

**CHARTER TOWNSHIP OF OXFORD
PLANNING COMMISSION REGULAR MEETING**

NOTICE AND AGENDA

Date: Thursday, May 23, 2024

Time: 7:00 p.m.

Place: Oxford Township Meeting Room, 300 Dunlap Road, Oxford, MI 48371

1. Call to order
2. Respects to the flag
3. Noting of roll
4. Approval of the agenda
5. Conflicts of Interest/Ex-Parte Contact
6. Approval of Minutes – Planning Commission Regular Meeting – 05/09/24
7. Public comment on items not scheduled for Public Hearing or on this agenda.
8. Commissioners’ Comments
9. Public Hearing
10. Unfinished Business
 - A. Master Plan Update
11. New Business
12. Communications and/or Committee Reports
 - A. Economic Development Committee
 - B. Ordinance Review Committee
13. Planner/Engineer Reports
 - A. Carlisle|Wortman
 - B. Sharpe Engineering
14. Adjournment

The Charter Township of Oxford will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting/hearing. Individuals with disabilities requiring auxiliary aids or services shall contact the Charter Township of Oxford, by writing or calling Curtis W. Wright, Township Clerk at 248-628-9787, ext. 108 as soon as possible to allow the Township sufficient time to have available the aids and services.

Korey Bailey, Chair
Planning Commission
Charter Township of Oxford
300 Dunlap Road
Oxford, MI 48371
(248) 628-9787

CHARTER TOWNSHIP OF OXFORD PLANNING COMMISSION REGULAR MEETING
THURSDAY, MAY 9, 2024

A regular meeting of the Charter Township of Oxford Planning Commission was held Thursday, May 9, 2024 at the Oxford Township Meeting Room, 300 Dunlap Road, Oxford, Michigan 48371.

The meeting was called to order by Chair Bailey at 7:00 p.m.

RESPECTS TO THE FLAG

NOTING OF THE ROLL

Members Present: **Don Wloszek, Robert Turner, Justin Ballard, Jon Nold, Korey Bailey**

Members Absent: Tom Berger (excused), Michael Spisz (excused)

Also Present: Township Planner Matteo Passalacqua, Recording Secretary Susan McCullough, one OCTV camera operator, and 8 residents.

APPROVAL OF AGENDA

Commissioner Nold moved, Commissioner Ballard seconded, to approve the Charter Township of Oxford regular Planning Commission agenda for Thursday, May 9, 2024, as presented.

Ayes: 5 Nays: 0 Absent: 2

Motion Carried.

CONFLICTS OF INTEREST/EX-PARTE CONTACT

APPROVAL OF MINUTES

Planning Commission Regular Meeting – April 25, 2024

Commissioner Nold moved, Commissioner Turner seconded, to approve the minutes of the regular Planning Commission meeting for April 25, 2024 as presented.

Ayes: 4 Nays: 1 Absent: 2

Motion Carried.

PUBLIC COMMENTS ON ITEMS NOT SCHEDULED FOR PUBLIC HEARING OR ON THE AGENDA

Public comment began at 7:06 p.m.

Four residents spoke during public comment.

There being no further public comment, public comment ended at 7:17 p.m.

COMMISSIONERS' COMMENTS

Commissioner Nold asked that Planner Passalacqua explain the preliminary approval process. Planner Passalacqua reviewed the preliminary approval process.

Chair Bailey referenced the email that was included in the packet regarding zoning for tiny homes.

PUBLIC HEARING(S)

Zoning Ordinance Text Amendments to update Section 12.6.E.5 to require an approved preliminary site plan be submitted within 60 days of Planning Commission approval and Article 4 to specify when preliminary, combined, or final site plan is referenced.

The Township Building Department requested that the Ordinance Review Committee (ORC) develop amendments to update the special land use and site plan review processes. The ORC has provided amendments that would accomplish the following:

1. Update Section 12.6.E.5 to require submission of the approved preliminary site plan, with any modifications and conditions required for preliminary approval by the Planning Commission within 60 days of Planning Commission approval. Applicants often do not complete this step in a timely manner, leading to complications for final site review.
2. Specify in Article 4 – Special Land Uses whether preliminary, combined or final site plan review is applicable when “site plan review” is referenced in that article.

Chair Bailey reviewed the order of proceedings.

Presentation by the Petitioner

The petition was presented by **Matteo Passalacqua, Carlisle|Wortman Associates, Inc., 117 North First Street, Suite 70, Ann Arbor, MI.**

Open Public Hearing

Commissioner Nold moved, Commissioner Ballard seconded, to open the public hearing at 7:24 p.m.

Ayes: 5 Nays: 0 Absent: 2

Motion Carried.

Close Public Hearing

There being no comment, Commissioner Nold moved, Commissioner Ballard seconded, to close the public hearing at 7:25 p.m.

Ayes: 5 Nays: 0 Absent: 2

Motion Carried.

Comments from Township Consultants and Staff

Township Planner Passalacqua was available to answer any questions of the Commission regarding the proposed amendments.

Review of Correspondence

No correspondence was received regarding the proposed amendments.

Commissioner Discussion

The Commission discussed the application.

Motion

Commissioner Nold moved, Commissioner Wloszek seconded, to recommend approval to the Oxford Township Board of Trustees of the following proposed amendments to Zoning Ordinance 67:

1. Update Section 12.6.E.5 to require submission of the approved preliminary site plan, with any modifications and conditions required for preliminary approval by the Planning Commission

CHARTER TOWNSHIP OF OXFORD PLANNING COMMISSION REGULAR MEETING
THURSDAY, MAY 9, 2024

within 60 days of Planning Commission approval. Applicants often do not complete this step in a timely manner, leading to complications for final site review.

2. Specify in Article 4 – Special Land Uses whether preliminary, combined or final site plan review is applicable when “site plan review” is referenced in that article.

Ayes: 5 Nays: 0 Absent: 2

Motion Carried.

UNFINISHED BUSINESS

Master Plan Update

Township Planner Passalacqua reviewed the Carlisle|Wortman memorandum dated May 2, 2024 regarding the Master Plan, and was available to answer any questions of the Commission.

Master Plan Activity Update

Township Planner Passalacqua reviewed the Carlisle|Wortman memorandum dated May 2, 2024 regarding an update on Master Plan Activity, and was available to answer any questions of the Commission.

NEW BUSINESS

None.

COMMUNICATIONS AND/OR COMMITTEE REPORTS

Economic Development Committee

None.

Ordinance Review Committee

Commissioner Turner shared that Ordinance No. 85A has been fully published, and a hard copy placed in everyone’s mailbox.

PLANNER/ENGINEER REPORTS

Planner – Carlisle|Wortman

None.

Engineer – Sharpe Engineering

Engineer Sharpe provided a written report that was included in the packet.

ADJOURNMENT

Commissioner Nold moved, Commissioner Ballard seconded, to adjourn the meeting at 9:03 p.m.

Ayes: 5 Nays: 0 Absent: 2

Motion Carried.

Korey Bailey, Chair

Tom Berger, Secretary

Date approved: _____

smm



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

TO: Oxford Township Planning Commission

FROM: Megan Masson-Minock, AICP, Principal
Matteo Passalacqua, Community Planner

DATE: May 16, 2024

RE: Master Plan Materials

Thank you for your continued work on the Master Plan. We appreciated your frank feedback on the Future Land Use map and look forward to a constructive conversation at your next meeting.

We are approaching the end of the process in terms of time and budget. Less than \$7,500 is remaining in the budget. More importantly, the Planning Commission will need to recommend a full draft to the Township Board in June for review by adjacent communities (state-mandated 63-day period), in order for the Master Plan update to be adopted by end of October. At your meeting on May 23, it is imperative that you provide us direction on the following questions:

- Are there any changes you would recommend for the Vision, Goals and Objectives?
- Which version of the Future Land Use Map should be included in the Master Plan Update? What additional changes are needed?
- Should the Change/Preserve/Improve map be included in the Master Plan Update?
- What should be added or deleted from the draft Land Use Chapter?
 - Should the small area plans described in the memo be included? If so, what changes are needed? If you want to include these plans, we can draft concept plans for each.

