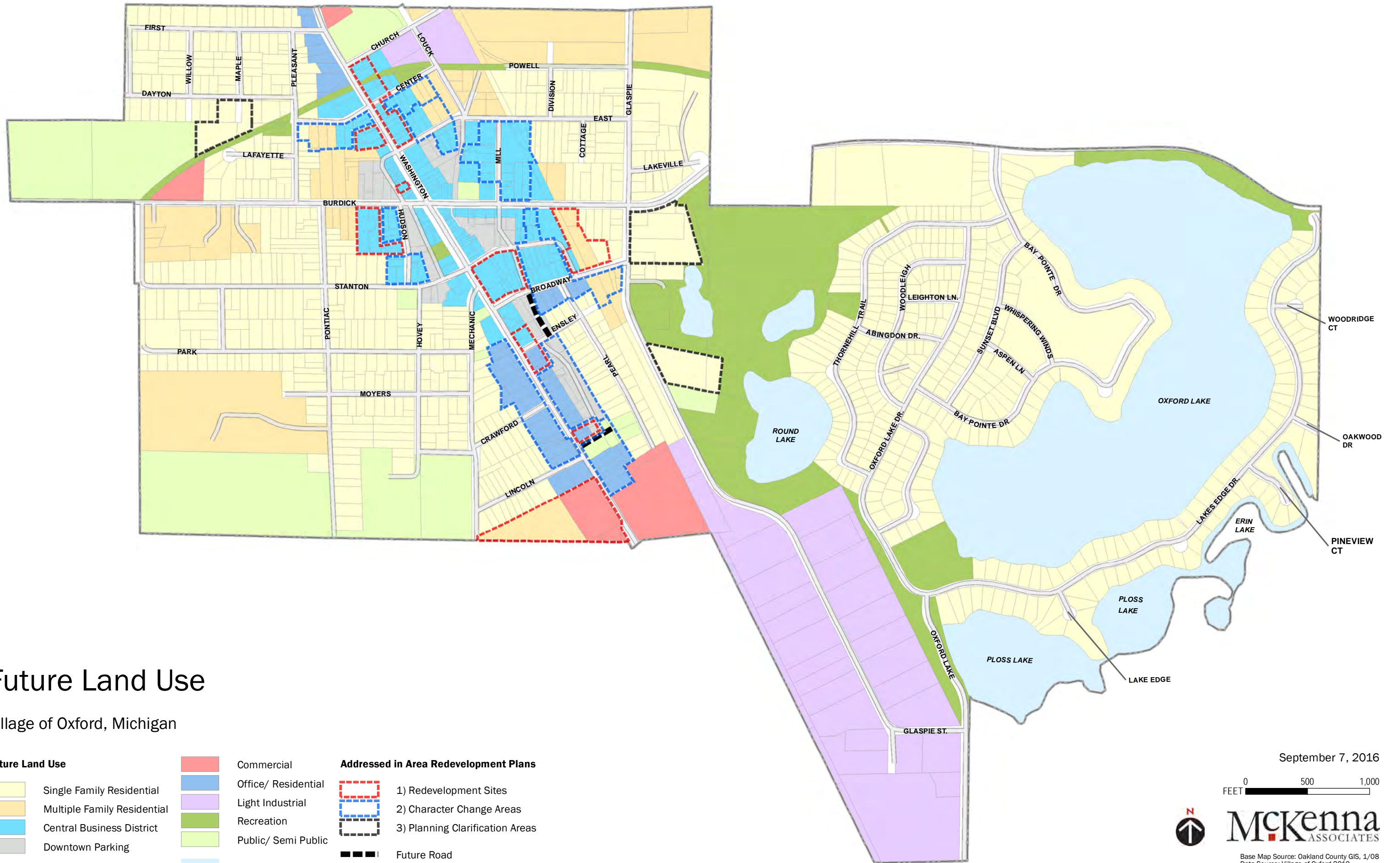
- Garden cottages or other “small house” single family home typologies. This plan would support a PUD or other process to allow smaller homes and greater density than would otherwise be permitted, provided that the residential units are detached, that the development connects to the surrounding park, and that high-quality communal amenities are provided to make up for the smaller private spaces.



Regardless of the typology of the residential units, the development should have the following characteristics:

- The development must provide pedestrian and bicycle connections to the surrounding park, and should be designed to complement the park rather than merely sit next to it.
- The development must not impede the general public from accessing Round Lake via the publicly-owned land east of the 98 Glaspie site.
- The existing trees along Glaspie Street and along the east end of the site must be retained or replaced with similar landscaping.

- The development must provide screening between residential units and the DPW yard.
- Stormwater runoff must be controlled to protect the quality of nearby wellheads, wetlands, ponds, and lakes.
- Garages for the units should face rear alleys or should be located at the side or rear of the home whenever possible. Garages should never extend beyond the front wall of the home.



