



Master Plan

Adopted August 16, 2020

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Guidelines



What is a Master Plan?

A master plan is a guide for the future growth and development in a community. The plan incorporates the desires and needs of the residents, business owners, and property owners, and provides direction to City leaders in decisions that will help create a livable and sustainable community. Furthermore, the master plan can be utilized to maintain, preserve, enhance, and develop qualities of the community that the residents consider important.

The Master Plan Process

The City of Wixom Master Plan Update, and related Vision 2025 project, represents a twelve-month effort by the Planning Commission, City officials, residents, and community organizations. Development of the plan involved collection and analysis of data on land use, the environment, transportation, infrastructure, and socioeconomic conditions within the City. The recommendations of this plan are based upon this information, input from the public, and Vision 2025 project. The process is described as follows:

- ***Community Profile:*** The first step in the planning process was to obtain a description of the area's physical and social features. The current conditions of the City provide an understanding of what the City's strengths and weaknesses are and serve as a base for future recommendations.
- ***Public Participation:*** Public participation was conducted through the Vision 2025 effort. The general public was invited to a series of three (3) late afternoon/evening workshops that solicited input on a wide range of visioning topics that would give direction to city officials on policy issues, including those related to land use.
- ***Analysis and Recommendations:*** Based on the data collected from the existing conditions report, public participation results, and the experience of staff and consultants, information was then analyzed and strategies for future land use direction were developed. These strategies were subsequently presented to the City for review and comment.
- ***Plan Completion and Adoption:*** With consensus among City officials, a final draft plan was prepared for agency review. A public hearing was held to present the recommendations of the plan and to solicit public input prior to adoption. Based on public comments, the plan was revised, and the document was adopted by the Planning Commission and the City Council.

The Relationship between Master Plan and Zoning

The relationship between the master plan and the zoning ordinance is critical. The primary difference between the two is that the master plan is a guide to *future land use* and the zoning ordinance is today's *land use law*. The master plan shows the intended use of land at the end of the planning period, which could be as long as twenty years into the future. Accordingly, the two maps will typically not be identical. A Future Land Use Map may differ in land use than shown on a Zoning Map, as the zoning ordinance shows land as it is intended to be used today.

Furthermore, the master plan is a policy document; its adoption does not regulate or change the use of land. Only a change to the zoning ordinance through a rezoning can change allowable uses, or change the regulations affecting that land.

Master Plan	Zoning Ordinance
Provides <u>general policies</u> , a guide	Provides <u>specific regulations</u> , the law
Describes what should happen in the <u>future</u> – recommended land use for the next 20 years, not necessarily the recommended use for today	Describes what is and what is not allowed today, based on <u>existing conditions</u>
Includes recommendations that <u>involve other agencies and groups</u>	Deals only with development-related issues under <u>City control</u>
<u>Flexible</u> to respond to changing conditions	<u>Fairly rigid</u> , requires formal amendment to change

Using the Plan

The Planning Commission should continuously strive to effectively use this document. Many decisions of the Planning Commission may be guided by the recommendations outlined in this plan. The following are methods that will ensure consistent reference to its various components.

- ✓ **Refer to the Master Plan for Zoning Decisions.** One of the principal benefits of having an adopted master plan is the foundation it provides for sound zoning decisions. Just as the

Master Plan is the policy guide for land use, zoning is the principal legal enforcement tool. The two should be utilized in tandem as a resource to make development decisions.

- ✓ **Encourage Other Decision-Making Bodies to Use the Master Plan.** The master plan should help guide everyday decisions, from identifying roadway improvements to new schools. Working with other entities such as the Road Commission for Oakland County and the Walled Lake Consolidated School District will help achieve the goals of the master plan and the community-wide vision of the City as contemplated by the City Council, Planning Commission, and the residents of the City.
- ✓ **Keep the Plan Current.** It is important to keep the plan current. The validity of City decisions may be brought into question, and Master Plan will support the decisions. The Planning Commission should conduct an annual review of the plan to ensure it is kept current and relevant. Any amendments to the plan can be done at that time to keep it up-to-date and consistent with changes to City goals.

Several goals in the community may have been achieved and new ones may need to be established, or, several zoning decisions may have changed the direction of development in a certain part of the City. Where this occurs, the plan should be amended to reflect the changes. By routinely following this procedure, the master plan will continue to be an up-to-date, reliable planning tool.

Each chapter of this plan is separated into sections: the first section provides background information. The second section includes a map with Goals, Objectives, and Implementation Strategies for each area of focus: Community Resources; Transportation; Neighborhoods; Community Character; Village Center Area; and Land Use. The plans end with Zoning and Implementation of the plan.

History of Wixom

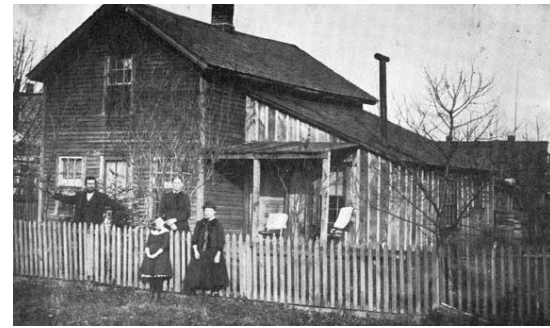
According to the *Oakland County Book of History*, the first settlers of Wixom, Alonzo Sibley and Ahijah Wixom arrived in the 1830's. Mr. Sibley established the first settlement near Wixom and Maple Roads. A church, school, cemetery, few businesses, and a few residences became known as Sibley's Corners.

In the 1860's, construction of the Flint and Pere Marquette Railroad was started and extended to Wixom in 1871, permanently changing the pattern of development in the area. New development built up around the railroad, and the settlement of Wixom was established at the Pontiac Trail/Wixom Road intersection as the center of commerce and services.

For the next several decades, 'downtown' Wixom served as a business center for the surrounding agricultural community and the summer residents who lived on or near the lakes to the north. Downtown did, however, suffer a setback in 1929 when it was destroyed by a fire. Another major turning point occurred in the 1950's as the result of two significant developments that once again changed Wixom's growth:

- Interstate 96 was constructed, replacing Grand River Avenue as the main link between Lansing and Detroit. Wixom and surrounding communities became immediately accessible to residents and businesses throughout the region.
- Ford Motor Company opened a 1.6 million square foot plant at the I-96/Wixom Road interchange, and in the process charted a new direction for the local economy and development patterns in Wixom. This marked the end of agriculture as the main economic and social base.

In 1957 Wixom was incorporated as a village, and 13 months later it became a city. In the past seven (7) decades since becoming a city, Wixom has established itself as an industrial center in western Oakland County. Ford Motor Company continued to grow and was joined by numerous industries in the southern half of the City. The plant eventually closed in 2005, but industrial growth has continued.



Wixom is also recognized as a desirable residential community. Substantial residential growth occurred in the 1970's and has continued into the 2000's in the northern part of the City which is predominately residential. Development of the Village Center Area (VCA) in the past decade has created a vibrant, new downtown with a mixture of uses including retail, office, residential, and government services.

Residents have been attracted to the community due to the appealing neighborhoods, semi-rural setting, relatively low taxes, and fine public services. The availability of employment within the community, the emergence of convenient commercial centers, and the proximity to lakes, regional parks, and recreational areas are also contributing factors to the City's growth.

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2. COMMUNITY RESOURCES



The continued provision of community services, facilities, and resources are an important component in maintaining the quality of life for residents. A high quality of life in Wixom will help retain and attract businesses and residents to sustain the vitality and diversity of its economy.

Historic Resources

There are two organizations within the City that share a goal of preserving these historic resources: the Wixom Historical Society and the Historic Preservation Committee. The Wixom Historical Society consists of a 9-person board and safeguards the heritage of the City by documenting and preserving historic sites and structures, educating the community about the history of Wixom, and promoting preservation. The second group, the Historic Preservation Committee, has seven (7) members appointed by City Council to make recommendations on historic projects throughout the City.

Schools

The City of Wixom is part of the Walled Lake School District, which serves a large portion of southwest Oakland County including Wixom, Orchard Lake, Commerce Township, Farmington Hills, Novi, and Walled Lake. The City and school district should continue to communicate and coordinate to ensure adequate facilities are provided and shared, and that projected population increases can be accommodated by the schools. There are several other public educational facilities available to Wixom residents, with the following being the more commonly used:

- Loon Lake Elementary School
- Walled Lake Elementary School
- Wixom Elementary School
- Dr. Sarah Banks Middle School
- James R. Geisler Middle School
- Walled Lake Western High School
- Walled Lake Central High School
- Twin Suns
- Community High in Walled Lake
- Oakland County Technical Center

There are also two private schools located in the City of Wixom including Wixom Christian, which is part of the Wixom Baptist Church complex on Wixom Road, and St. Catherine's High School, located at the corner of Napier Road and 12 Mile Road.

City Government

The City of Wixom is organized as a Council- Manager form of government. City Hall is located on Pontiac Trail just east of Wixom Road. The building houses offices for most City Departments and advisory boards.