Small Area Plans

The Master Plan Scope of Work included two to three small area plans. We propose the small area plans described below:

Oxford Hills Golf Course: While recognizing that the community would like this area to remain a golf course, the property is for sale and most likely to be redeveloped as single-family residential. The property has wetlands, tree rows, and a lake on site. Drahner Road is in need of improvement as is the intersection of M-24 and Drahner. The property has been planned for 2.5 acre lots and is currently proposed to keep that designation.

We recommend that the special area plan lay out a scenario where a cluster development or PUD with increased residential density (up to 1 acre per dwelling unit for net area) could be approved. The special area plan would call for the following:

- Preservation in protected open space of all state-regulated wetlands.
- The wooded areas, particularly in the eastern part of the property and in the southeast corner should be preserved, if the trees are of a size, species and health warranting preservation.
- Attached single-family residential could be considered for up to 20% of the proposed dwelling units with natural feature preservation.
- Paving of Drahner Road for the frontage of the property at a minimum.
- Contributions to improvements to the intersection of M-24 and Drahner Road to bring it to a level of service of "D" or higher for A.M. and P.M. peak hours.
- Internal recreation area for residents of the development. Dedication of a public park or recreation area could also be considered.

Sandman, East of M-24:

This portion of the Sandman extraction area is anticipated for reclamation and redevelopment in the next decade. This large area has been mined for decades, has multiple lakes, borders the South Branch of the Flint River, and has frontage on M-24. The area has the potential to be redeveloped in a similar fashion to Waterstone. The site is planned for a mix of non-residential uses on M-24, and residential uses of various densities.

We recommend that the special area plan contain the following:

- Development of the proposed Flint River Greenway as shown on the Open Space and Greenway Plan.
- Inclusion of the Hummer Lake Road Extension, connecting to the paved portion of N. Oxford Lake Road.
- Creation of safety paths as shown on Safety Path Master Plan and internal pedestrian connections.
- Landscaped areas on N. Oxford Road to maintain rural character
- A mixture of single-family densities and housing types are allowed but the higher densities should be closer to M-24.
- Street scape improvement on M-24 in keeping with any plans for that corridor.
- Provision of retail uses and/or workplaces for current and future Oxford residents to lessen vehicular trips, particularly on M-24.
- Provision of a public park.

M-24 Corridor:

The M-24 north of the Village border will experience change with the addition of sewer service. Septic systems require a greater amount of area on-site than sewers. We recommend a special area plan be developed for M-24 with the following:

- Design Guidelines for the corridor. Draft guidelines were included in your packet.
- Streetscape elements such as way-finding signs, street lighting and furniture. Some of these elements are in the draft guidelines.
- Groundwork for the possible creation of a Corridor Improvement Authority, which could help fund and construct road and streetscape improvements that the market or the Township may not otherwise be able to provide.

The following Master Plan Materials are included in the Planning Commission Meeting packet:

- Draft Future Land Use Map Update Comparison: Based on your input at the last Planning Commission meeting on the draft map (version 1), we have updated the draft map (version 2).
- Change/Preserve/Improve Map: This map represents three different approaches to planning for land uses. The areas without a designation would be maintained, i.e., land uses are not planned to change but the Township would invest resources to maintain the quality of life in those areas. The approaches are described below:
 - *Change:* These are areas where change is anticipated, with reclamation of former extraction sites or the sale of a private recreation area (i.e., golf course). The approach is to plan these sites for likely land uses that can be supported by existing and planned infrastructure.
 - *Preserve:* These are areas with large lots, natural features and agricultural uses. These areas should be preserved as is to greatest extent possible and excluded from urban service areas.
 - *Improve:* The land uses planned for this area are more intensive due to the access to M-24. However, these areas need improvement in terms of road capacity, sewer, and safety paths. The quality of development in these areas can be improved through the implementation of design guidelines and street scape improvements.
- Draft Land Use Chapter: We have updated the Land Use Chapter based on community engagement, interviews, and discussions with the Planning Commission. Maps and graphics are not included at this point. Items to be included in the full draft are noted in bold, italicized text (*example*). Please review the "Guiding Factors" on pages 1-5 for context on the Future Land Use Map and categories development.
- Vision, Goals and Objectives Draft: This draft remains the same as what was presented at your last meeting.
- Design Guidelines Draft: This draft remains the same as what was presented at your last meeting.

We are happy to discuss any other items you think are pertinent regarding these materials. Thank you for your time and we look forward to the upcoming meeting.