Future Land Use

Village of Oxford, Michigan

Future Land Use

- Single Family Residential
- Multiple Family Residential
- Central Business District
- Downtown Parking
- Commercial
- Office/ Residential
- Light Industrial
- Recreation
- Public/ Semi Public
- Water

Addressed in Area Redevelopment Plans

- 1) Redevelopment Sites
- 2) Character Change Areas
- 3) Planning Clarification Areas
- Future Road

September 7, 2016



Base Map Source: Oakland County GIS, 1/08
Data Source: Village of Oxford 2010



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Future Transportation Plan

VILLAGE OF OXFORD, MICHIGAN

ADOPTED OCTOBER, 11 2016





Future Transportation Plan

Village of Oxford, Oakland County, Michigan

Adopted October 11, 2016

Prepared with the assistance of:

McKenna
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Table of Contents

Acknowledgments	ii
1. Introduction	1
Purpose.....	1
Relationship to Master Plan	1
Impact on Non-Village Infrastructure	1
2. Background	2
Existing Transportation System	2
Transportation Challenges and Goals.....	2
Parking Study.....	3
Public Input.....	9
3. Overall Recommendations.....	13
Downtown	13
Northwest.....	14
Northeast.....	15
Southwest.....	16
Southeast.....	17
Oxford Lakes	18
4. M-24/Washington Street Priorities	21
Overall Priorities	21
South Village Limits to Broadway	21
Broadway to Polly Ann Trail (Downtown Oxford)	22
Polly Ann Trail to North Village Limits	22
Edison (East) and West Alleys.....	23
5. Bicycle Circulation.....	24
6. Parking	25

LIST OF TABLES

Table 1: Parking Occupancy, Downtown Oxford Public Parking Lots, 6 PM, October 2, 2015 7
Table 2: Transportation Priorities 9
Table 3: Percentage of Respondents Favoring a Traffic Light in the Following Locations..... 10

LIST OF FIGURES

Figure 1: Overall Parking Demand, Downtown Oxford, October 2, 2015 7
Figure 2: On-Street Parking Occupancy in Downtown Oxford, October 2, 2015 8
Figure 3: Parking Occupancy in Private Lots in Downtown Oxford, October 2, 2015 9

LIST OF MAPS

Map 1: Parking Study..... 5
Map 2: Future Transportation Plan 19

1. Introduction

Welcome to the Village of Oxford's 2016 Future Transportation Plan. This Plan reflects the Village's strategies for improving pedestrian, bicycle, and automobile circulation efficiency and safety, as well as implementing its Complete Streets philosophy.

Purpose

The purpose of this plan is to determine the improvements necessary to:

- Improve pedestrian safety, and comfort, in order to encourage Village residents to walk
- Provide improved infrastructure for bicycles to further complement the Polly Ann Trail
- Reduce automobile congestion
- Promote safe driving and reduce automobile accidents
- Reduce noise, fumes, and dust from pass-through traffic, especially truck traffic in the downtown

This plan should be used as a guide for the Village, the Road Commission for Oakland County, MDOT, the Polly Ann Trail Board, and other entities that control and operate transportation infrastructure in and around Oxford.

Relationship to Master Plan

This Plan is an addendum to the Village's Master Plan, which was last updated in 2011. The Plan does not deviate substantially from the Master Plan's vision. Instead, it dives down deeper, articulating the planned transportation improvements with more specificity. This plan also includes specific implementation actions which the Village will carry out to support the envisioned improvements.

In some instances, this plan conflicts with the 2011 Master Plan. In all such instances, this Plan shall take priority.

Impact on Non-Village Infrastructure

In addition to describing a vision for Village-owned infrastructure, this plan serves to articulate the Village's vision for infrastructure that passes through its boundaries but is controlled by other entities. The most notable non-village infrastructure is M-24/Washington Street, which is planned to be rebuilt within 5 years of the adoption of this plan, according to MDOT's plans as of 2016. While final design decisions will be made by MDOT and its consultants, this plan articulates the Village's vision, and the Village requests that MDOT respect its priorities and implement them to the extent possible.

2. Background

Existing Transportation System

Oxford's existing transportation system was developed over the Village's history without a consistent plan. Unlike many towns of its size in Michigan, the Village does not have a grid system, except for a small area on the west side. Instead, the road network is a web of streets jutting off M-24/Washington Street at various angles.

The Village's street network is also impacted by the historic rail lines that served Oxford. While the rails no longer exist, their rights-of-way still impact the map in the form of the Polly Ann Trail and the line of skinny parcels running between Pearl and Glaspie Streets.

The Village is also impacted by regional transportation patterns. Growth in Northern Oakland county, combined with a lack of public transportation and few viable north-south corridors, has created a congestion problem on M-24 that is felt acutely in Oxford's core.

Despite the challenges, Oxford's transportation system has some positive aspects. First, its streets are generally well connected and feature sidewalks, making it a walkable community. Second, other than M-24 its streets are narrow and designed for slow speed traffic and pedestrian safety. Finally, the irregular pattern of streets creates interesting intersections that have the potential to be vibrant public spaces.

Transportation Challenges and Goals

This plan seeks to address the following specific challenges facing Oxford:

- Congestion and safety concerns on M-24/Washington Street.
- Excessive driveways and left-turn movements on Washington, contributing to safety and congestion issues.
- An unpleasant pedestrian environment in the downtown core and elsewhere on Washington.
- Speeding cut-through traffic on residential streets.
- A lack of east-west connectivity other than Burdick Street.
- Poor cycling connections between the Polly Ann Trail and Village attractions like the downtown and Scripser Park.
- Inefficient parking allocation, leading to packed lots in some places and empty lots in others.