The Public Works Department is located on the same site as the water and wastewater treatment facilities off Charms Road. The Fire Department is located on the west side of Wixom Road, north of Potter Road. Overall, the location of City services is in close proximity to neighborhoods, commercial districts, and the numerous industrial areas. This provides an efficient service delivery system and adds value to Wixom as a place to live, work and shop.

City Departments. In order to respond to residents' needs, the City of Wixom established offices and departments: Community Services and Parks and Recreation Department; Construction and Development Services Department; Police; Fire; City Clerk; Finance Department; and Public Works Department.

Departments may develop their own master plans or strategic plans, but all are coordinated for consistency. For instance, the Parks and Recreation department developed a Parks and Recreation Master Plan to effectively manage the park system. Elements of that plan have been referenced in this document.

Boards and Commissions. The City of Wixom government structure is comprised of executive, legislative, and judicial branches represented by the City Manager, the Mayor and City Council, and the District Courts.

Additionally, the City utilizes nine (9) appointed boards and commissions, and through their expertise they make recommendations and decisions on different functions delegated to them.

Public Utilities. The Department of Public Services is responsible for the development, inventory and maintenance of the City infrastructure. Public utilities offered by the City are water, sanitary sewer, and storm sewer.

Water. The water distribution system has 5.4 million gallons per day (mgd) capacity and serves over 2,560 water customers in the City of Wixom. At this time the Wixom water system possesses adequate capacity; average usage is considerably below maximum system capacity and could easily accommodate future expansions.

Sanitary Sewer. The City of Wixom currently owns and operates a public sewer system and wastewater treatment plant that processes domestic and industrial wastewater. The system currently serves 3,517 residential customers and over 580 businesses and has an overall capacity of 5.0 million gallons per day (mgd). The system has enough capacity for the existing service area as well as potential future expansions.

As vacant parcels in the City develop, the City anticipates an increase in on-going maintenance of the system due to greater use and age. The City has a plan to devote adequate funds to the ongoing maintenance that is required to help ensure that the system continues to run efficiently.

Storm Sewer. A storm water management system throughout the City provides storm water run-off measures from impervious surfaces such as roads, parking, and rooftops.

As new sites develop, whether it is for a new subdivision or non-residential use, a private on-site storm water management system is required for the development to reduce the rate run-off which is released into the public system.

The City provides a distribution system in the form of open ditches, culverts, and underground sewer lines.

Recreation



The City of Wixom encompasses over 400 acres of City-owned parkland within its boundaries. Six (6) City parks play an important role in providing balanced, high-quality recreation for the community. Also provided in the City are several private open space areas and parks in subdivisions that are a significant benefit to residents. There are recreation facilities such as golf courses and indoor soccer establishments easily accessible for residents' use within and near Wixom. The Parks and Recreation is managed under the Community Services Department, which was created to oversee the preservation of natural resources, provide enough recreation facilities for the City's residents, and properly manage said facilities.

Because of the significance recreation has on the quality of life for residents, the Parks and Recreation Master Plan was developed in February 2012 to evaluate natural parks within the City and set goals for future improvements and development. The plan inventories and analyzes existing recreation facilities and opportunities, and makes recommendations for improvements in Wixom over the next five years.

Environmental Resources

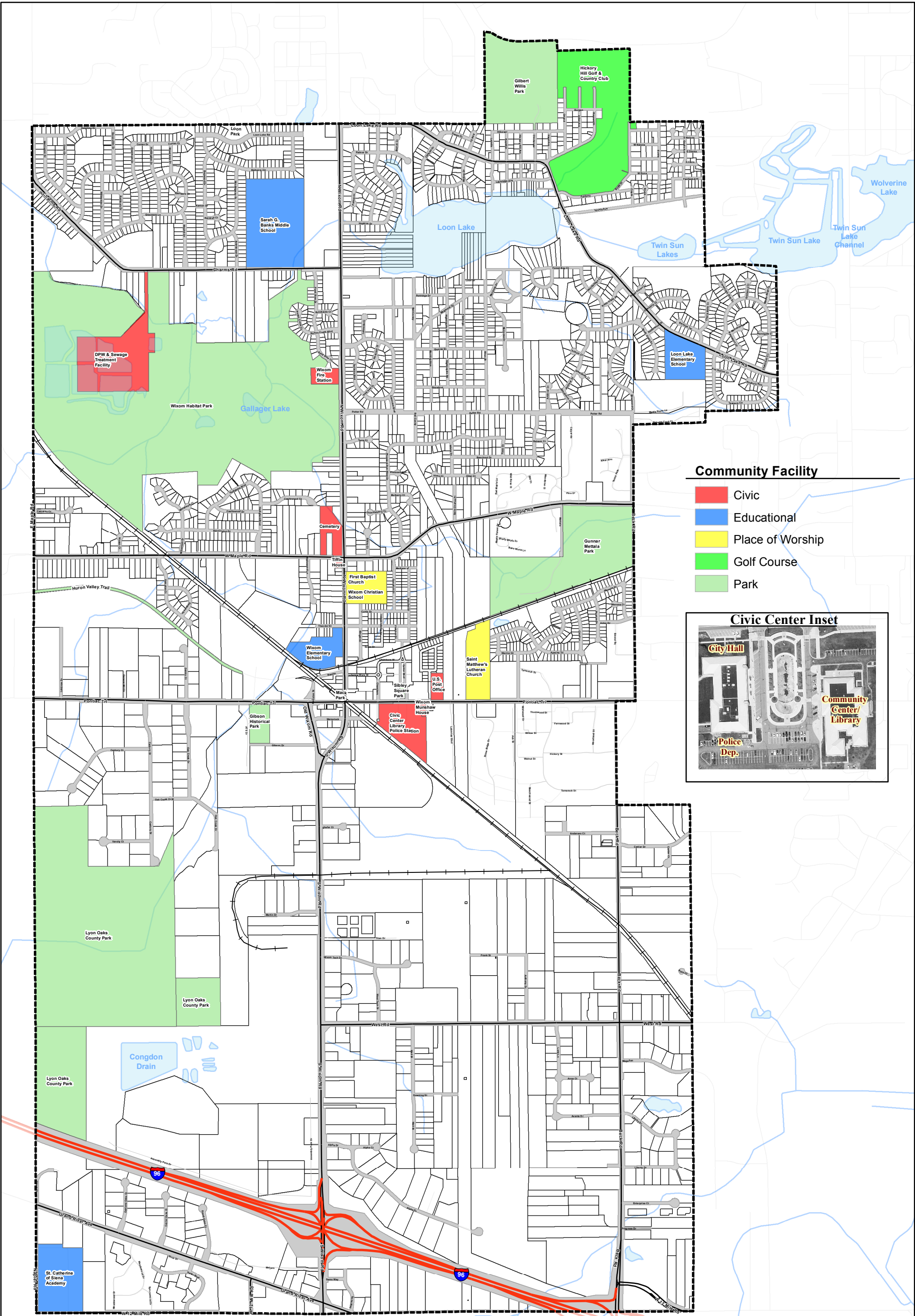
Wooded areas, wetlands, and lakes—these natural resources are invaluable in making Wixom a livable and sustainable community.

Vegetation. Early settlers cleared the land for farming, reducing the amount of naturally occurring vegetation. As agricultural operations ceased, successional species such as black cherry, elm, sassafras and aspen established on vacant farmland. After decades of growth, a number of these areas have matured into attractive wooded areas that give parts of the City a semi-rural character.

Wildlife Habitat. The lakes in the City support bass, pike, perch, and sunfish, and provide cover and feeding areas for ducks, geese, and blue heron. Other small animals such as muskrat, opossum, ground hogs, frogs, toads, and snakes exist throughout the City, in local woodlots, retention areas, and drainage ways.

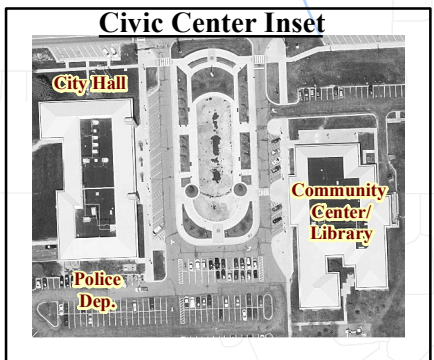
Land surrounding Gallagher Lake up to Charms Road is a wetland, as are other areas in the southwest along the Norton Creek and southeast Loon Lake. Generally, if development occurs near these wetlands limited impact is recommended.





Community Facility

- Civic
- Educational
- Place of Worship
- Golf Course
- Park

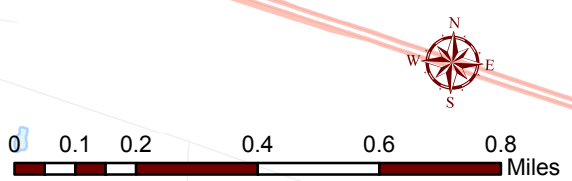


Community Facilities

CITY OF WIXOM, MICHIGAN



Map Created on: August 28, 2019
Base Map Current as of 2017





Goal

To continue to provide the quality of life that Wixom residents have come to expect by offering public facilities, resources, and services that meet current and future demands.