Respectfully,

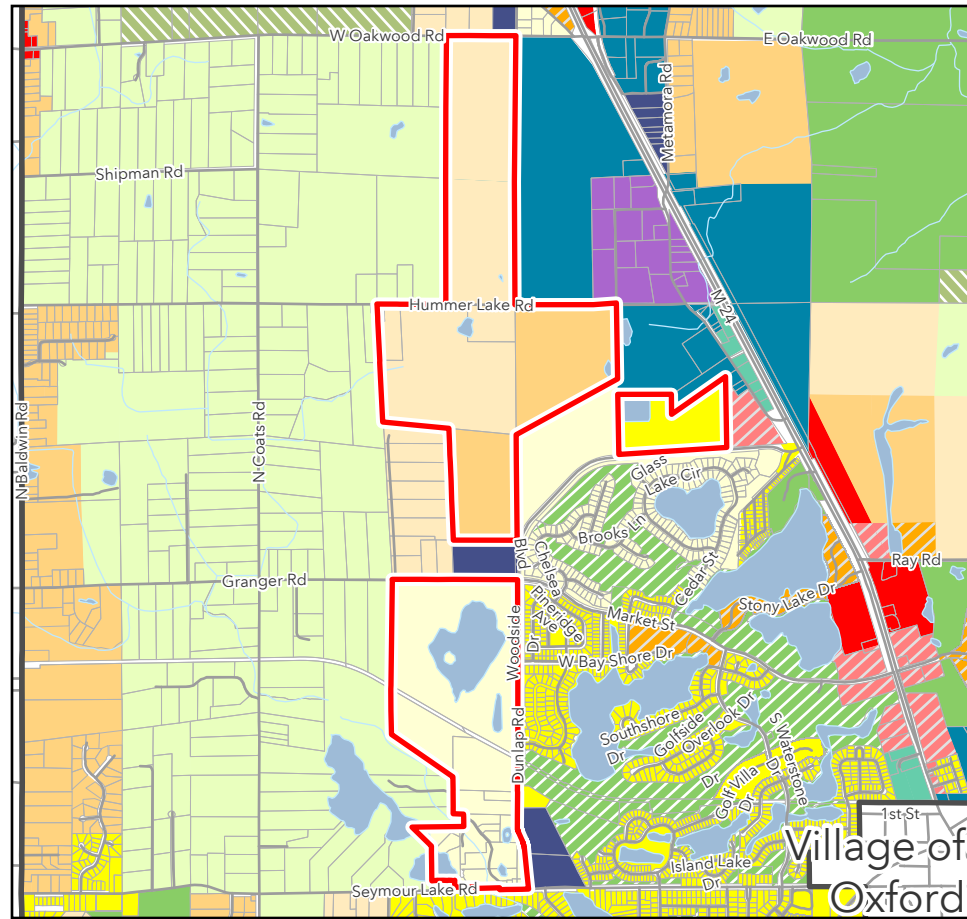


CARLISLE/WORTMAN ASSOC., INC
Megan Masson-Minock, AICP
Principal

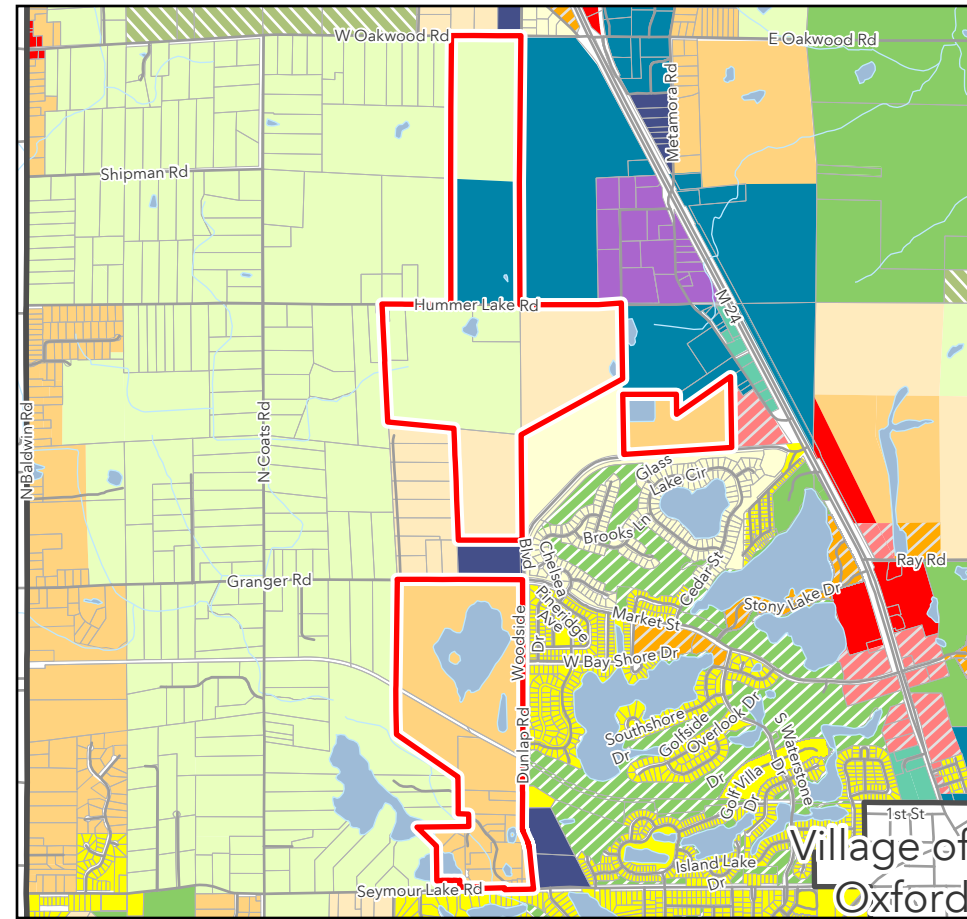


CARLISLE/WORTMAN ASSOC., INC.
Matteo Passalacqua
Community Planner

Version 1



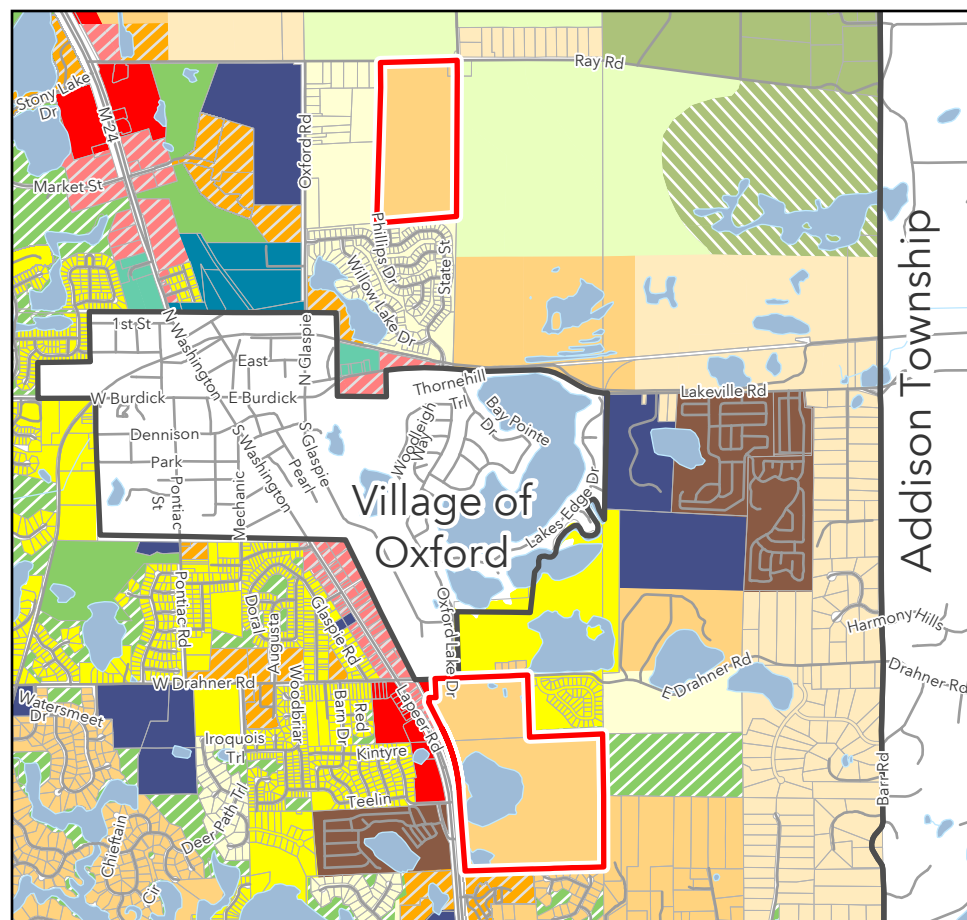
Version 2



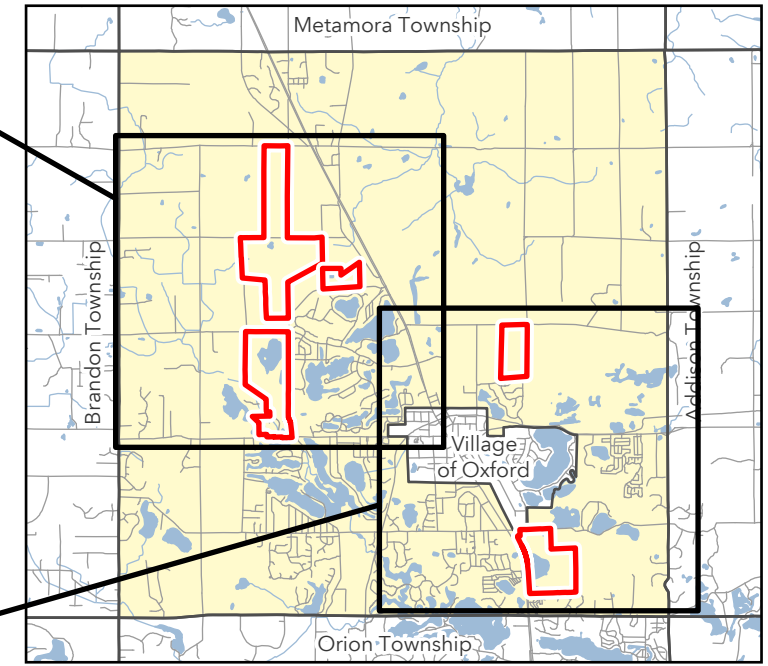
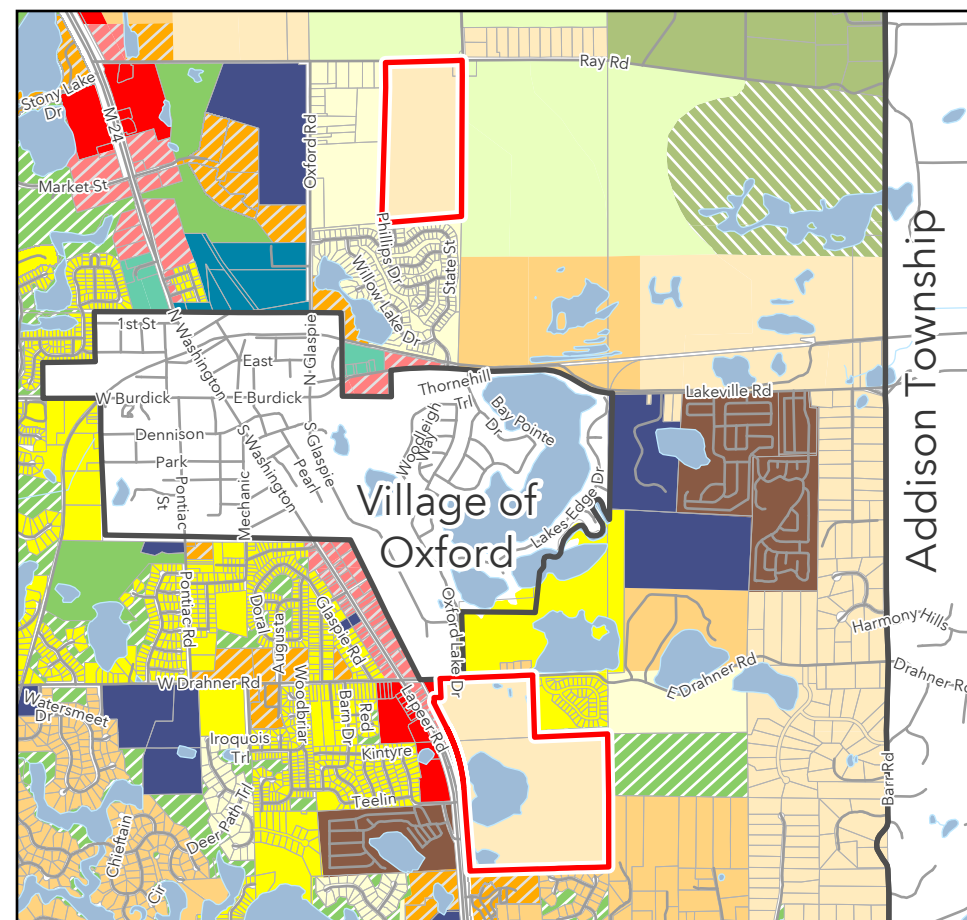
Future Land Use Designations