The following are the Village of Oxford's transportation goals:

- Improve the pedestrian and bicycling atmosphere throughout the Village, especially in the following ways:

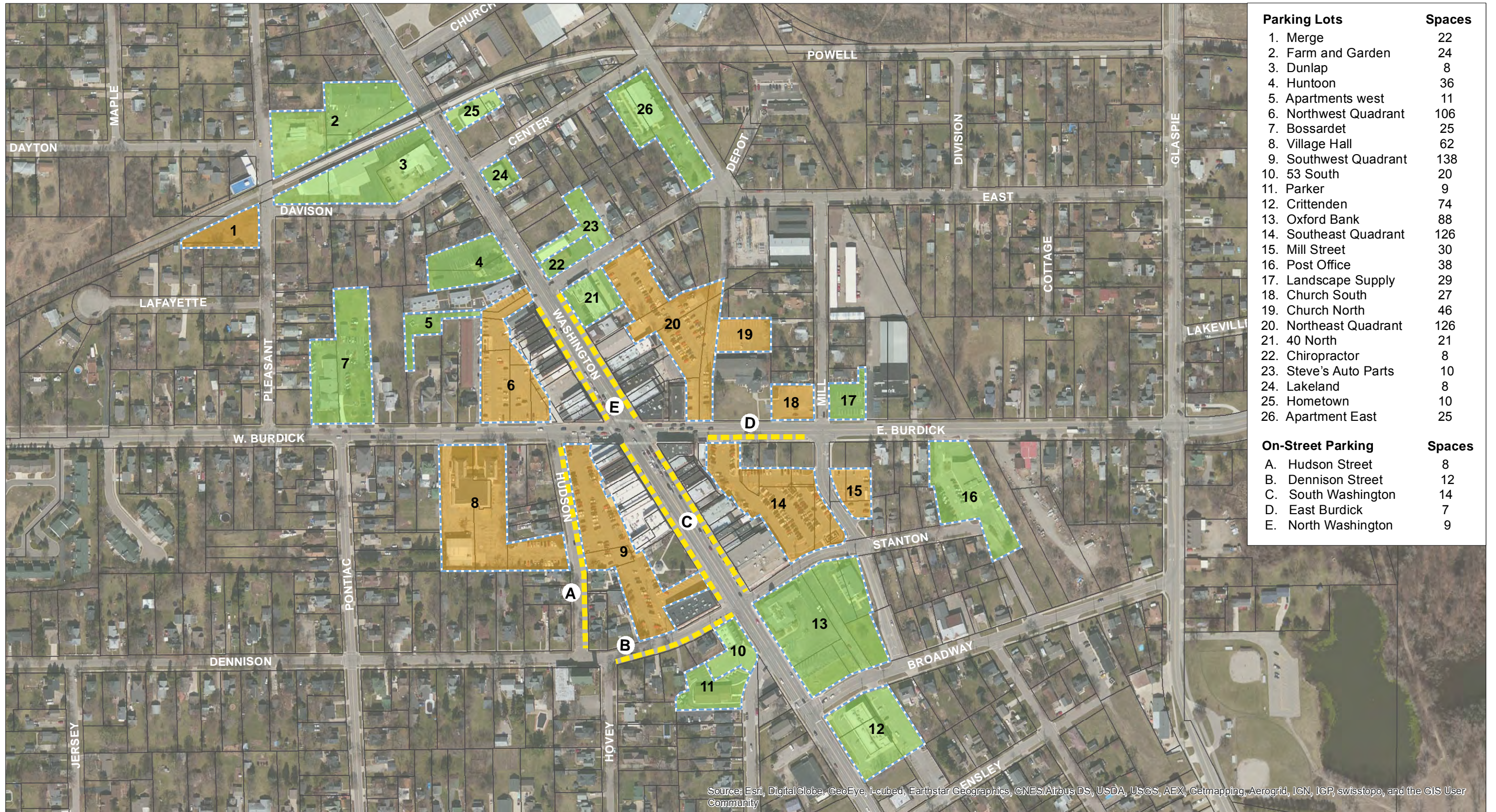
- Make downtown more pleasant to walk around.
- Improve the pedestrian environment along the entire length of Washington.
- Better connect the Polly Ann Trail to Downtown Oxford, Scriptor Park, and other parts of the Village.
- Improve automobile safety and efficiency along Washington, including channelizing left turning movements and adding traffic lights.
- Improve east-west connectivity across Washington.
- Provide sufficient, but not excessive parking.

Parking Study

On October 2, 2015 a parking study was undertaken to develop a sense of the parking demand in and around downtown Oxford. The study was conducted from 8 AM to 6 PM on a warm, sunny Friday. The Oxford High School Homecoming parade stepped off from the corner of Mill and Burdick at 6 pm that evening, which impacted parking demand, but also showed how many spaces are used in the Village during a high-traffic event.

The parking lots included in the parking study are shown on Map 1.