Objectives

- Protect the history of Wixom through the preservation and enhancement of historical resources.
- Allocate ample funding for continued maintenance to City infrastructure such as roads, sewer lines, and water lines and continue to monitor the capacity of these facilities in accordance with future development patterns.
- Promote community involvement and awareness.
- Update and improve community facilities consistent with technological advancements.
- Encourage integration of natural features such as woodlands and wetlands into site development as aesthetic and functional features while protecting the quality of the features through the site plan review process.
- Regulate development impacts on woodlands and wetlands.
- Promote continued use and re-use of public facilities and publicly-owned land as designated on the future land use plan to ensure continued provision of public facilities, services, and resources.



Implementation Strategies



- Bury overhead utility lines to decrease risk of damage and to improve aesthetics.
- Require appropriate building and grading setbacks from natural features to limit the encroachment and impact of development.
- Utilize innovative zoning techniques such as cluster development and planned unit developments, to preserve open space and significant natural features.
- Conduct an annual evaluation of City facilities and services to determine opportunities for improvement such as website services, streamlined application processes, and changes in technology.
- Work with Michigan Department of Environment Great Lakes and Energy (EGLE) and other state agencies on efforts to properly address issues in the City that are beyond City jurisdiction, such as roads, drainage, and natural features.
- Continually monitor capacity of the sewer and water system as well as the condition and abilities of its infrastructure to ensure it keeps pace with development.
- Coordinate development and redevelopment projects with those efforts of the Historical Society to ensure protection and/or enhancement of these resources, as applicable.
- Continue to review and implement the five-year action plan for the Parks and Recreation Plan on an annual basis.



The movement of people within the City of Wixom is an important part of its success. Residents and visitors enjoy efficient routes for various modes of travel such as cars, bikes, buses, and walking.

Public Roads

Act 51 Road Classification. Michigan's Public Act 51 of 1951, as amended, establishes how gasoline tax revenues are distributed to both the state and local municipalities. The state keeps a portion of these revenues for interstates and state trunklines. The rest is distributed to local units of government with a set formula. Under the requirements of the Act, 1% of the funding granted must go towards non-motorized circulation (i.e. trails, sidewalks).

The allocation is determined by a 4-tier system of road classification either as major or local streets. Major streets, which are designed and constructed to carry greater volumes of traffic at higher rates of speed, receive a greater dollar per mile amount than local streets. Local streets are those with lower volumes of traffic at lower rates of speed. Refer to the Road Type Map, page 17, for an illustration of the road classification in Wixom.

State Trunkline. These streets are at the top of the system and function as important shipping and travel corridors. Freeways generally carry long distance trips, through-travel movements that serve to connect communities, and are important links to the interstate system. The only trunkline in the City of Wixom is I-96, which traverses through the south end of the City. There are interchanges at Wixom Road and at Beck Road.

County Primary. County Primary streets generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major employment centers, major residential areas, and shopping. Among principal arterials passing through the City are:

- Grand River Avenue
- 12 Mile Road (east City limits to Grand River)
- Pontiac Trail
- Wixom Road

Major Streets. Major Streets are those City streets that are of the greatest importance to Wixom. These streets carry high traffic volumes and their primary function is to move traffic between higher classified routes such as state trunklines and local streets, and between major parts of the City such as neighborhoods, employment, and shopping. Major Streets in Wixom are often used to cut through the City, particularly when County Primary routes become congested at peak times. Major Streets in Wixom include:

- Loon Lake Road; Wixom Road to City limits
- Potter Road; Wixom Road to Beck Road
- Maple Road; Hampton Road to Beck Road

- West Road; Wixom Road to Beck Road
- Beck Road; Twelve Mile to Potter Road

- Napier Road; Grand River to Twelve Mile
- Charms Road; Wixom Road to Devonshire Road

With the influx of development in past years, the City should continually evaluate the inclusion of new streets into the Major Street classification. This entitles the City to additional funding that is proportionate to the level of traffic accommodated.

Local Streets. Local Streets provide access primarily to individual properties and homes, such as subdivision streets. Most Local Streets in the City are disconnected, requiring use of Major Streets and County Primary Streets to circulate throughout the City. All streets that are not classified within the previous categories are Local Streets.

Circulation Patterns

In general, the street system in Wixom is considered efficient and well-planned. Wixom Road and Pontiac Trail are two of the County Primary Streets bisecting the City. Local Streets are generally in good condition with some improvements required. Roads in the south portion of the City, although in good condition, are frequently used by heavier traffic (truck traffic) in the industrial park areas and therefore require more frequent maintenance than other City streets.

The street patterns of Wixom generally provide good accessibility to all portions of the City with some barriers such as the interstate, railroads, and natural features. The largest circulation concern is related to increased traffic during peak hours, which will only increase in the future as new development occurs. Traffic should be encouraged to be distributed amongst all Major Streets to assist in handling traffic volumes. The need for road improvements in the future is expected in order to support increased traffic volumes and the desired circulation distribution.

Traffic Counts

Traffic counts are key in determining circulation patterns. In order to fully understand circulation patterns in the City of Wixom, traffic counts along two County Primary streets (Wixom Road and Pontiac Trail) were reviewed. Further study is needed once the future land use plan is adopted to ensure the road system is programmed concurrently with land development. The source of these counts is the Southeast Michigan Council of Governments.

The City recognizes that Wixom Road is a County road and not under the City's jurisdiction, however, as traffic is and will continue to be a major concern, the City will continue to advocate and work with the County to find solutions to mitigate and alleviate the traffic congestion.

Wixom Road: The average daily count for Wixom Road ranges from 18,340 to 28,067 vehicles. The northern (residential) portion of the City observed more moderate traffic counts than the southern (industrial) portion of the City. Wixom Road from Loon Lake to Grand River is estimated to experience an average of 22,777 vehicles per day or 949 vehicles per hour.

Pontiac Trail: Although Pontiac Trail could be identified as the main east-west corridor within Wixom, it observed slightly lower traffic counts than Wixom Rd, ranging from 13,072 to 15,997 vehicles per day. Traffic counts along Pontiac Trail were very similar in the eastern and western ends of the arterial, averaging approximately 14,534 vehicles per day or 605 per hour.

Alternative Modes of Transportation

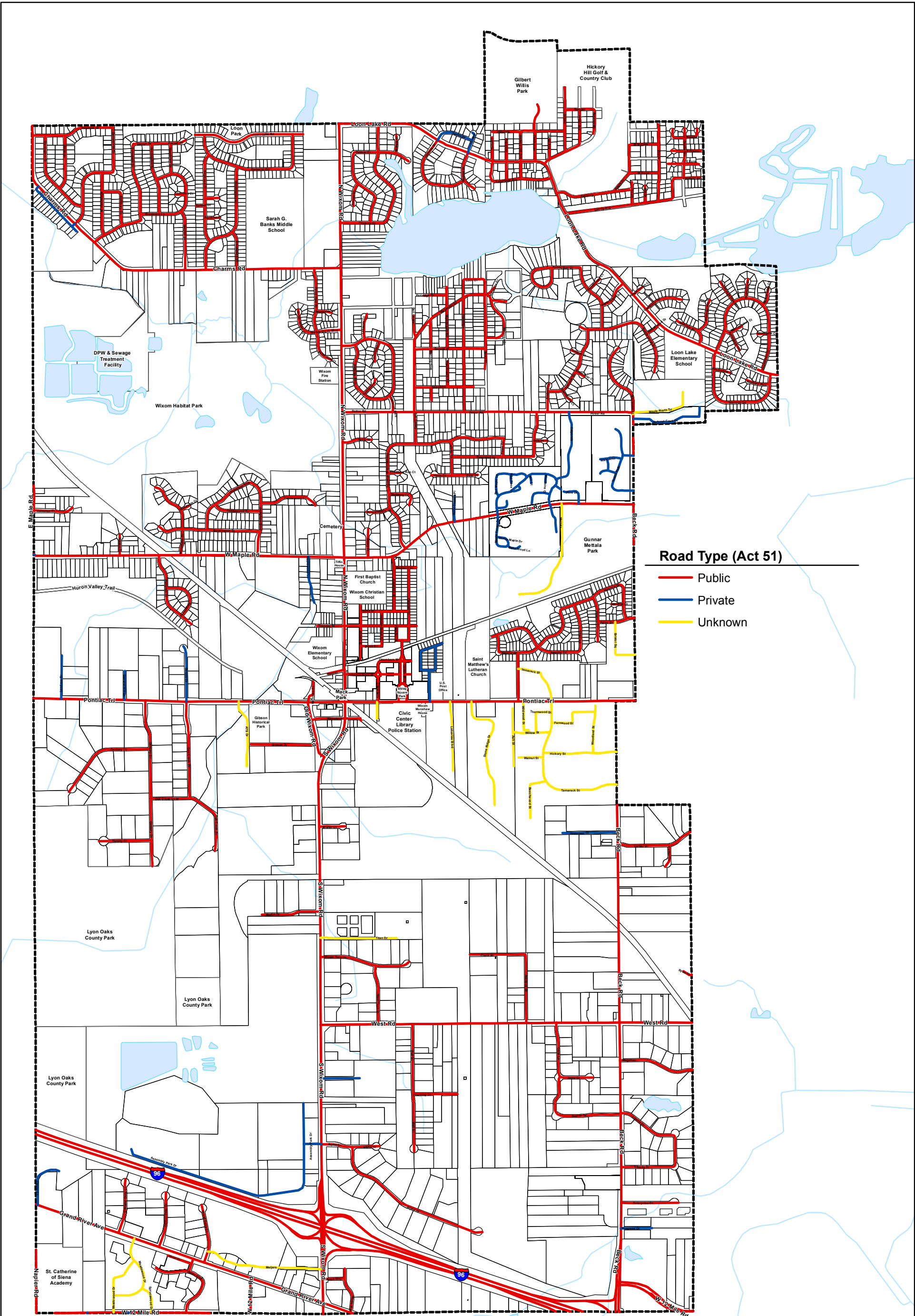
The only potential source of mass transit in Wixom's region is the Suburban Mobility Authority for Regional Transportation System, known as SMART. SMART, a nonprofit corporation operated by the Regional Transportation Coordinating Council (RTCC), was established in 1988 to service the Southeast Michigan area. SMART offers public transit service throughout the Detroit metropolitan and suburban area, however, none of the SMART routes currently cover the City of Wixom.