- Equine Country Agriculture - 20 acres
- Hunt Country Estates - 10 acres
- Acreage Estates - 5 acres
- Rural Residential - 2.5 acres
- Sub-Rural Residential - 1 acre
- Suburban Residential - 25,000 s.f.
- Village Residential - 9,000 to 12,000 s.f.
- Multi Family Residential
- Manufactured Housing Community
- Suburban Commercial
- Contemporary Mixed-Use
- Office/Service
- Light Industrial/Research and Development
- Midwest Industrial and Warehousing
- Public/Institutional
- Private Recreation/Conservation
- Public Recreation/Conservation

Version 1



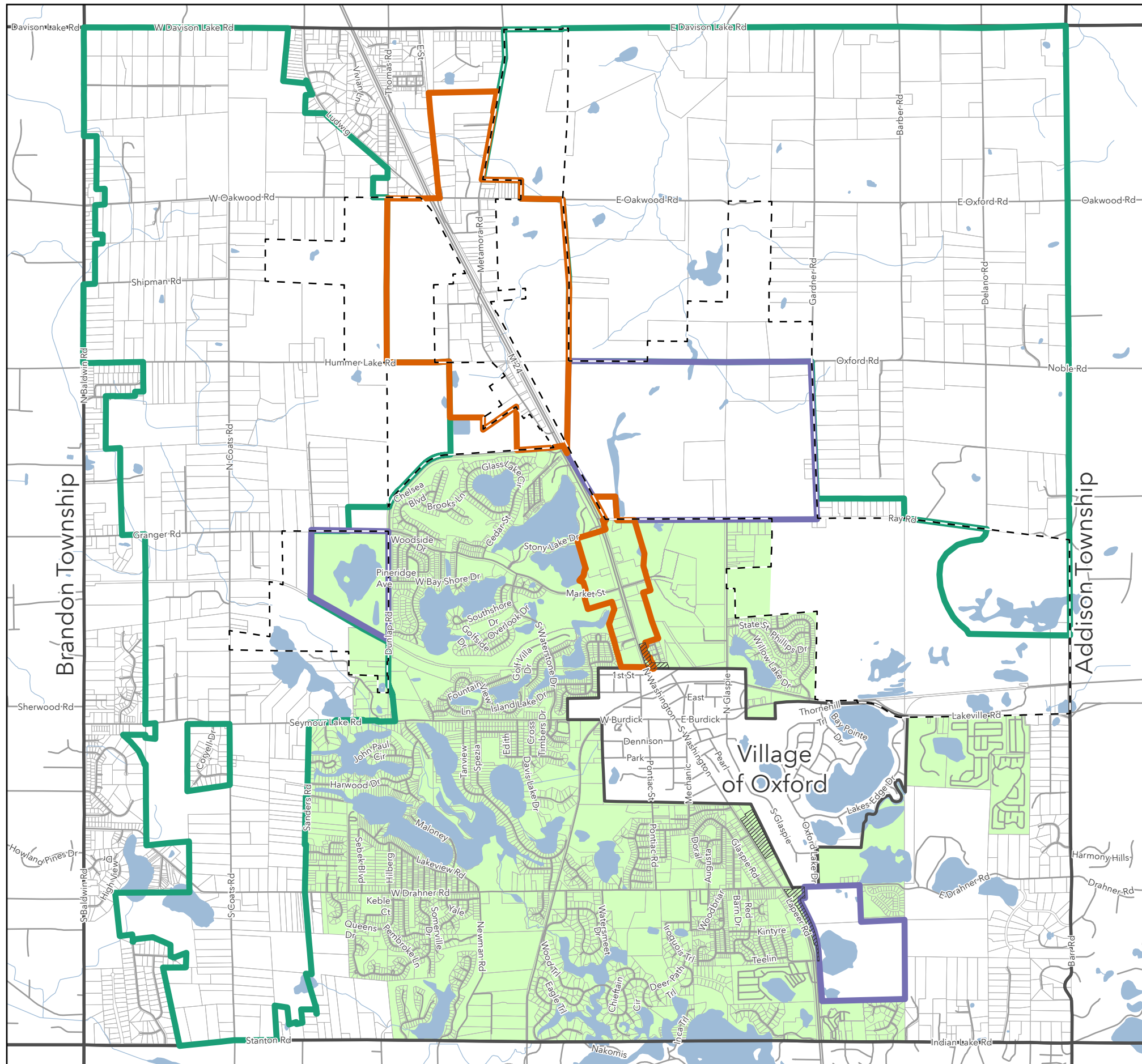
Version 2



Draft Future Land Use Map Update Comparison

Oxford Township Oakland County, Michigan



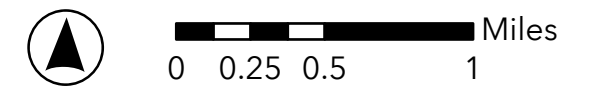


-  Change
-  Preserve
-  Improve

-  Municipal Boundaries
-  Parcel Boundaries
-  Primary Urban Service Area
-  Marihuana Overlay
-  Gravel & Sand Overlay

Oxford Township

Oakland County, Michigan



Land Use Plan

The Land Use Plan chapter defines the framework for growth, translates land use goals into a narrative, and provides a rationale for the placement of land uses and density within the Township. This chapter presents guiding factors for growth followed by a discussion of transportation and infrastructure, future land use categories (as denoted on the Future Land Use map), and open space and greenways.

The Land Use Plan is formulated to guide local government officials on land use decisions, public investments, and private development. Similar to the Master Plan as a whole, the Land Use chapter is intended to be a working document that will promote the orderly development of the Township, assist the community in its effort to maintain a high-quality living environment, and achieve the Township's vision for the future.

Guiding Factors

The following factors guided the development of the Land Use Plan, the Future Land Use Map, Special Area Plans, and the location and extent of land uses and densities:

- Urban Service Areas
- Road System Capacity
- Natural Features
- Proximity to the Village of Oxford
- Adequacy of Commercial and Industrial Land
- Management of the M-24 Corridor
- Preservation of Outlying Rural/Agricultural Areas
- Reclamation of Extractive Sites

Urban Service Areas

The distribution of land uses and residential densities on the Future Land Use Map is directly related to availability of public utilities (sewer and water), transportation infrastructure and capacity, and services such as police and fire protection. To allow for the orderly and coordinated development of Oxford Township, the Master Plan uses “Urban Service Areas.”

The Urban Service Area separate planned urban/suburban areas from more rural areas. Those portions of the Township located outside of the Urban Service Areas are intended to be maintained at a low density and exhibit rural characteristics. Any development within areas outside of the urban service areas should protect existing natural features and preserve the existing agricultural, recreation, and equestrian uses.

Urban Service Areas are areas within the Township where sanitary sewer and public water systems are either currently in place or are anticipated to be expanded in the near future. Urban Service Areas also represent areas of the Township where transportation infrastructure and public services can accommodate higher-intensity uses and higher residential densities. Therefore, the proposed Urban Service Areas intentionally correspond with and guide the location of higher-density areas.