Parking Study

Village of Oxford, Michigan

October 11, 2016

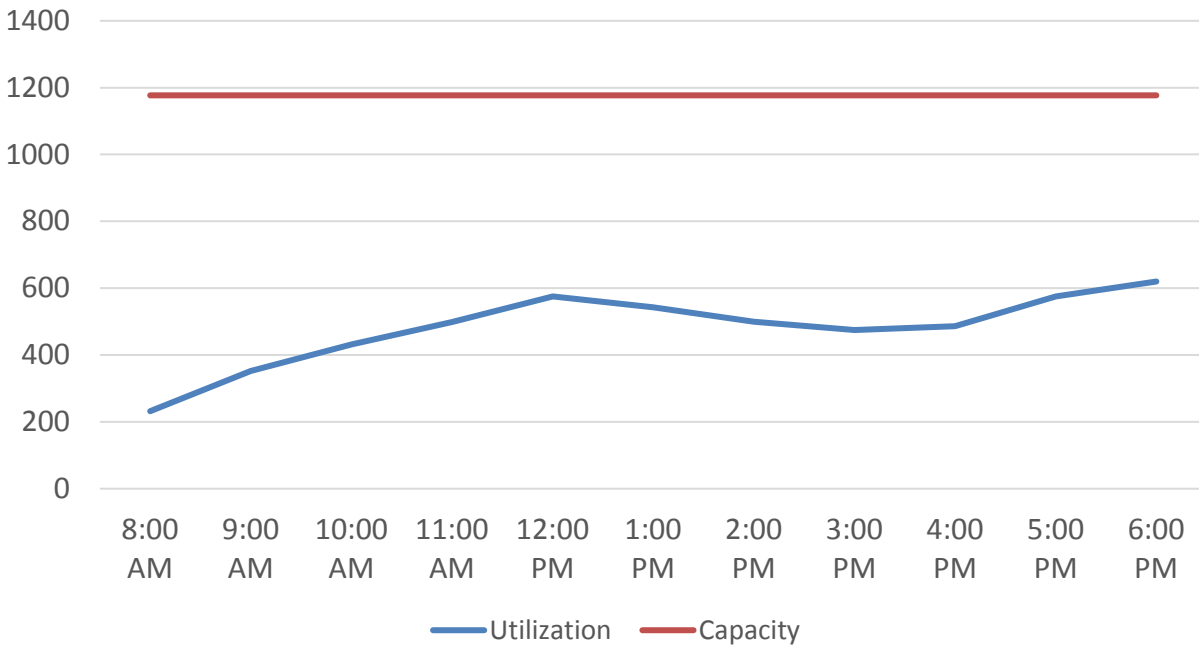
- Parking Lot Available to Public
- Parking Lot with Restricted Usage
- On-Street Parking



Overall, the Parking Study showed that parking demand in Downtown Oxford peaks in the evening hours, when the bars and restaurants are busiest. There is also a bump in demand at lunch time.

Of the 1,177 parking spaces surveyed in and around Downtown Oxford, the most that were filled at any given time was 620, around 6 pm. 575 were filled around noon.

Figure 1: Overall Parking Demand, Downtown Oxford, October 2, 2015



Source: McKenna Associates Parking Study, October 2, 2015

Public parking lots bore the brunt of increased demand during peak hours. There are 733 off-street parking spaces available to the general public in and around Downtown Oxford. At the peak observed time (6 pm), 533 of them were filled (73%). However, as demonstrated in the table below, the available spots were not efficiently distributed:

Table 1: Parking Occupancy, Downtown Oxford Public Parking Lots, 6 PM, October 2, 2015

Parking Lot	Occupancy
Southeast Quadrant	100%
Northeast Quadrant	66%
Northwest Quadrant	59%
Southwest Quadrant	100%
Village Hall	76%
Mill Street	93%
Church North	30%
Church South	0%

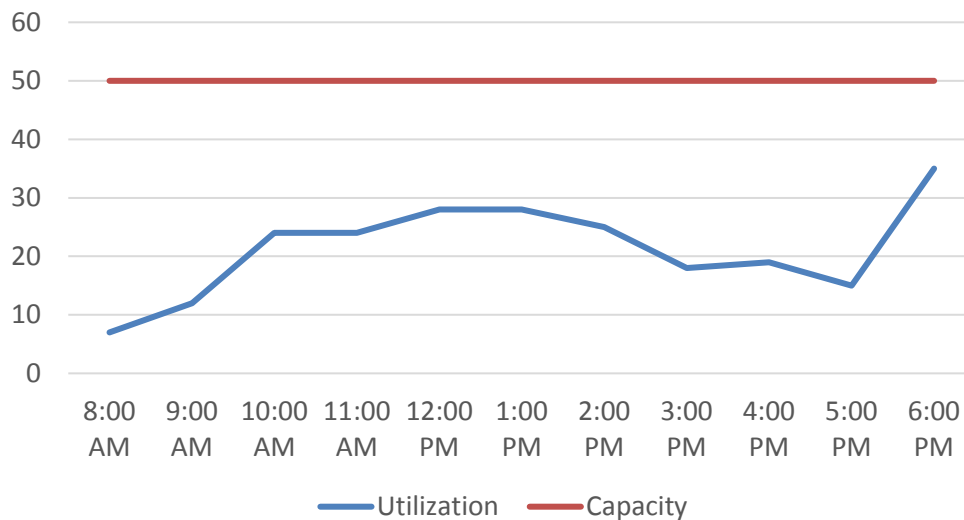
Source: McKenna Associates Parking Study, October 2, 2015

Lots south of Burdick Street were almost completely full, with only limited spaces in the Mill Street and Village Hall lots, which generally serve as overflow. However, there were many spaces available in the lots north of Mill Street. This imbalance is caused partially by the locations of parking-heavy businesses such as restaurants, but it is also caused by the poor pedestrian environment on M-24/Washington Street, which dissuades people from parking north or south of their destination and walking.