Non-Motorized. Non-motorized transportation facilities in the City include sidewalks, bike paths, and other pathways. Existing City sidewalks extend from City parks, to downtown, to neighborhoods. Improving non-motorized travel has become the focus for Wixom. The City has prepared a Bike Path Program and voted to institute a special pathway millage for six years at 0.27 mills. This successful project began in 1996 and was completed in 2002. Future plans have continued since 2002 to include additional segments of Pontiac Trail.

Rail. There are two active CSX rail lines in Wixom (frequency numbers 161.160 and 161.280). These rail lines are near Pontiac Trail and bisect the City. Additionally, the CSX lines provide access to industrial areas located in the southern portion of the City.

Air. There are several major airports located in relative proximity to the City of Wixom available for use. Air accessibility to the City of Wixom is beneficial not only for residents or visitors traveling to and from the City, but also for industrial activity, accessibility to cargo and freight operations.

- Detroit Metropolitan Wayne County Airport (33 miles from Wixom)
- Detroit City Airport (36 miles from Wixom)
- Bishop International Airport (46 miles from Wixom)
- Oakland County International Airport (15 miles from Wixom)



Road Type (Act 51)

- Public
- Private
- Unknown

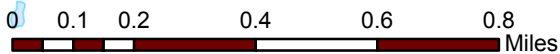
Road Type

(Act 51)

CITY OF WIXOM, MICHIGAN



Map Updated on: August 28, 2019





Goal

To create a safe, balanced, and coordinated multi-modal transportation system that accommodate the current and future needs of the City of Wixom.

Objectives

- Monitor traffic volumes along roadways and at major intersections to identify traffic patterns and changes.
- Promote street connections, to reduce reliance on major roadways, in appropriate locations that are designed to accommodate higher volumes of traffic.
- Reduce the number of access points for businesses along streets using access management techniques, such as encouraging the development of shared driveways.
- Explore opportunities for consolidation and improved circulation in parking areas.
- Incorporate principles of complete streets when possible for new and upgraded transportation routes.
- Consider new opportunities for other modes of local transportation that will improve accessibility to key destinations such as the Village Center Area, schools, and parks.

Implementation Strategies



- Enhance transportation routes with street trees and decorative elements to create a sense of arrival in Wixom and to support the quality image of the City.
- Screen parking and loading/unloading areas with attractive landscaping and decorative features to enhance their appearance and the overall aesthetics of the City.
- Continue pathway connections along major streets for non-motorized circulation in the community with links to key destinations such as the Village Center Area, neighborhoods, schools, parks, and regional trails.
- Explore possible funding opportunities for continued construction of pathways based on the established pathway plan for the City.
- Coordinate with the Michigan Department of Transportation (MDOT) and the Road Commission for Oakland County (RCOC) regarding complete streets, access, and street improvement issues when reviewing site plans and planned unit developments.
- Conduct a complete updated traffic assessment in the City including traffic counts and evaluations of level of service at intersections to anticipate potential road and intersection improvements before major problems arise.





Goal

Create well-designed neighborhoods that contribute to a sense of community which provide housing opportunities suited to the needs of a variety of household types and will contribute to the quality of life for current and future residents of Wixom.

4. NEIGHBORHOODS

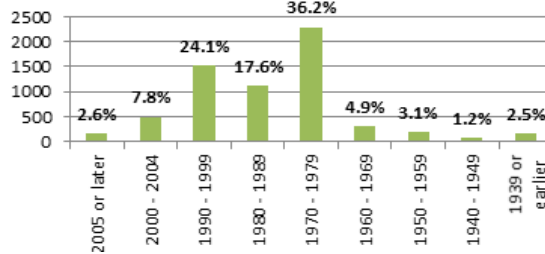
Neighborhoods in Wixom assist in shaping the quality of life for residents. This section outlines strategies that will ensure protection of existing neighborhoods and define the character for future neighborhoods.

Housing Trends

As of the 2010 Census, there were 6,577 housing units in the City of Wixom, which represents an increase of 8.1% since 2000. The average household size is 2.36 people per household. Trends show household sizes are increasing. The number of households in Wixom

decreased slightly since 2010, from 5,889 households in 2000 to 5,725 in 2010.

Housing Units - Year Built



Housing Unit Type. The breakdown of housing types reveals that Wixom, unlike other comparable communities, consists of a

strong mix of single family detached homes and multiple family apartment communities, which in turn provides a variety of housing options to residents.

Housing Tenure. There is a balance of owner-occupied (52.3 percent) and renter-occupied (47.7 percent) housing units in the City of Wixom spread throughout both single and multiple family residential units. However, where in 2000 the majority of occupied units were renter-occupied; in 2010 they were more owner-occupied. The percentage of vacant units rose from 2000 (3%) to 2010 (13%), and now exceeds the county average (8.3%). This number has likely decreased with improvement in the housing market.

Comparatively, Oakland County's housing units are predominantly owner occupied (66.6 percent) while one quarter of the housing stock is renter occupied, even though the percent of owner-occupied units at the County overall has declined since 2000.

Age of Housing. Housing construction in the City of Wixom was most intense from 1970 to 1979, when over one third of all existing housing units were built. Housing construction has been declining



Wixom Master Plan

since 2000, with just over 10% of the current housing units having been constructed since that time.

A few historic structures remain that date back to the 1800's; however, they comprise less than 3% of all housing units.

Household Type. More than half (59%) of Wixom households consist of families (which is defined as a group of related persons sharing a household). This is slightly less than the County overall. Of the 3,382 family households in Wixom, 44% are married couple families.

Objectives

- Distinguish between five levels of residential density (three single-family categories and two multi-family categories) in order to promote a mixture of lot sizes, neighborhood design, and housing types.
- Seek opportunities to increase the amount of owner-occupied housing in Wixom.
- Ensure that new residential development possesses the important elements of quality neighborhoods such as sidewalks, street trees, access to parks and recreation, and prominent front entryways to homes.
- Encourage land consolidation so that future residential development occurs in a unified neighborhood rather than isolated lot splits.
- Accommodate open space in neighborhoods for active and passive recreation.
- Facilitate innovative neighborhood design and open space preservation.
- Encourage opportunities for convenient motorized and non-motorized access between neighborhoods and community facilities such as parks, the community center, and other civic uses.
- Develop and maintain infrastructure such as roads and sewer to accommodate existing and planned residential development.



Neighborhoods

Implementation Strategies



- Promote a mixture of housing types that is compatible with planned densities.
- Evaluate and update, as needed, property maintenance codes to ensure property owners are respecting the image of the community and the quality of life for surrounding residents and businesses.
- Update subdivision, condominium, and site condominium design requirements to ensure consistent design elements and promote quality neighborhood elements such as proper lot configuration and proportion, adequate street frontage, parks/open space, street connectivity, sidewalks, street trees, and others.
- Link new neighborhoods to existing neighborhoods through a connected street and sidewalk system that offers a consistent streetscape.
- Monitor and regulate, as needed, traffic speeds to promote safe residential streets in all neighborhoods. Roadway design and techniques, including streetscape, should also be used to encourage and promote adherence to speed limits as well as the awareness of pedestrians.
- Enforce zoning, building code, and property maintenance standards to ensure that the condition of housing conditions do not deteriorate as they age, thereby creating a negative influence on the area.

5. BUSINESS AREAS



Business development is important to provide shopping and employment opportunities for City residents and to residents in the region. These uses are vital for a strong tax base of the community. The following strategies will ensure businesses are developed in a responsible manner and support a diversity of business types.

Existing Conditions

Employment. The largest percentage of employed residents (39.1%) work in the “management, business, science and arts” industries.

Occupational Trends 2010-2017 City of Wixom		
	2017*	2010
Management, business, science, arts	39.1%	39.5%
Service	20.1%	16.4%
Sales, office	24.5%	25.5%
Natural resources, construction,	5.5%	5.0%
Production, transportation, material moving	10.8%	13.5%

The mix of occupations of Wixom residents has remained relatively consistent since 2000. The table at left shows the differences.