Oxford Township Master Plan

Draft Text for Land Use Plan Chapter for 5/23 Planning Commission Review DRAFT: 5/15/2024

Two (2) types of Urban Service Areas are shown:

- **Primary Service Areas:** These portions of the Township are currently served by public sewer and water or are located within an existing sanitary sewer district. These areas are generally characterized by single-family and multiple-family residential uses at higher densities, commercial uses, industrial parks, and mixed-use centers located in close-proximity to the Village of Oxford. The Primary Service Area generally adheres to the current extent of the Township’s sanitary sewer district boundary.
- **Secondary Service Areas:** These areas are not currently served by sewer. They may or may not be hooked up to the public water system but are anticipated for future sewer expansion and/or moderate-density development. These areas are generally located on the fringe of the Primary Service Area and have access to sufficient transportation networks. However, sewer services should only be expanded to the secondary service areas if adequate capacity and funding exists.

The boundaries of the Urban Service Areas are not intended to be static and should be evaluated on a regular basis as part of updates to the Master Plan. The Township may plan for or decide to extend infrastructure within or beyond the Urban Service Areas. In determining whether to modify the boundaries of either the Primary or Secondary Service Areas, the following should be taken into consideration:

- Amount and capacity of undeveloped or under-developed land currently within the Primary or Secondary Service Area boundaries, which should be used to satisfy the demand for development prior to expanding either boundary.
- Projected population growth within the Township and demand for certain land uses.
- The ability to extend public water and sewer infrastructure.
- The capacity and condition of the road network to support the new service areas.
- The ability of the Township, County and other public agencies to provide necessary services to the new growth areas and the additional resulting population.
- The impact that higher-density development will have on natural features, agricultural and equestrian uses, and rural character.
- Consistency with special area plans, if applicable.
- Consistency with the goals and objectives of the Master Plan.

To maintain orderly coordinated development, the Township should prioritize expanding the Primary Urban Service Area to include properties that are immediately adjacent to the existing boundaries, rather than creating new, isolated areas. By “leapfrogging” infrastructure, the Township would reduce the volume of sanitary sewer capacity available for areas within the current Urban Service Area boundaries, undermining the orderly manner in which the Charter Township of Oxford desires to develop.

(Insert Map with urban service areas, current and planned utilities)

Road System Capacity

Road capacity directly impacts future land use locations. As illustrated on Urban Service Area Map and the Future Land Use Map, outlying areas of the Township are planned to remain primarily rural-residential and agricultural in nature. The gravel road systems found in these portions of the Township warrant existing and planned low-density land use patterns.

Properties located adjacent to major paved roads - such as M-24, Drahner, Seymour Lake, and Lakeville - are planned to accommodate more intensive land uses, including non-residential and moderate to high-density residential uses. Recognizing the congestion on Township roads currently and the impact of future development, locations for potential future road paving and extensions are shown later in the Transportation section of this chapter.

Natural Features

The intensity of proposed land uses is influenced by the natural features present, specifically wetlands, woodlands, and natural areas. The most dense or intensive land uses are typically limited to areas along M-24 and current extractive sites where land disturbance has already interrupted natural systems and natural features are few. Very low densities (10-acre and 20-acre lots) are planned to be maintained in the northwestern and northeastern quadrants of the Township, where trees rows and natural areas are more plentiful. In addition to the arrangement and intensity of land uses in the Future Land Use Plan, the Safety Path, Open Space and Greenway Plan section identifies measures to balance the Township's development objectives with preservation of its natural resources and scenic character.

Proximity to the Village of Oxford

In recognition of the significant value offered by the Village of Oxford, areas within the Township adjacent to the Village should complement and be consistent with the Village's traditional character in terms of density, mix of uses, building placement, and architecture. This Master Plan recognizes the importance of the Village of Oxford as a prime commercial and office center. The Design Guidelines for the areas along M-24 aim to strengthen the Village.

Adequacy of Commercial and Industrial Land

Adequate commercial and industrial land is planned to provide needed services, jobs, and tax revenue to avoid setting aside excessive acreage for future commercial and industrial uses. Excessive areas for commercial or industrial uses beyond that which could be supported by the market are likely to remain vacant or underutilized and may negatively impact the Township. For this reason, the Future Land Use Plan anticipates only the limited expansion of commercial uses outside of areas presently planned for commercial/industrial uses. Additionally, the planned Contemporary Mixed-Use future land use designation is intended to accommodate a variety of land

uses to respond to the ebb and flow of the market, while ensuring consistency with adjacent land uses.

Management of the M-24 Corridor

M-24 serves as the main corridor through Oxford Township and is often the “first glance” of the Township. The Future Land Use map generally assumes that M-24 is capable of handling traffic generated by existing and planned commercial and industrial development, recognizing that congestion on the state trunkline has steadily increased. The ongoing extension of sewer along M-24 to Dunlap Road will increase development interest in the corridor.

The Township recognizes the need to manage both the functional and aesthetic aspects of the M-24 corridor. Without careful access management standards, Oxford Township risks the aesthetic degradation commonly associated with strip commercial development and haphazard growth. For these reasons, commercial and office uses along M-24 are intended to be consistent with the development pattern and style of the Village. Office, research, industrial, and mixed-use uses located farther north are envisioned to be buffered from the roadway using landscape screening and setbacks. The Special Area Plan for M-24 further details how the Township can manage the corridor.

Preservation of Outlying Rural and Agricultural Areas

Productive agricultural farmland and equestrian facilities, like the historic Metamora Hunt, are hallmarks of Oxford Township. Rural uses continue to thrive in the Township’s northeastern quadrant, and the northwestern quadrants, to a somewhat lesser degree. To preserve rural areas, the outlying areas of the Township are planned for low-density residential and agricultural land uses. The Master Plan also calls for additional land use preservation techniques such as deep setbacks, clustering, and preservation of productive farmland and scenic features.

Reclamation of Extraction Sites

A large quantity of land within the Township is currently utilized for extractive purposes. The pace at which the Township’s various extractive sites are reclaimed and redeveloped will affect the timing and location of future development. Redevelopment of extractive sites is expensive and limited generally to recreational and lakefront residential land uses. These sites require extensive grading and have infrastructure, such as tunnels, which need to be removed to facilitate redevelopment. Table 15 and the corresponding map show the status and location of extraction sites in Oxford Township.

Table 15. - Status of Township Extractive Sites [status column needs to be updated]

Map Number	Site	Status
1	Koenig Sand and Gravel	Near completion
2	Sandman	Mining complete.
3	Iafrate/Great Lakes (Levy)	Work has not begun
4	American Aggregates (Levy)	At least 40 years left
5	Mickelson South (Levy)	Mining finished
6	Mickelson North (Levy)	At least 5 more years of excavation
7	American Aggregates (Levy)	Future reserves

[Insert Map 11 Extractive Site Map]

Lakefront residential communities, like Waterstone, have been developed on former mining sites in Oxford Township. In order to facilitate the creation of lakes and slopes appropriate for neighborhoods, the lot sizes in these communities are smaller (9,000 square feet to 12,000 square feet in area) but the overall density (number of dwelling units per acre) should match the planned density. If the development offers significant recognizable and substantial benefits, the density could be increased under a Planned Unit Development (PUD). Those benefits could include road extensions and paving as described in the Transportation section of this chapter, infrastructure facilities for the Township water or sewer systems (pump stations, municipal wells), off-site preservation of open space or agricultural land, and public parks, either on-site or off-site.

To facilitate redevelopment, the extractive sites where mining is nearing completion or finished are in the primary or secondary urban service areas and planned for appropriate land uses and densities based on the size and geographic features on site. The Mickelson South site and the portion of the Sandman operation east of M-24 are expected to be redeveloped in the next decade. The Mickelson South site is planned for residential development. The Sandman site is planned for a mixture of uses along M-24 and single-family residential of various densities.

Since the sites north of Dunlap and Ray Roads are a minimum of 10 years from completion, portions of these sites could be set aside for commercial, retail and industrial development. Development pressure is likely to rise within the Township’s Primary Urban Service Area before these properties become available, assuming the entire site is held under one owner until all extraction is complete before it is sold.

Due to the influence that extractive sites have on future development, the Township should continue to monitor their status. Reclamation and end use plans should be reviewed and coordinated with the Township’s Master Plan. Reclamation of former extractive land is critical for both environmental and safety reasons, and should include re-grading, slope stabilization, and reestablishment of vegetation.