Further, it is not clear that the public knows it is allowed to park in “Church South” (Oxford United Methodist Church’s parking lot along Burdick) on non-Sundays. The lot never had more than two cars parked in it at any time during the study, despite the Homecoming Parade lining up nearby.

On-street parking was under-utilized in the downtown area, except during peak times, as shown in the graph below. At 6 pm, all on-street spaces along Hudson were filled, and all but one of the spaces on Washington was filled. However, only 4 of 7 spaces on East Burdick were filled, despite cars desperately circling the Southeast Quadrant parking lot. Very few people utilized the Dennison Street parking between Hudson and Washington, indicating that it is not clear that it is open to the public.

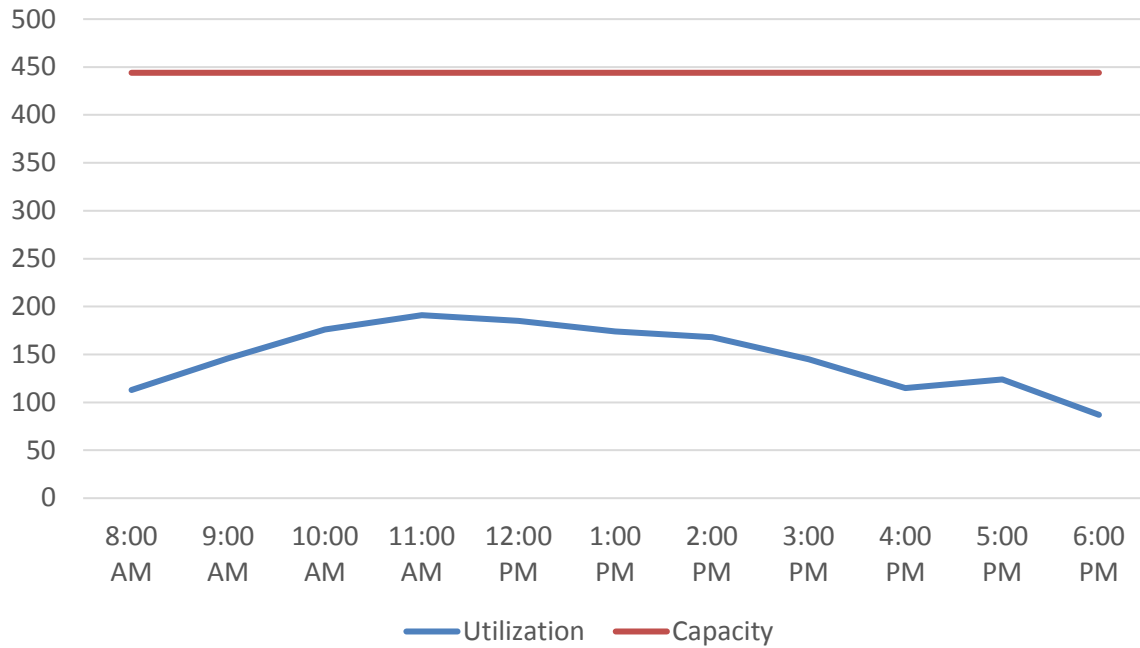
Figure 2: On-Street Parking Occupancy in Downtown Oxford, October 2, 2015



Source: McKenna Associates Parking Study, October 2, 2015

Private lots in downtown Oxford were much less full throughout the study day, including at peak times, as shown in the chart below. There are 444 parking spaces in and around downtown Oxford that are reserved for employees and guests of specific buildings or businesses. Of those, no more than 191 were ever filled throughout the day. As the public lots filled around 6 pm, the private lots emptied out.

Figure 3: Parking Occupancy in Private Lots in Downtown Oxford, October 2, 2015



Source: McKenna Associates Parking Study, October 2, 2015

Most notable among the private lots is the Oxford Bank lot, which contains 88 parking spaces. The lot never held more than 18 cars during the bank’s business hours, and only held 30 cars during the at 6 pm, when the Southeast Quadrant lot was 100% full.

The parking recommendations of this plan can be found in Chapter 6.

Public Input

In late 2015, an online public input survey was distributed to Oxford residents.