*2017 Census survey estimate

Educational Attainment. Educational attainment in the City is similar to that of Oakland County overall. Over 94% of the City's adult population (25 years and older) are high school graduates and 39% have acquired a bachelor's degree or higher. The City's overall educational attainment has consistently increased since 1990, when only 74% had a high school diploma and only 23.6% had college degrees.

Opportunities

Ford Site. The former Wixom Ford Assembly Plant site, at the northwest corner of I-96 and Wixom Road, represents an opportunity to introduce a mixture of new uses into, and enhance the image of the City from I-96. Forty-six (46) acres of the approximate 317-acre site are being developed by Menards for commercial-retail use. The abutting 24-acre parcel to the west is home to the General RV corporate headquarters. Immediately west of that parcel is the 23-acre Assembly Park Industrial complex, which can accommodate up to four research and development companies. Apart from the 32-acre landfill site owned by Ford, the remainder of the site presents an opportunity for the development of additional office, light industrial or research, and development buildings.

Other Redevelopment Opportunities. Although several development sites are scattered throughout the commercial areas of Wixom, two key areas hold promise for redevelopment opportunities including: 1) land on the east side of Wixom Road, from Alpha Drive North to West Road. This presents the greatest opportunity for redevelopment, due primarily to high traffic volumes on that road along with new construction on the former Wixom Ford Assembly Plant site, on the opposite side of Wixom Road; and 2) properties with access on 12 Mile Road, from the intersection with Grand River Avenue, east to the turnaround behind Home Depot. All these parcels have frontage along I-96 but no vehicular access is allowed. When the Beck Road/I-96 interchange was improved, the access ramp onto I-96 eastbound was eliminated along with the corresponding through-traffic. As a result, this area of 12 Mile Road has become more attractive to destination-type businesses as opposed to impulse retailing.





Goal

To provide for a suitable amount of business development that will offer goods and services, increased employment opportunities, and a sustainable tax base to support the desired facilities and services in Wixom.

Objectives



- Refine ordinance language related to Local Business development to ensure that allowable uses are limited to small-scale operations serving nearby neighborhoods, and that building and site design reflect a residential character.
- Update requirements for Community Businesses to allow development that is auto-oriented, serves the greater population, and includes design requirements to minimize negative impacts through building, landscaping, lighting, parking, and access management standards.
- Promote opportunities for Freeway Service development at the Wixom Road and Beck Road interchanges with I-96 to assist in serving travelers along the expressway and attract businesses that aptly reflect the image of the community in its prominent entryway location.
- Continue to support a transitional business area between industrial development and other land uses with the Industrial Research Office land use designation. This allows for predominantly office and research-oriented businesses with less impact on commercial and residential areas. These uses are held to a higher standard of design than other industrial areas.
- Create zoning districts and/or overlays to encourage innovative development and redevelopment of vacant buildings and sites to enhance the employment and tax base in the city.
- Isolate Heavy Industrial uses to a confined area in the City where there will be little or no impact on residential and commercial areas. Include necessary screening and other requirements that will assist in minimizing potential off-site impacts from intense operations and activities.

Implementation Strategies



- Continue to update the sign ordinance to promote high-quality identification while ensuring quality design.
- Evaluate and update, as needed, property maintenance codes to ensure property owners are respecting the image of the community and the quality of life for surrounding residents and businesses.
- Work with property owners to (1) redevelop the former Ford Wixom plant into an attractive mixed-use project; and (2) develop the parcel at the northwest corner of I-96 and Beck Road into an attractive gateway project with a mixture of office and retail uses.

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The appearance of sites, such as the design of the building, the landscaping, lighting, and its natural qualities such as woodlands, are an important reflection of Wixom's image and community character. As development and redevelopment occurs, physical aspects must also speak to the vision of the City. The following strategies will assist in implementation.

Goal



Ensure that new development and other physical changes in the City protect the character of the community and emphasize Wixom's historic, cultural, natural, and other positive elements as it is applicable to the site and surrounding area.

Objectives

- Direct development densities to appropriate locations through updated zoning districts and regulations based on the future land use plan.
- Continue enhancements in the Village Center Area to reach its full potential.
- Provide appropriate locations for future development which will not negatively impact the City's desire to protect lands having significant natural features.
- Enforce and maintain City codes to protect the quality of life for Wixom residents yet be mindful of the rights of City residents and visitors.
- Protect natural features on sites such as mature, quality vegetation, and wetlands.
- Support innovative development concepts that are consistent with City goals through alternative zoning techniques and engineering standards.

Implementation Strategies

- Update subdivision, condominium, and site condominium design requirements to ensure consistent design elements and promote quality neighborhood elements such as proper lot configuration and proportion, adequate street frontage, parks/open space, street connectivity, sidewalks, street trees, and others.
- Evaluate and update, as needed, property maintenance codes to ensure property owners are respecting the image of the community and the quality of life for surrounding residents and businesses.
- Refine current ordinances to continuously improve site and building design requirements that ensure new development and re-development to be consistent with the intent of each zoning district and future land use designation.
- Capture the character of the City through attractive signage and entryways into the City, the Village Center Area, and neighborhoods.
- Develop consistent streetscape features along City streets to unify the community and differentiate Wixom from surrounding areas.
- Continue to apply site plan review and other zoning procedures that protect and incorporate features, such as water quality, hydrology, and natural vegetation into site and building design concepts.

6. COMMUNITY CHARACTER

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7. VILLAGE CENTER AREA

The Village Center Area (VCA) is another example of the City's commitment to serving the needs of residents, sustainability, and with innovative community planning. The VCA will create a thriving business center and focal point for Wixom. The following strategies provide the framework for this vision.





Goal

To continue to provide the quality of life that Wixom residents have come to expect by offering public facilities, resources, and services that meet current and future demands.

Objectives

- Promote different types of housing including traditional single family on the periphery, townhouses and attached units closer to the business areas, and condominiums and apartments over offices and retail in the heart of the Village Center Area.
- Promote uses in the Village Center Area that will provide a successful and active gathering place in the community such as parks, city facilities, retail shopping, and restaurants.
- Support development of vacant and underutilized properties in a cohesive manner.
- Provide new housing opportunities for the employees working in companies throughout Wixom and western Oakland County.
- Develop a comprehensive non-motorized pathway system and links to buildings that ensure pedestrian orientation and comfort.
- Support business retention, recruitment efforts, and promotions that are specifically tailored to the business environment intended in the Village Center Area.
- Extend traditional design concepts beyond areas of the VCA that were included in the original VCA Master Plan.
- Incorporate Redevelopment Ready Best Practices into future development opportunities in the VCA.



Implementation Strategies



- Evaluate and update, as needed, property maintenance codes to ensure property owners are respecting the image of the community and the quality of life for surrounding residents and businesses.
- Refine current ordinances to continuously improve site and building design requirements that ensure new development and re-development will be consistent with the intent of each zoning district and future land use designation.
- Capture the character and theme of the City through attractive signage and entryways into the City, the Village Center Area, and neighborhoods.
- Develop consistent streetscape features along City streets to unify the community and differentiate Wixom from surrounding areas.
- Continue to apply site plan review and other zoning procedures that protect and incorporate features, such as water quality, hydrology, and natural vegetation into site and building design concepts, while utilizing Redevelopment Ready Best Practices.



In protecting the integrity of the City's guiding principles, more specific strategies are needed. Strategies on the arrangement, type, and location of land uses continue to be the foundation in maintaining the livability and sustainability of Wixom. This is because the City can ensure preservation of existing development that is consistent with the City's vision and ensure that future projects are compatible.

Existing Land Use

An important step in formulating a community master plan is an analysis of existing land uses. This analysis not only identifies what and where particular uses have occurred, but it highlights where future development might occur and where land use conflicts may exist or develop.

The existing land use map presents a generalized picture of land uses in the city. A description of the land uses corresponding to the map is detailed below.

Single-family Residential. Located primarily on the north side of the City, this land use represents a majority of Wixom's housing stock. Lower density single family areas are located in the northwest and center of the City, while higher density areas comprise the area north of Charms Road and west of Wixom Road, (the pocket bounded to the north by Loon Lake, to the south by Potter Road, to the west by the Wixom Habitat Park, and to the east by the Edison corridor).

Multiple-family Residential. Twenty-one percent (21%) of the housing stock in Wixom is multiple family. Multiple Family and Mobile Home Residential uses are comprised of dwellings that offer two or more units and are mainly concentrated on the east side of the City along Beck Road at Maple Road and along Pontiac Trail.

Commercial/Office. Commercial/Office uses are grouped together on the map and include all retail establishments, commercial services, and professional offices. The auto-oriented businesses are generally located along Wixom Road and Grand River Avenue, south of the interchange with Interstate 96. Another main commercial center is located in the downtown area, at the intersection of Pontiac Trail and Wixom Road. These smaller-scale businesses serve the community.