Transportation

The Future Land Use Plan in this chapter identifies areas for future growth and development to address housing, shopping, and employment demand. In order to accommodate such growth, the Township's transportation needs must be addressed. The Township's Roads Master Plan, developed in 2004, identifies the need for various improvements in the current road system. The Roads Master Plan recognizes that the extension, connection or widening of various roads throughout the Township may be necessary to facilitate safe and efficient vehicular circulation as the Future Land Use Plan is implemented.

In planning for the construction of new roads or improvement of existing roadways, complete streets infrastructure and design features should be evaluated and incorporated to create safe and inviting environments for all users to walk, bike, and use public transportation. Features of complete streets include sidewalks, safety paths, paved shoulders, bicycle lanes and infrastructure that facilitates safe crossings of road rights-of-way (such as curb ramps, crosswalks, refuge islands, and pedestrian signals). Additional design features such as pedestrian-oriented signage and lighting, benches, bicycle facilities, and street trees can improve the safety and comfort of users.

Future Roads and Rights-of-Way Plan

The Future Roads and Rights-of-Way Plan (Map 13) identifies planned right-of-way widths of existing roads and potential extensions to enhance circulation throughout the Township. The various potential road extensions are discussed below. While Oxford Township does not have direct jurisdiction over its roads, the Township is in the position to influence road agency policy (Road Commission for Oakland County and the Michigan Department of Transportation) and promote consistency between future land uses and transportation networks.

Thomas Road Extension

Additional routes for north-south travel are necessary, due to the congestion on M-24. The extension of Thomas Road – from Oakwood Road south to Dunlap – would provide an alternate means of reaching the Village of Oxford from the northwestern area of the Township, while providing a distinct separation between the future light industrial developments and residential uses planned for this area.

Hummer Lake Road Extension

The extension of Hummer Lake Road from Metamora Road to Gardner Road would facilitate east-west circulation through the northern areas of the Township, while providing access to future office and research uses planned near M-24. The envisioned extension entails an additional crossing of M-24, which would require coordination with MDOT.

Ray Road – Lakeville Road Connector #1 and #2

Additional north-south routes are necessary to ease the burden on North Oxford Road and provide additional alternatives to M-24 for local travel. Two connections between Ray and Lakeville Roads are planned:

- 1) A southerly extension from the Ray Road/N. Oxford Road intersection
- 2) A southerly extension from the Ray Road/Delano Road intersection

In addition, these roads should physically separate the densities of future residential in this area, stepping down in density moving west to east. The easternmost of these road connections is shown in proximity to a high-quality natural area near the Ray Road/Delano Road intersection and should be routed to not impact these natural features.

Barr Road Extension

In order to relieve congestion on the roads in the Village of Oxford (particularly Burdick and Glaspie), a bypass route is envisioned to allow travelers from the eastern and northeastern portions of the Township to circumvent the Village while heading south. The possibility of extending Barr Road farther south from Lakeville Road to Drahner Road should be explored to accomplish this bypass route.

[Insert Future Road Rights-of-Way Map 13 (11x17)]

Road Paving

[New forthcoming section].

Road Funding and Priorities

[New forthcoming section].

Safety Path, Open Space and Greenway Plan *[Needs to be updated]*

The Township is committed to creating and maintaining a comprehensive system of safety paths, greenways and open space preserves. Proposed open space preserves, greenway corridors, and safety paths are shown on the Safety Path Master Plan (Map 14), and the Open Space and Greenway Plan (Map 16) and further described below.

Safety Paths

The proposed network of safety paths was influenced by the location of existing and future residential development, existing safety paths, and community destinations (parks, schools, nature areas, shopping, etc.). The network was further guided by the Township's Open Space and

Oxford Township Master Plan

Draft Text for Land Use Plan Chapter for 5/23 Planning Commission Review DRAFT: 5/15/2024

Greenways and Transportation goals and objectives as well as the 2023 Oxford Parks and Recreation Plan.

Much of the Township's current network of safety paths is fragmented, extended only across the frontage of recently-developed property. Many of the safety path segments proposed within the Safety Path Master Plan require only the connection of existing small segments. In some cases, however, existing but deteriorated lengths of path may require replacement.

Polly-Ann Trail

Oxford Township contains approximately four (4) miles of the Polly-Ann Trail, a regional non-motorized trailway spanning between Orion Township and Kings Mill in Lapeer County. The trail enters the Township from Orion Township in the south, traverses through the Village of Oxford, and travels east along Lakeville Road toward Addison Township. A segment of Oxford Township's portion of the Polly Ann Trail is planned for the Iron Belle Trail, a state-wide trail stretching from Belle Isle in Detroit to Ironwood in the western Upper Peninsula.

[Insert Safety Path Master Plan 14]

Greenways

The Open Space and Greenway Plan ([Map 16](#)) involves the development of five greenways within the Township described below:

Ortonville-Oxford Connector

This greenways segment, connecting the Village of Oxford with the Village of Ortonville via a DTE utility corridor, has been identified as a critical element of the regional trails network by the Oakland County Trails Master Plan. Establishment of this greenway will require fundraising efforts and coordination with utility franchises for the acquisition of the corridor. Collaboration with Brandon Township should be sought to concurrently implement both communities' segments.

Flint River Aquatic Corridor

Not necessarily intended to be a pedestrian/recreationally-oriented greenway, protection of this corridor is sought to protect this tributary of the Flint River and its sensitive headwaters located within Oxford Township. Establishment of this greenway will require coordination with the MDNR, Devil's Ridge Golf Course, and other adjacent property owners for the acquisition of necessary land or easements. Collaboration with Metamora Township should also be pursued to extend the Township's preservation efforts.

Paint Creek Aquatic Corridor

Similar to the Flint River Aquatic Corridor above, the small portion of the Paint Creek located along the southern edge of the Township should be buffered to the extent possible to protect this valuable waterway.

Flint River Greenway

To complement the Flint River Aquatic Corridor discussed above, this greenway segment is meant to offer a pathway that skirts the significant wetland areas surrounding the South Branch of the Flint River. Like the aquatic corridor, establishment of this greenway will require coordination with the MDNR, Devil’s Ridge Golf Course, and other adjacent property owners. Collaboration with Metamora Township should also be pursued to extend the Township’s preservation efforts.

Flint River/Village Connector

This greenway segment is proposed to provide a northerly scenic and recreational connection from the Village of Oxford and Polly Ann Trail to the protected areas around the South Branch of the Flint River (and the related Flint River Greenway) as well as the future safety path along M-24. This greenway is proposed to follow the westernmost Ray Road/Lakeville Road connector, and then travel cross-county to the Flint River. Because this greenway does not follow an established corridor or roadway, close coordination and negotiation with appropriate property owners along the proposed greenway will be necessary.

[Insert Greenways Plan Map]

Open Space Preservation

[New forthcoming section - with updated Open Space map, methods for preservation from community open house and Zoning Ordinance changes].

Open Space within Developments *[Needs to be updated]*

Although not explicitly identified within the Open Space and Greenway Plan map, the importance of open space within private developments is unquestionable. While these private open spaces may not be the largest or contain the most sensitive environmental areas, private open space often represents the closest natural areas to residents within residential developments. Thus, these

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areas may make the greatest difference in Township residents' everyday lives. Corridors of undeveloped land through otherwise developed areas also provide critical wildlife sanctuary.

Open space provided within private developments should be designed to achieve one or more of the following objectives:

- Coordination with adjacent open spaces to provide contiguous expanses of open areas;
- Preservation of areas identified as “potential conservation/natural areas;”
- Preservation of buffers along internal or adjacent watercourses, lakes, or wetland areas;
- Preservation of existing tree rows and woodlots representing a “woodland network opportunity;” or
- Buffering or screening of development from view along rural or scenic roadways.

While it may be difficult to achieve every objective within a single development, many can be realized through creative project design. As the Planning Commission and Township Board work with developers, careful evaluation and prioritization may be necessary on a project-by-project basis.

Future Land Use

[to be inserted once FLU map and categories are ready].

Vision, Goals, and Objectives

The vision, goals, and objectives presented in this chapter give guidance to community decision-makers and stakeholders on decisions and priorities. They also provide a basis for allocating resources and establishing directives to ensure the community can realize the vision and goals. The vision, goals, and objectives are based on community input, Township plans and policies, and priorities of the Township.