The following charts show the responses to the survey:

Table 2: Transportation Priorities

Potential Priority	Average Rating (Out of 5)
Maintain Existing Roads	4.48
Slow Down Cut-Through Traffic in Neighborhoods	3.92
Reduce or Re-Route Truck Traffic	3.69
Provide More Safe Places to Cross the Street in the Downtown Area	3.68
Improve the Walking Experience on Major Roads such as Washington	3.61
Create Additional Road Capacity	3.60
Add More Off-Street Parking	3.46
Provide Better Connections from Neighborhoods to the Polly Ann Trail	3.33
Improve Sidewalks on Streets within Neighborhoods	3.25

Install Bike Racks in the Downtown	3.10
Add Additional Traffic Lights	2.69
Bring Fixed Route Bus Service to Oxford	2.64
Add More On-Street Parking	2.21

Source: Village of Oxford Public Input Survey 2015

Table 3: Percentage of Respondents Favoring a Traffic Light in the Following Locations

Potential New Traffic Light	Percentage of Respondents
Burdick and Pontiac	59.6%
Lakeville and Bay Pointe	34.3%
Washington and Lincoln	18.2%
Washington and Dennison/Stanton	16.2%
Washington and East	6.1%
Washington and Davison/Center	6.1%
Burdick and Mill	5.0%
Washington and Crawford	4.0%

Source: Village of Oxford Public Input Survey 2015

Residents were also surveyed on their preferences for transportation improvements with a Visual Preference Survey, which asked respondents to rate images from 1 (“I would hate to have this in Oxford”) to 5 (“I would love to have this in Oxford”).

The five highest rated transportation images were as follows:

Average Rating: 4.50



Average Rating: 3.86



Average Rating: 3.32



Average Rating: 3.31



Average Rating: 2.88



3. Overall Recommendations

The following maps and text summarize the recommendations for transportation upgrades in various parts of the Village. Additional details can be found in the chapters that follow.

Downtown



The following improvements are envisioned in the Downtown area:

- Pedestrian safety upgrades on Washington Street.
- Bike lanes, upgraded streetscape, and crosswalks along Burdick Street.
- Increased on-street parking on Stanton and Dennison Streets.
- “Sharrows” and other bicycle wayfinding signage on Mill Street, Center Street, Louck Street, East Street, Pleasant Street, and Davison Street.
- New traffic lights at Washington and Stanton/Dennison, Washington and East, and Burdick and Pontiac. Stanton and Dennison could be converted to one-way if necessary to accommodate the light. The direction of the one-way conversion would be determined after a traffic study.

Northwest



The following improvements are envisioned in the northwestern portion of the Village:

- “Sharrows” and other bicycle wayfinding signage on Pleasant Street and Davison Street.
- New traffic light at Burdick and Pontiac.
- Bike lanes along Burdick Street.
- Pedestrian refuges along Washington, or a landscaped median if possible.
- A traffic study along Burdick Street to determine if the current road design is optimal and if a re-design would promote more efficient traffic movement.

Northeast



The following improvements are envisioned in the northeastern portion of the Village:

- “Sharrows” and other bicycle wayfinding signage on East Street, Center Street, Louck Street, and Mill Street.
- Improved crosswalk at Burdick and Mill Streets.
- Bike lanes along Burdick Street west of Glaspie Street.
- New roads north of Powell Street, in a connected grid that reflects the pattern to the south.
- Eliminate the on-street parking on Glaspie north of Burdick Street in order to create better flow of vehicles.
- Traffic calming improvements on Glaspie Street between the industrial district and Burdick Street.

Southwest



The following improvements are envisioned in the southwestern portion of the Village:

- Traffic calming devices on Crawford, Lincoln, Mechanic, and Hovey Streets.
- Potential traffic calming devices on Pontiac Street, unless such devices would cause safety or efficiency problems for school buses.

Southeast



The following improvements are envisioned in the southeastern portion of the Village:

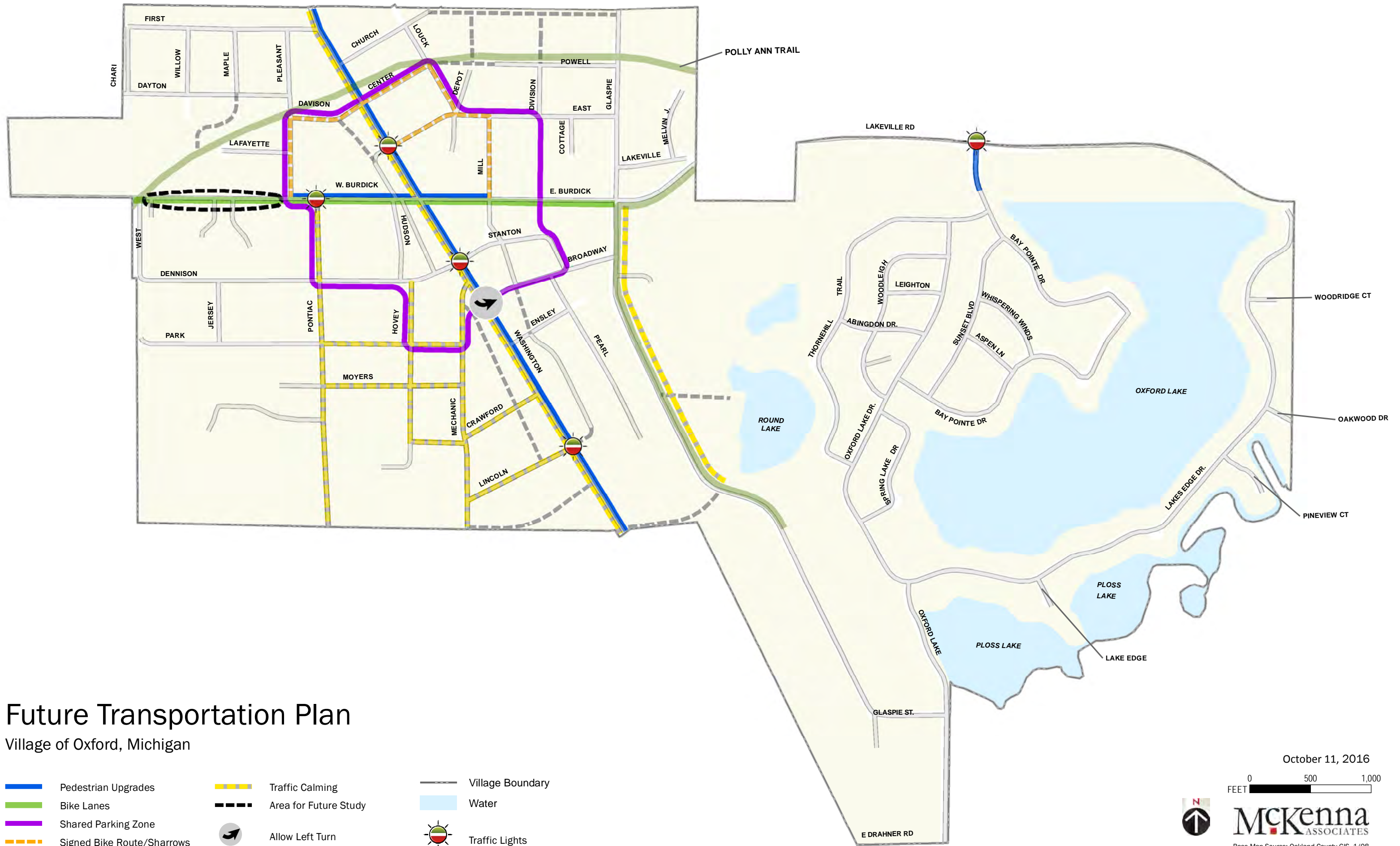
- Traffic calming devices on Crawford, Lincoln, and Mechanic Streets.
- A new road south of the Marketplace shopping center to connect Washington to Glaspie Street to aid in local truck access to the Glaspie industrial district.
- Complete the Edison Alley by connecting it back to Washington.
- Re-design Washington to permit left turns onto Broadway.
- Construct a West Alley starting at Lincoln Street, through White House Court to Crawford, and then north to Mechanic just south of where it intersects with Washington. Connect the alley to Washington across from Broadway if possible.
- New traffic light at Washington and Lincoln/Edison Alley.

Oxford Lakes



The following improvements are envisioned in Oxford Lakes:

- A sidewalk along the west side of Bay Pointe Drive from the point where the sidewalk ends to Lakeville Road.
- A traffic light at Lakeville Road and Bay Pointe Drive, with a crosswalk to improve access to the Polly Ann Trail.



Future Transportation Plan

Village of Oxford, Michigan

October 11, 2016



MCKenna
ASSOCIATES

Base Map Source: Oakland County GIS, 1/08

4. M-24/Washington Street Priorities

Overall Priorities

Washington Street is Oxford's Main Street. It is also part of M-24, a crucial transportation artery linking Metro Detroit and the Thumb. In the light of the upcoming reconstruction of M-24 through the Village and surrounding communities, the following are Oxford's priorities for the future design of the roadway:

- Traffic speeds should be controlled, with speeds limited to 35 MPH at least, preferably 25 MPH. Speeds should be controlled not only through the posted speed limit, but also through road design elements that promote slow speeds and cautiousness.
- Left turns off the roadway should be made safer without simply building a continuous center turn lane, which would detract from other Village goals for the road.
- The number of driveways should be minimized. Parallel alleys should be constructed wherever possible, especially south of Broadway, to allow the elimination of driveways.
- Pedestrian refuge islands should be added in key locations, and a landscaped median added where possible.
- The entire corridor should be lined with decorative, pedestrian-scale lighting.
- The road should be designed to reduce the impact of traffic noise. Pavement design, streetscape design, and speed limits should all be determined with traffic noise in mind.
- The downtown streetscape should be enhanced from both aesthetic and pedestrian safety standpoints, as expressed in previous Village and DDA planning efforts.
- Traffic lights should be added at key locations, described below, in order to facilitate pedestrians, bicycles, and crosstown automobile traffic.
- As much on-street parking should be included in the downtown as possible.
- Street signs should reflect the Village character and draw attention to side streets.

South Village Limits to Broadway

At the south end of the Village, the main priorities are slow, safe traffic and to channelize left turns. The Village priorities are as follows:

- Complete the Edison Alley so it connects to Washington just north of Holy Cross Lutheran Church.
- Add a traffic light to serve both Lincoln Street and the new Edison Alley.
- Eliminate driveways and promote shared access to reduce the number of left hand turn opportunities.
- Add decorative medians and pedestrian refuge islands where possible, with frequent breaks to allow for public safety access.