Industrial. This land use category includes low impact industrial uses such as warehousing, light assembly of products, and research and testing facilities, as well as heavier manufacturing and distribution

8. LAND USE

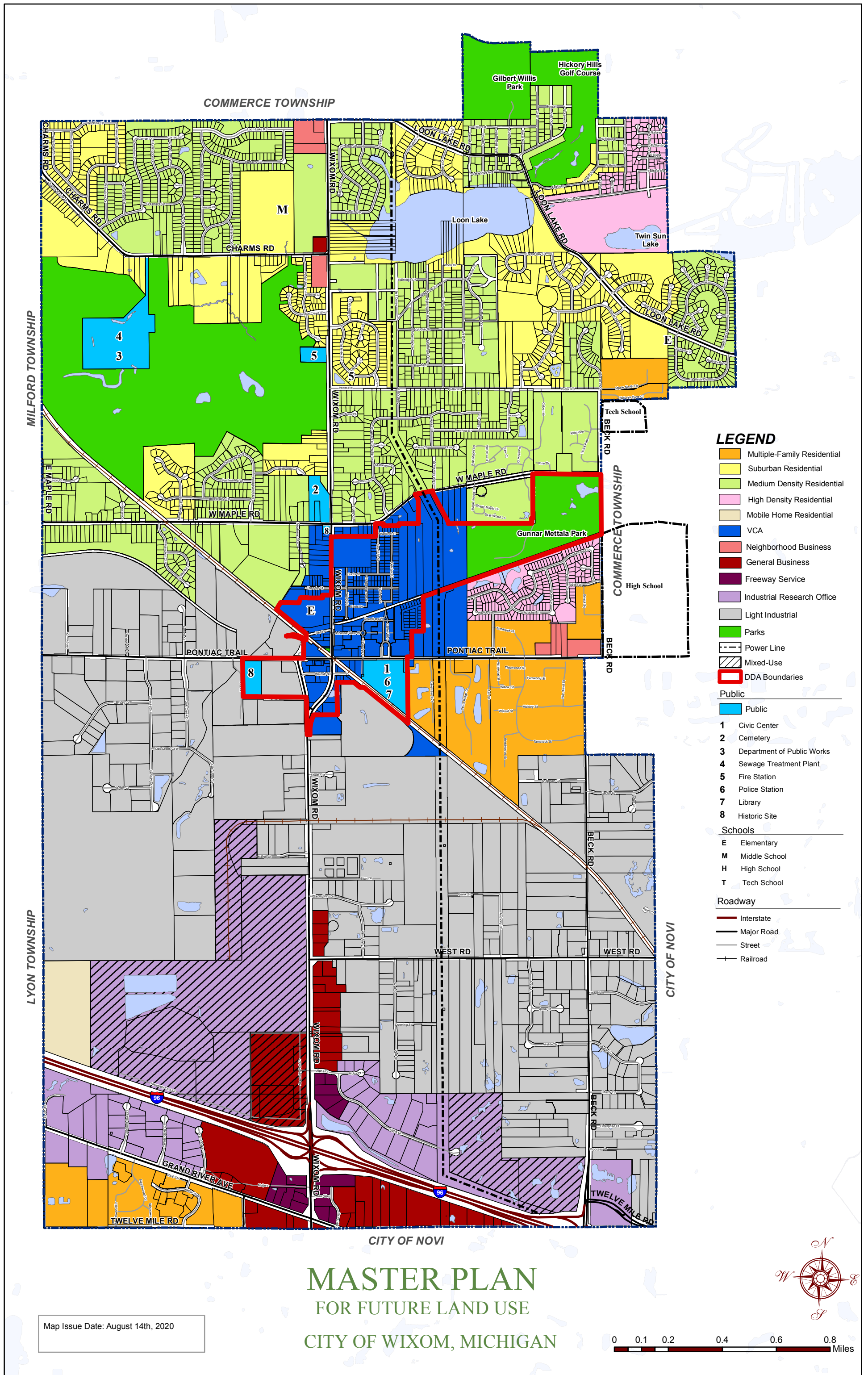
Wixom Master Plan

facilities. A large portion of this land is encompassed by the former Ford-Lincoln Assembly Plant located at Wixom Road and the I-96 interchange.

Utility. This land use commonly includes railroad tracks, major utility lines, etc. The most significant is a power transmission line, generally bisecting the center of the City.

Public. These include uses such as schools, churches, a golf course, a cemetery, public works yard/facilities, fire stations, City hall, and the library. Public uses, including institutional uses, are important to the quality of life for residents by ensuring nearby services.

Parks/Preservation Land. This designation comprises natural preserves and recreational areas that are property of the City of Wixom but are accessible to City residents for their use with some restrictions.



COMMERCE TOWNSHIP

MILFORD TOWNSHIP

LYON TOWNSHIP

CITY OF NOVI

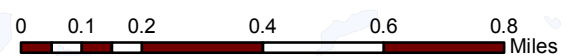
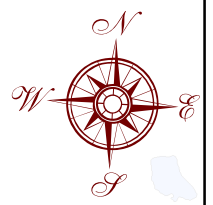
CITY OF NOVI

MASTER PLAN FOR FUTURE LAND USE CITY OF WIXOM, MICHIGAN

Map Issue Date: August 14th, 2020

LEGEND

- Multiple-Family Residential
 - Suburban Residential
 - Medium Density Residential
 - High Density Residential
 - Mobile Home Residential
 - VCA
 - Neighborhood Business
 - General Business
 - Freeway Service
 - Industrial Research Office
 - Light Industrial
 - Parks
 - Power Line
 - Mixed-Use
 - DDA Boundaries
- Public**
- Public
 - 1 Civic Center
 - 2 Cemetery
 - 3 Department of Public Works
 - 4 Sewage Treatment Plant
 - 5 Fire Station
 - 6 Police Station
 - 7 Library
 - 8 Historic Site
- Schools**
- E Elementary
 - M Middle School
 - H High School
 - T Tech School
- Roadway**
- Interstate
 - Major Road
 - Street
 - Railroad



Goal

Provide a diverse mixture of land uses in the City that supports a sustainable balance between residential and business development and serves the needs of residents, workers, and visitors.



Objectives

- Monitor traffic volumes along roadways and at major intersections to identify traffic patterns and changes.
- Promote street connections, to reduce reliance on major roadways, in appropriate locations that are designed to accommodate higher volumes of traffic.
- Reduce the number of access points for businesses along streets using access management techniques, such as encouraging the development of shared driveways.
- Explore opportunities for consolidation and improved circulation in parking areas.
- Consider new opportunities for other modes of local transportation that will improve accessibility to key destinations such as the Village Center Area, schools, and parks.

Implementation Strategies



- Enhance transportation routes with street trees and decorative elements to create a sense of arrival in Wixom and to support the quality image of the City.
- Screen parking and loading/unloading areas with attractive landscaping and decorative features to enhance their appearance and the overall aesthetics of the City.
- Continue pathway connections along major streets for non-motorized circulation in the community with links to key destinations such as the Village Center Area, neighborhoods, schools, parks, and regional trails.
- Explore possible funding opportunities for continued construction of pathways based on the established pathway plan for the City.
- Coordinate with the Michigan Department of Transportation (MDOT) and the Road Commission for Oakland County (RCOC) regarding access and street improvement issues when reviewing site plans and planned unit developments.
- Conduct a complete updated traffic assessment in the City including traffic counts and evaluations of level of service at intersections to anticipate potential road and intersection improvements before major problems arise.

Future Land Use

The Future Land Use Plan includes text and a supporting map that is to be used as a guide for new development and redevelopment initiatives. This Future Land Use Plan is a representation and vision of the City's appearance, character and function at the time of full development. It incorporates the results of the City's Vision 2025 effort, which included input from residents, businesses and property owners throughout the community. Full development and attainment of the end vision will require the commitment and talents of untold individuals during the term of this plan.

The Future Land Use Plan also takes into consideration the numerous changes that have occurred in the Wixom Road/I-96 Interchange area as a direct result of redevelopment of the former Ford Wixom Assembly Plant property. Even with these improvements to the primary entryway into the City, it is important to remember that recommendations and concepts contained in this chapter should not be expected to occur instantaneously upon adoption of the Plan. Instead, they will be implemented over time and become a benchmark for future decision-making.

Instances may arise when the plan can be used as a guide for future modifications to the City's zoning ordinance, consideration of development proposals, rezoning requests, variance requests, and other planning and development concerns. Development will proceed in a manner and time frame that is consistent with policies on the environment, infrastructure, and other relevant conditions.

Deviations from the future land use map should be carefully considered to ensure that general consistency is maintained when making decisions on planning and development matters.

Factors Considered

The future land use map and the Master Plan were prepared to reflect input received during the public involvement process, discussions with government officials, existing land use patterns, and the consideration of proper planning principles. These input and other factors affecting land use patterns were taken into consideration in preparing the future land use map including:

- Existing land use
- Existing zoning
- Existing City Master Plan
- Infrastructure and public facilities/services
- Land use patterns in the region
- Desires of the City

Future Land Use Categories

Based on the community vision statements and the action plan strategies, a Future Land Use Plan was developed. The locations and boundaries of these land uses are found on the Future Land Use Map. The following includes a description of each land use category including the general intent of the category, allowable land uses, and planned density.

Single-Family Residential

Single-family Residential provides a range of three (3) densities:

- Suburban Residential density accommodates a minimum lot size of 15,000 square feet, or approximately 3 units per acre.
- The mid-range density, Medium Density Residential, accommodates a minimum lot size of 12,500 square feet, or approximately 3.5 units per acre.
- The highest density, High Density Residential, accommodates a minimum lot size of 7,200 square feet, or approximately 6 units per acre.