The vision is what the Township aspires to be. It is the cornerstone of the Master Plan. All goals and objectives should implement the vision.

Goals are general statements that define the direction and character of the Township. These guiding statements are meant to provide a focus for future Township discussions and decisions.

Objectives qualify and quantify achievement of goals. These specific statements provide more detailed direction to implement the Master Plan.

Vision

Oxford Township is a place of natural beauty and economic prosperity. The Township will preserve and expand these assets in a manner that provides balance between the growing community, existing and planned infrastructure, and the natural environment.

Goals

Community Character

Goal: Development and redevelopment activities should complement and preserve the Oxford community by creating connections, both physical and visual, with the Village of Oxford; preserving the rural places in the Township; and enhancing suburban areas of the Township via high-quality design, appropriate densities, and protection of lakes, natural areas and open space.

Objective #1: Preserve and promote the scenic rural character of the Township.

Objective #2: Preserve and promote the downtown village character in areas adjacent to the Village of Oxford.

Objective #3: Capitalize on the opportunity offered by the reclamation of extractive sites to create residential communities with lakes and open space, consistent with the character of development in the Oxford area.

Objective #4: Ensure that the M-24 corridor can absorb the demand for high intensity uses while maintaining an attractive appearance that reflects the village, suburban, and rural character found throughout the Township.

Objective #5: Use zoning and future land uses to ensure adjacent land uses are compatible and that transitional zoning is used between potentially conflicting uses.

Objective #6: Discourage the extension of public sewer or water services beyond urban service boundaries and the M-24 corridor to preserve open space, natural features, as well as rural, equestrian and low density residential uses,

Objective #7: Minimize traffic impacts to protect community character by using opportunities to improve the road system within the Township to alleviate traffic problems and mitigation of traffic impacts of new development.

Residential Land Use

Goal: The density, type and character of residential development in Oxford should meet the housing needs of Township residents by allowing dense, traditional neighborhoods near the Village with larger lot residential developments, decreasing in density, further from the Village borders.

Objective #1: Allow for a range of housing with a variety of medium to low densities utilizing spacious lots as well as dwelling sizes, types and styles while remaining consistent with the community character, and taking into consideration the availability of public utilities, natural features, and the natural capacity of the land.

Objective #2: The design and character of future residential land uses should promote rural, open/green space and natural landscapes traditionally found in the Oxford area.

Commercial Land Use

Goal: Commercial development within Oxford Township should meet the needs of Township residents as well as neighboring communities, while promoting Oxford’s community character.

Objective #1: Commercial land uses in the Township should be compatible with the design intent and standards of each future land use category.

Objective #2: Commercial, retail, and office uses should be located primarily along M-24 however, limited retail and service operations serving neighborhood areas should be considered along other major thoroughfares.

Objective #3: Promote well-planned and well-designed commercial development utilizing design guidelines that integrate with neighboring existing and planned land uses.

Objective #4: Require street design that creates safe and welcoming public spaces for pedestrians and non-motorized transportation.

Objective #5: Provide incentives for the use of green building design, energy-efficient buildings, and sustainable developments.

Industrial Land Use

Goal: Industrial development in Oxford Township should be sited to minimize impacts on land uses of lesser intensity and designed to complement the community character of the Township through design guidelines.

Objective #1: Industrial land uses in the Township should be located or relocated to minimize conflicts between incompatible land uses,

Objective #2: Industrial sites and buildings in the Township should be constructed of quality materials and oriented in a fashion to provide visually pleasing viewsheds from major thoroughfares.

Objective #3: The scale and placement of new and proposed industrial development should be determined by traffic and utility infrastructure within the Township.

Mixed Land Use

Goal: Allow for a flexible mixture of land uses on single or adjacent lots in appropriate areas of the Township to encourage the clustering of complementary uses. Creative design, in terms of uses and physical layout, should promote economic development, encourage non-motorized connectivity and reduce traffic generation.

Objective #1: Consider the development of mixed-use retail, light-industrial and dense residential projects along M-24 in areas planned for mixed use.

Objective #2: Utilizing design guidelines, allow for the development of a mixed-use dense residential, commercial, and retail district at the periphery of the Village of Oxford to complement downtown Oxford commercial uses, add new neighborhood commercial, and serve as a transitional use to nearby single-family residential and commercial areas.

Natural Resources and Environment

Goal: Protect the Township's natural landscapes and environmental assets to sustain Oxford's high quality of life for future generations.

Objective #1: Protect Oxford's natural resources and areas by limiting development in regions of the township with no utility or transportation infrastructure, for ecological and preservation purposes as well as public enjoyment; and adopting open space preservation techniques.

Objective #2: Prioritize preservation of existing wetlands, trees, woodlands, and open space in land use decisions, such as rezonings, special land uses, and planned unit developments.

Objective #3: Prevent and clean up pollution throughout the Township and protect Township residents from exposure to hazardous material.

Objective #4: Research methods and funding to preserve natural areas as well as increase the public's accessibility to those areas via trails, scenic observation points and integrated park infrastructure.

Open Space and Greenways

Goal: Promote a network of connected open spaces and greenways that preserves important natural areas, water resources, wildlife corridors and habitat, and the rural, scenic character of the Township, while providing for the recreational needs of the community.

Objective #1: Require and preserve valuable, contiguous open space within residential developments.

Objective #2: Protect valuable natural areas and wildlife habitat, as well as connections between such areas, throughout the Township.

Objective #3: Establish community-wide and regional greenway connections that link important natural areas, parks, institutional facilities, residential areas, and neighboring communities where feasible.

Transportation

Goal: Improve and expand the Township's transportation system to allow safe and efficient travel for motorized, non-motorized and pedestrian users, while creating connections to the Village of Oxford and other neighboring communities.

Objective #1: Maintain and/or improve the Township's road network to provide adequate safety, capacity and efficiency wherever necessary, in a manner that is consistent with the character of the area.

Objective #2: Promote orderly, efficient access to developing land, and improve circulation throughout the Township and the region through the extension, paving, and maintenance of roadways including the research and resource allocation to develop north/south routes alternate to M-24.

Objective #3: Develop and maintain a network of safety paths throughout the Township that connect the community's natural, residential, recreational, institutional, and commercial resources to provide safe, barrier-free pedestrian and bicycle circulation.

Objective #4: Develop adaptive routes for gravel mining operations and other heavy truck traffic while minimizing the impacts on minor arterial roads, collector roads and local roads.

Goal: Provide safe and direct routes for walking, bicycling, and public transportation to enable convenient and active travel as part of daily activities to reduce traffic and meet the needs of all users.

Objective #1: Integrate Complete Streets design features into road design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.

Objective #2: Promote bicycle, pedestrian, and public transportation infrastructure design and promote rider safety.

Utilities

Goal: Provide sufficient public utilities to support the Township's desired pattern of development in an efficient, fiscally-responsible manner.

Objective #1: Plan for the expansion of public sewer and water facilities along M-24 to support the Township's desired density/development pattern and to protect public health.

Objective #2: Limit expansion of the public sewer and water facilities to those areas within the primary urban service area.

Objective #3: Research cost/benefit analysis when discussing utility expansion to ensure community resources are invested responsibly.

Design Guidelines

The main goals of the Design Guidelines are to create an attractive environment for investment, encourage a harmonious designs amongst a mix of land uses, elevate the visual appeal of the area, address traffic congestion and alleviate pedestrian challenges along the corridor. The standards or guidelines may be incorporated into the Township 's zoning ordinance or established in a separate document. Developments along the M-24 corridor have the most potential to be dense, higher intensity, elevated visibility and the most likely to warrant the implementation of design guidelines. The corridor has the potential to generate notable economic development, pedestrian activity, and a sense of place using this mechanism. With an annual average daily trips (AADT) of over 9,000 along the corridor, it is important to craft the guidelines in a manner that provide an interactive and functional experience for travelers and establishes the community they are in.