Broadway to Polly Ann Trail (Downtown Oxford)

In Downtown Oxford, the Village's main priorities are pedestrian safety, a pleasant atmosphere for shoppers, and business viability. The Village priorities are as follows:

- Permit left turns from southbound Washington onto Broadway.
- A new traffic light at Stanton/Dennison. Stanton and Dennison Streets could be converted to one-way if necessary from Mill Street to Hudson Street. The direction of the one-way conversion would be determined by a traffic study.
- A new traffic light to serve East Street and the Northwest Quadrant parking lot. Left turns into the Northwest Quadrant parking lot may be prohibited if the required design interferes with other priorities.
- On street parking maintained and expanded throughout the Washington corridor.
- Upgraded streetscape, including pedestrian amenities, bike racks, and street trees.
- A mid-block crossing, with a pedestrian refuge island near Centennial Park.

Other planning documents adopted by the Village or DDA should also be consulted during the re-design of this section of the corridor.

Polly Ann Trail to North Village Limits

The Village's priorities in this area are slow, safe traffic, especially at the First Street curve.

- Evaluate the geometry of the First Street curve to determine if re-alignment is possible or necessary.
- Ensure adequate egress for emergency responders from the fire station.

Edison (East) and West Alleys

The Village envisions alleys east and west of Washington to serve as access circulators and reduce left turning movements. The Edison Alley has been constructed from Ensley Street south to Holy Cross Lutheran Church. The Village envisions the following future expansions:

Edison (East) Alley:

- Connect the alley to Washington Street north of Holy Cross Lutheran Church, with a traffic light at the intersection.
- Connect the alley between Ensley and Broadway, either by acquiring property and connecting directly to Mill Street, or by re-negotiating the terms of the lease agreement with the owners of the Crittenton Medical Building and opening up that Village-owned land to public through traffic.
- Construct a new alley between East and Center Streets to support development along Washington in that area. The alley should line up with the entrance to the Northeast Quadrant Parking Garage to the south.

West Alley:

- The existing Great Expressions Dental and White House Village Shops parking lots should be connected to each other to allow a complete connection between Lincoln and Crawford Streets.
- A public alley should be built extending north from Crawford to Mechanic Street.
- A connection to Washington Street across from the intersection with Broadway would be ideal, but is unlikely due to the Church of Christ Scientist building that would have to be removed.
- A west alley should be built connecting the Northwest Quadrant parking lot to Davison Street, behind the existing homes and between the existing apartment buildings.

5. Bicycle Circulation

The Polly Ann Trail is one of Oxford's gems, and is beloved by many residents. Other trails in the Village, such as the ones along Lakeville Road and Glaspie Street, are also well-used. However, the trails do not connect well to downtown Oxford, and can be hard to reach from some residential neighborhoods. Therefore, the Village envisions the following improvements.

The Polly Ann Trail can currently be accessed at five points in the Village:

- Burdick Street near the cemetery
- Pleasant Street (where parking is available)
- Louck Street
- Glaspie Street
- Lakeville Road across from Bay Pointe Drive

The Village envisions the following improvements to better connect those access points to the Downtown and neighborhoods:

- Wayfinding signage and "sharrows" painted on the road along Pleasant Street from Burdick to the Polly Ann Trail.
- Wayfinding signage and "sharrows" painted on the road along Davison Street from Washington to Pleasant.
- Wayfinding signage and "sharrows" painted on the road along Center Street from Washington to Louck.
- Wayfinding signage and "sharrows" painted on the road along East Street from Washington to Mill.
- Wayfinding signage and "sharrows" painted on the road along Louck Street from East to Center.
- Wayfinding signage and "sharrows" painted on the road along Mill Street from Burdick to East.
- Continuous bike lanes along Burdick Street from the Polly Ann Trail to Glaspie Street.
- A sidewalk or shared-use path along the west side of Bay Pointe Drive from where the sidewalk currently ends to Lakeville Road, with a marked crosswalk (ideally a traffic light) to get across Lakeville.

6. Parking

The parking study described in Chapter 2 indicated that the parking lots and on-street parking spaces in downtown Oxford do not efficiently handle the demand. At peak times, some lots are full while other nearby lots are empty. This plan recommends the following actions to help correct the problem:

- Develop a system of wayfinding signage directing motorists to available parking lots, including the capacity of each lot on the sign. Electronic signage displaying the available spaces in each lot is encouraged, but unlikely due to cost.
- Use the wayfinding signage to clearly label parking lots and on-street spaces that are available to the public.
- Ensure that the M-24 rebuilding project does not decrease the total number of on-street spaces on Washington Street. Increase the number of spaces if possible.
- Change the parking requirements in the Zoning Ordinance to be based on usable square footage, not gross square footage.
- Amend the zoning ordinance to allow a reduction in the number of required parking spaces in areas near the downtown if the parking is open to the public, to complement the existing Parking Reduction District (which eliminates the parking requirement for the properties within it). The new regulations should:
 - Allow a 10% reduction in required parking spaces if the parking is open to the public at all times (while allowing reasonable restrictions like prohibiting overnight parking).
 - Allow a 5% reduction in required parking spaces if the parking is open to the public after regular business hours for the primary use of the site.
- Partner with private property owners, especially Oxford Bank, to allow public parking on their lots after business hours.



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