Other allowable uses in these areas could include schools, churches, childcare, and public facilities. These uses would only be permitted as accessory or special land use where proper access and infrastructure is available.

Development may occur as individual parcels along existing streets or within planned neighborhoods. In either case future development, subdivisions, and land divisions should be designed

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to reflect proportionate lot widths and depths, standard lot shapes, proper access, and street frontage.

This plan also recognizes the need for smaller lot single-family residential neighborhoods that will cater to those desiring quality owner-occupied houses with less maintenance. This can come in the form of a Planned Unit Development (PUD) rezoning or in the Village Center Area (VCA).

Multi-Family Residential

To maintain the current diverse housing mixture, existing multiple-family areas as well as a Mobile Home development are planned to remain and are designated for Multi-Family Residential and Mobile Home Residential development, respectively. The maximum allowable density for this category generally ranges between 9 and 12 units per acre. Other uses that could be appropriate within this area include schools, churches, childcare, and public facilities, provided other site conditions exist such as adequate land area and proper access to main roads. Future multiple-family development may also be concentrated within the Village Center Area designation and include much needed senior housing.

Manufactured Housing Residentials

This future land use category allows the development of manufactured housing pursuant to the State of Michigan law.

Neighborhood Business

Local business allows for small-scale development serving the needs of nearby neighborhoods. These areas are planned along Wixom Road, at the intersection with Charms Road and Loon Lake Road, and on Pontiac Trail, at the intersection with Beck Road. Uses intended within this category include small-scale and pedestrian-oriented retail, specialty grocery, personal services, financial institutions, medical clinics, and offices. There are many existing uses that are consistent with this designation, however new development of a similar nature is also encouraged.

Future development and redevelopment within this area should be designed to promote a more residential character than larger commercial areas. This can be accomplished through some key elements that are listed below. Uses should be limited to those serving nearby residential neighborhoods and not draw from the larger community (e.g. dry cleaning outlet, convenience market, etc.).

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- ✓ Buildings should maintain a small scale that is more similar to residential construction.
- ✓ Sites should be designed to accommodate pedestrians through sidewalk connections and prominent front entries at the street and sidewalks.
- ✓ Landscaping to break up parking areas.

Local Business areas will likely abut residential uses and land use conflicts, although not extensive, should be minimized through screening, setbacks and minimal use of site lighting.

General Business

General Business includes commercial operations that serve the larger community and surrounding areas. Property with this designation is located on the south side of I-96 and is planned for uses including shopping centers, auto-oriented businesses, financial institutions, and restaurants. Much of this area is currently occupied by these uses, however there are some opportunities for redevelopment and new construction.

Future projects should be designed to balance the quality image of the City while accommodating convenient vehicular circulation. Buildings should incorporate high-quality, durable materials for long term viability. Elements which deemphasize the scale of larger buildings should be incorporated. Sites should be designed to provide a safe balance between pedestrian and vehicle circulation.

Freeway Service

Freeway Service uses are commercial operations oriented toward the needs of freeway travelers along I-96 at Wixom Road. Uses include drive-through establishments, gas stations, and other auto-oriented services. The majority of land is currently occupied by these uses, with some opportunities for redevelopment and new construction.

As a gateway to the City, future projects must provide an instant reflection of Wixom's character. Gateway treatment at each interchange is encouraged to welcome visitors, residents, and workers into the community and signify Wixom's presence along the expressway. Quality access management and improved road conditions are important to handle the higher volumes of traffic. Streetscape elements such as street trees, lawn areas, and entry signage also contribute to this sense of arrival into Wixom. Buildings should incorporate high-quality, durable materials for long-term viability. Sites should be designed to provide a safe balance between pedestrian and vehicle circulation, and business signs are easy to see without creating clutter.

Village Center Area

The Village Center Area (VCA) is planned to be the traditional downtown for the City, offering a mixture of uses and activities, pedestrian-oriented design, and a focal point for civic events. Uses include retail, restaurants, entertainment, office, high density single- and multiple-family residential, parks, and other public facilities.

The overall vision for the VCA has been developed through the VCA Concept Plan prepared by Urban Design Associates (UDA) and an update for the southwest corner of the VCA prepared by Gibbs Planning Group. These plans are supplemented by the Downtown Development Plan and VCA Design Guidelines, prepared through the efforts of the City Council, Planning Commission and the Downtown Development Authority (see Appendix A for the concept plans and Appendix B for the Downtown DDA Plan and VCA Design Guidelines). To summarize, the VCA will become a thriving mixed-use center for the City created by building design, site design, streets, uses, and all other physical improvements working together to create a traditional downtown. Activity within the VCA will include living, working, shopping, dining, and many other entertainment options. The goals and strategies set forth in these documents should be reflected in future implementation of this Master Plan.

Surrounding development must also be compatible with the VCA plan and provide appropriate transition with use and design.

Industrial Research Office

Industrial Research Office provides an opportunity to diversify the industrial employment base of the City by offering a designated area for businesses devoted to large-scale development that will not greatly impact surrounding uses. These businesses should be developed in a campus-style environment with high quality site, open space, landscaping, and building design features. This area should be encouraged to develop as unified industrial subdivisions or office parks. They are an excellent transition and buffer along industrial areas. Use types are strictly limited to large scale office buildings that may accommodate multiple tenants or business headquarters and industrial operations that are devoted to technology and research that generate little or no truck traffic, outdoor storage, noise, and other impacts.

Light Industrial

Light Industrial is also a designation that serves as a transition but likely produces greater impacts than Industrial Research Office development. Industrial operations intended for this category should be limited to warehousing, some manufacturing and

assembly, limited outdoor storage, limited distribution, and automobile repair. This category is also appropriate for “business center” buildings that offer a combination of flexible workspace with support office area. Several of these complexes are in Wixom and continue to be popular in the market.

Quality design is important, and these areas should also be organized in industrial parks. With the likelihood of truck traffic, emphasis is needed on screening, limiting views of overhead doors, and ensuring proper circulation design to accommodate truck maneuvering. Outdoor storage should be strictly regulated in terms of the extent, location, and screening.

Typically, Light Industrial buildings will offer an office component and a warehousing or assembly area. The office component should be held to a high design standard and should be the prominent site feature.

Mixed Use: Assembly Park Development

Formerly the site of the Ford Wixom Assembly Plant, now named Assembly Park, is designated in the Future Land Use Plan for redevelopment as a mixed-use center. One of the goals of the district is to create a complementary mixture of uses that will attract quality development and associated job creation and tax base. This includes the designation for retail uses on part of the site closest to the interchange, meeting current and future area shopping needs not met in the market. The remainder of the property is designated for high technology uses, including research and development, light manufacturing, and office uses that serve high tech companies in the center as well as other area users. It is anticipated that this site will be redeveloped as a modern commerce center to attract these high-technology and support uses meeting the needs of the 21st century economy. These businesses should be developed in primarily a campus-style environment with high-quality site, open space, landscaping and building design features.

High traffic counts along I-96 and Wixom Roads make the portion of the site next to the interchange attractive to retail uses. While not a necessary component of site redevelopment, a small part of the overall site (approximately 40 acres) is designated for unique retail uses and those retail uses not already located in the greater Wixom area. The introduction of retail uses requires a transition in intensity for the abutting land uses, such as office or research and development, as opposed to light industrial, which would be located farther away on the site.

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Also included in Assembly Park is the potential for development of low-rise and mid-rise office buildings or flexible office/service buildings along Wixom Road with possible ancillary retail uses to service the office and industrial uses in the center. For example, an office-services business would be desirable so employees would not have to leave the complex to send overnight packages or purchase last minute supplies. Other than the retail portion of the site located next to the I-96 interchange, it is not the goal of the mixed-use designation to attract additional community commercial uses, since the area is already adequately served by retail developments along Grand River Avenue, Wixom Road, in the City's Village Center Area, and in neighboring communities. This site is also potentially attractive to medical office and related businesses that want to be located close to the Providence Park hospital complex as well as I-96. While the Providence Park hospital campus has available office development sites, Assembly Park Development site provides a location alternative. The intent of the complementary mixture of uses within the Assembly Park Development is to include uses consistent and compatible with existing and adjacent area zoning. Accordingly, the district overlay plan and standards will accommodate some of the uses found in adjacent zoning districts including the freeway service, office, industrial research office, and light industrial districts.

Since this is such a large site with the very real possibility for a significant work-day population, recreational facilities should be incorporated into redevelopment plans. These facilities will promote a healthy workplace and could take the form of passive activities, such as walking trails and picnic areas, or more active facilities such as baseball and soccer fields (all subject to satisfactory environmental conditions and solutions to those conditions). Since Wixom is already home to a number of commercial- recreation facilities, such as Total Sports Puck Masters, and Home Court Advantage, there is also potential to develop additional for-profit recreation activities in conjunction with the above described uses.