Design Guidelines can address several categories of the building environment. Graphics and pictures should be utilized in the zoning or document to help applicants understand the intent of the standards. Below are some elements that can be incorporated into design guidelines:

- Building orientation
- Flexible setbacks and parking
- Multi-modal and non-motorized access and amenities
- Low impact and sustainable utility infrastructure
- High-quality construction materials
- Sustainable landscaping and layout
- Public space
- Enhanced signage requirements

While these guidelines should be applied to their fullest extent, the Township should recognize that site constraints may limit the extent to which these elements can be incorporated into a development. It is also important to consider the cost of construction when developing design guideline standards and waivers. Guidelines that impose prescriptive specialty designs, materials, layout, etc. may increase the cost of construction which can impact the timeline for preferred development. This is meant to inform expectations, not dissuade the community from implementing their desired design preferences.

Below are three proposed districts along the M-24 corridor meant to provide a variety of design guidelines as they relate to the community and the likely development that will occur in those areas.

M-24 South Center District (SCD) / Drahner – Minnetonka Drive

(INSERT MAP WITH SHADED DISTRICT)

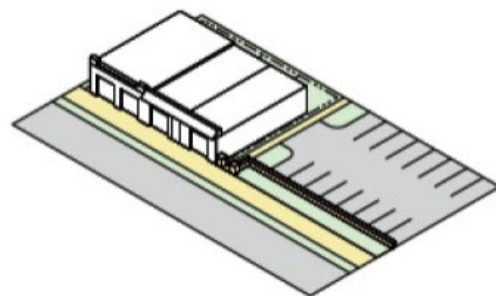
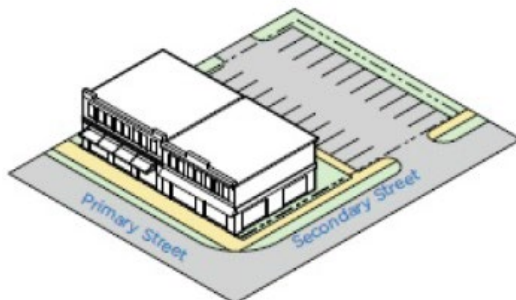
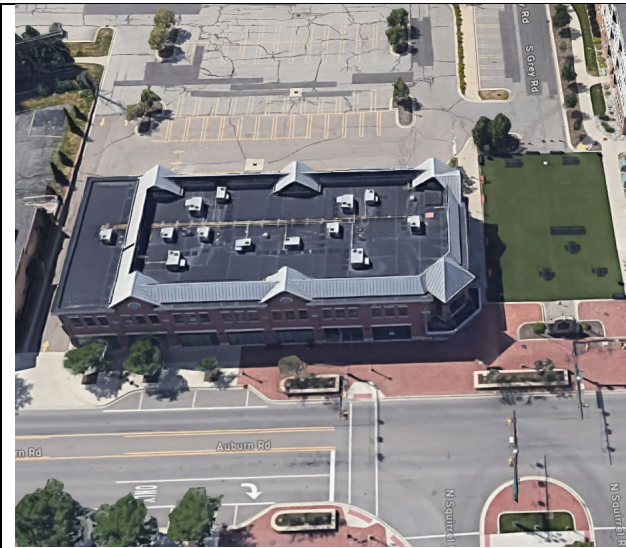
Intent

The SCD serves as a gateway to the township from the south. Given the unique layout of many commercial and retail lots along M-24, an opportunity exists to develop this area with creative mixed use and more downtown style spaces. This will allow for a district that compliments the city style of the Village while maintaining its own identity. This can be accomplished through consistent design principles with flexible lot configurations and amenities. These design traits will promote a lively and walkable corridor that seamlessly interacts with the established Village retail core.

Design Objectives

- Establish a more defined streetscape, structure facades oriented to ROW frontage, and pedestrian/biking-oriented pathways.
- Incorporate public space and landscape features.
- Allow for shared parking and/or flexible placement standards.
- Promote ground level commercial/retail with residential uses on upper floors.

Visual Examples



Source: Reynoldsburg OH Zoning Ordinance

M-24 New Suburban District (NSD) / Indian Lake - Drahner & Village North – Dunlap
(INSERT MAP WITH SHADED DISTRICT)

Intent

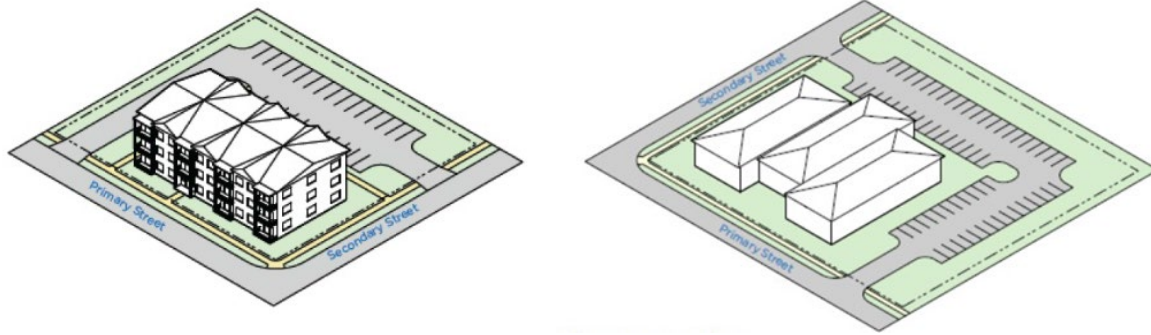
The NSD area is intended to provide guidance on the enhancement of traditional suburban retail and commercial lots with parking along ROWs and structures closer to rear lot lines. Priorities include ensuring quality building materials, flexible building orientation and landscaping as well as the creation of functioning pedestrian/biking amenities both along ROWs and within developments. Given the adjacency to current and potential residential development, an emphasis on non-motorized connections to these residential areas is encouraged.

Design Objectives

- Develop commercial areas to complement new and existing residential.
- Establish multi-family and dense housing options in close proximity to new developments. Designs can be townhomes, attached residential, and rental housing that meets modern standards and economic needs for missing middle housing.
- Create pedestrian connectivity between uses.
- Ensure quality streetscaping with desirable building materials and landscaping to provide pleasing viewsheds.
- Allow for flexible building and parking layouts.

Visual Examples





Source: Reynoldsburg OH Zoning Ordinance

M-24 Highway View District (HVD) / Dunlap - Thomas

(INSERT MAP WITH SHADED DISTRICT)

Intent

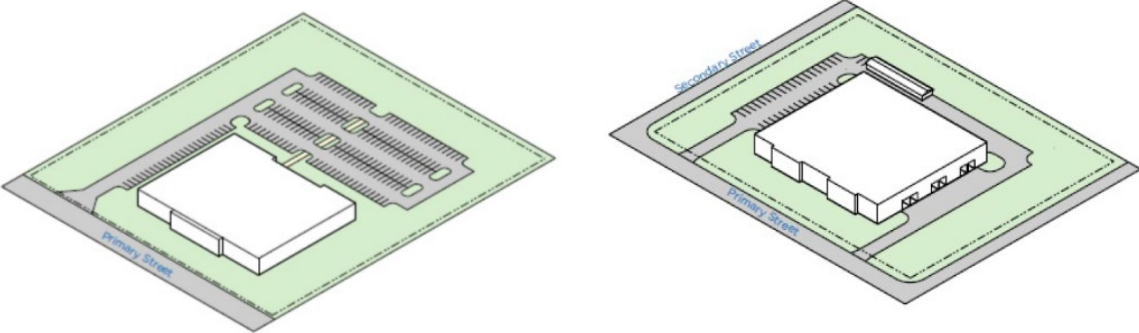
The HVD area is intended to provide guidance on the development and redevelopment of commercial and industrial lots with limited access to M-24. Standards include building materials and landscaping improvements as well as structure and parking orientation to provide for streetscaping that reduces parking lot view dominance.

Design Objectives

- Develop and redevelop commercial and industrial areas to provide economic growth opportunities while improving the visual optics of the corridor.
- Work with RCOC and MDOT to ensure site design allows for limited access to M-24 to provide for safe transportation and maintained speed limits.
- Create pedestrian connectivity between uses.
- Establish multi-family and dense housing options in close proximity to new developments. Designs can be townhomes, attached residential, and rental housing that meets modern standards and economic needs for missing middle housing.
- Ensure quality streetscaping with desirable building materials and landscaping to provide pleasing viewsheds.
- Orient majority of parking to side or rear yards.

Visual Examples





Source: Reynoldsburg OH Zoning Ordinance