Mixed-Use Alpha Tech/Beck Road/12 Mile Road Development

As with the Wixom Road interchange, the property at the northwest corner of the Beck Road I-96 interchange is designated for a mixture of uses in a high-quality, comprehensive manner. It has access from the west side of Beck Road, opposite 12 Mile Road, and wraps behind the Beck Business Center development. There is potential to create a road connecting Beck Road with Alpha Tech Drive, completing the east-west connection from Beck/12 Mile Road to Wixom Road.

Any significant amount of new development will necessitate construction of this road connection. In addition, this site has a significant number of wetlands, meaning that portions of the property will necessitate taller buildings to minimize the footprint and resulting impact on the land.

A mixture of uses is proposed for this district including freeway service commercial, office, and high technology/research and development, similar to those found in the Alpha Tech development to the west. A primary goal of this district is the development of high-quality, signature buildings that will create an attractive entryway and image for the City of Wixom. If suitable locations can be found on the western portion of the site, larger retail buildings might be accommodated if traffic volumes can be addressed by the road network. Retail commercial should be allowed in a limited fashion to serve and support uses in the larger Alpha Tech development to the west.

Public

The Public land use designation includes land owned and operated by the City. Current uses include City Hall, the Police Station, the Fire Stations, the Department of Public Works/sewage treatment plant, and the Community Center/Library. Public parks are treated separately. These uses are important to the quality of life for residents and should be maintained in the future. Expansions and construction of new facilities should be incorporated as the needs of residents change and as demand increases. Locations of such new facilities have not yet been established but should follow the existing pattern by considering locations on main routes and dispersed throughout the City, so they are easily accessible to all residents or, when more appropriate, grouped with other existing facilities.

Parks/Preservation Land

Parks/Preservation land includes City parks, Lyon Oaks County Park, and the private golf course in the north side of the City. The category encompasses outdoor recreation such as play fields, pathways, golf courses, picnic areas, and preserved natural features. This may also include structures associated with the parks such as club houses, concession stands, warming houses, and picnic shelters.

Similar to Public uses, these uses are integral to the quality of life for residents and create a draw for potential business and residential development. Locations of new facilities have not yet been established but should follow the existing development pattern by locating along main routes throughout the City, and grouped with

Wixom Master Plan

other existing facilities. Also, they should be located where natural features exist that can be preserved.

Utility

The Utility land use category includes the easement and overhead power lines that traverse through the center of the City. They are a consideration for future development because they could limit development potential while they also support development.

9. ZONING PLAN



While there are many programs and activities important to the overall implementation of this plan, zoning is the single most significant mechanism for achieving the desired land use pattern and quality of development advocated in the plan. This section provides a useful guide relative to the inconsistencies between current zoning patterns and proposed future land use designations.

Because the future land use map is a long-range vision of how land uses should evolve over time, it should not be confused with the City's zoning map, which is a current (short term) mechanism for regulating development. Therefore, not all properties should be immediately rezoned to correspond with the plan. The Future Land Use Plan is intended to serve as a guide for land use decisions over a longer period of time (5 to 15 years).

The plan categories correspond to zoning districts, but there is some generalization. The following table provides a zoning plan indicating how the future land use categories in this master plan relate to the zoning districts in the zoning ordinance. In certain instances, more than one zoning district may be applicable to a future land use category.

Zoning changes in accordance with the plan should be made gradually so that change can be managed. The Future Land Use map as well as the plan's goals, objectives, and development recommendations should be consulted to judge the merits of a rezoning request. In review of rezoning and development proposals, the City should consider the following sequencing standards:

- ✓ Any rezoning or development proposal must be compatible with the master plan as a whole and be able to stand and function on its own without harm to the quality of surrounding land uses.
- ✓ There must be sufficient public infrastructure to accommodate any proposed development or the types of uses that would be allowed under the requested zoning change. This must include sufficient sewer and water capacity, transportation improvements as determined by a traffic impact study, and all other necessary infrastructure improvements provided concurrent with the development.
- ✓ The environmental conditions of the site should be capable of accommodating the types of development or potential uses allowed with a zoning change. The impact to natural features should be minimized to the maximum extent practical with the most important resources preserved.
- ✓ Rezoning needs to be linked as closely as possible to the timing of development and land use change. Premature rezoning without a specific development proposal and site plan should be avoided to minimize land use conflicts,

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property value decline, and maintenance and safety problems.

- ✓ Sites proposed for rezoning to accommodate change in land use need to have sufficient width and area to facilitate development that satisfies the design guidelines of this plan, requirements of the zoning ordinance, and not create odd parcel configurations.

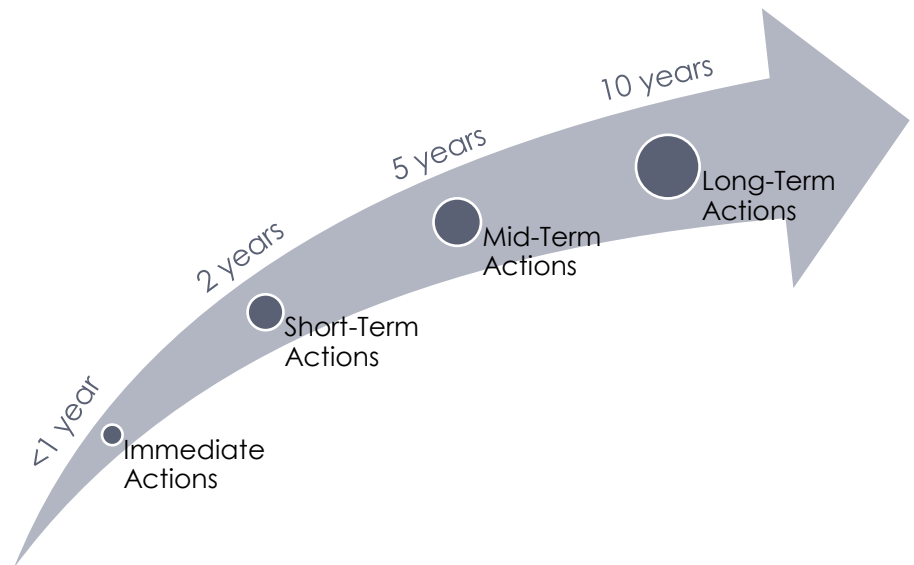
Zoning	Future Land Use										
	Public	Mixed Use	Light Industry	Industrial Research Office	Freeway Service	General Business	Neighborhood Business	Village Center Area	Multi-Family Residential	Manufactured Housing	Single-Family Residential
R-2 Suburban Residential (15,000 square foot lots)	■										■
R-3 Medium Residential (12,500 square foot lots)	■										■
R-4 Traditional Residential (7,200 square foot lots)	■										■
RM-1 Multiple-Family Residential	■								■		
RM-2 Multiple-Family Residential	■								■		
MH-3 Manufactured Home Park	■								■	■	
B-1 Local Business	■						■				
B-2 Community Business	■						■				
B-3 General Business	■					■					
FS Freeway Service	■				■						
I-S Light Industrial Service	■					■					
VCA Village Center Area	■						■				
OS-1 Office Service	■	■									
IRO Industrial Research Office	■			■							
M-1 Light Industrial	■		■	■							
M-2 General Industrial	■		■								
PUD Planned Unit Development	■	■									

10. IMPLEMENTATION



In order for the City's Master Plan to be an effective document for the next ten years, steps must be described to guide community leaders towards implementation. This chapter summarizes the policies and the recommendations described in the plan and serves as a quick reference for the Planning Commission and others to monitor progress or serve as a checklist for implementing the plan.

The following checklist includes implementation strategies to help the City achieve its vision. Implementation strategies are classified into short term, long term, and ongoing actions. Each year this table should be evaluated by the Planning Commission to discuss implementation progress, annual priorities and responsibilities, and to encourage involvement from other City officials and departments.



Action	Type	Responsibility
Immediate Actions		
Update the Zoning Ordinance to begin implementing the new Master Plan	Regulatory	Administration, PC & City Council
Update the Sign Ordinance to reflect current case law and direction from the City Attorney.	Regulatory	Administration, PC & City Council
Identify funding for redevelopment projects, especially the Tribute East Retail Building.	Programmatic	Administration

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Action	Type	Responsibility
Continue the process of becoming certified as a Redevelopment Ready Community under the Michigan Economic Development Corporation.	Programmatic	Administration & City Council
Investigate the potential for enhancements to Gunnar-Metala Park.	Partnership	Administration, PC, Parks Commission & City Council
Short-Term		
Continue working with developers and property owners to develop and redevelop VCA buildings and sites into multi-story, mixed-use developments.	Partnership	Administration, PC & City Council
Begin construction of the Tribute East Retail Building.	Partnership	Administration, PC, City Council & developers
Obtain certification as a Redevelopment Ready Community under MEDC.	Partnership	Administration & City Council
Mid-Term		
Continue working with developers and property owners to develop and redevelop VCA buildings and sites into multi-story, mixed-use developments.	Partnership	Administration, PC & City Council
Review Master Plan per Michigan Planning Enabling Act	Partnership	Administration, PC & City Council
Long-Term		
Redevelop sites in the VCA so there are no longer parking lots fronting streets or suburban type developments.	Partnership	Administration, PC, City Council & developers
Bury overhead power lines in the VCA	Partnership	Administration, PC, City Council & developers