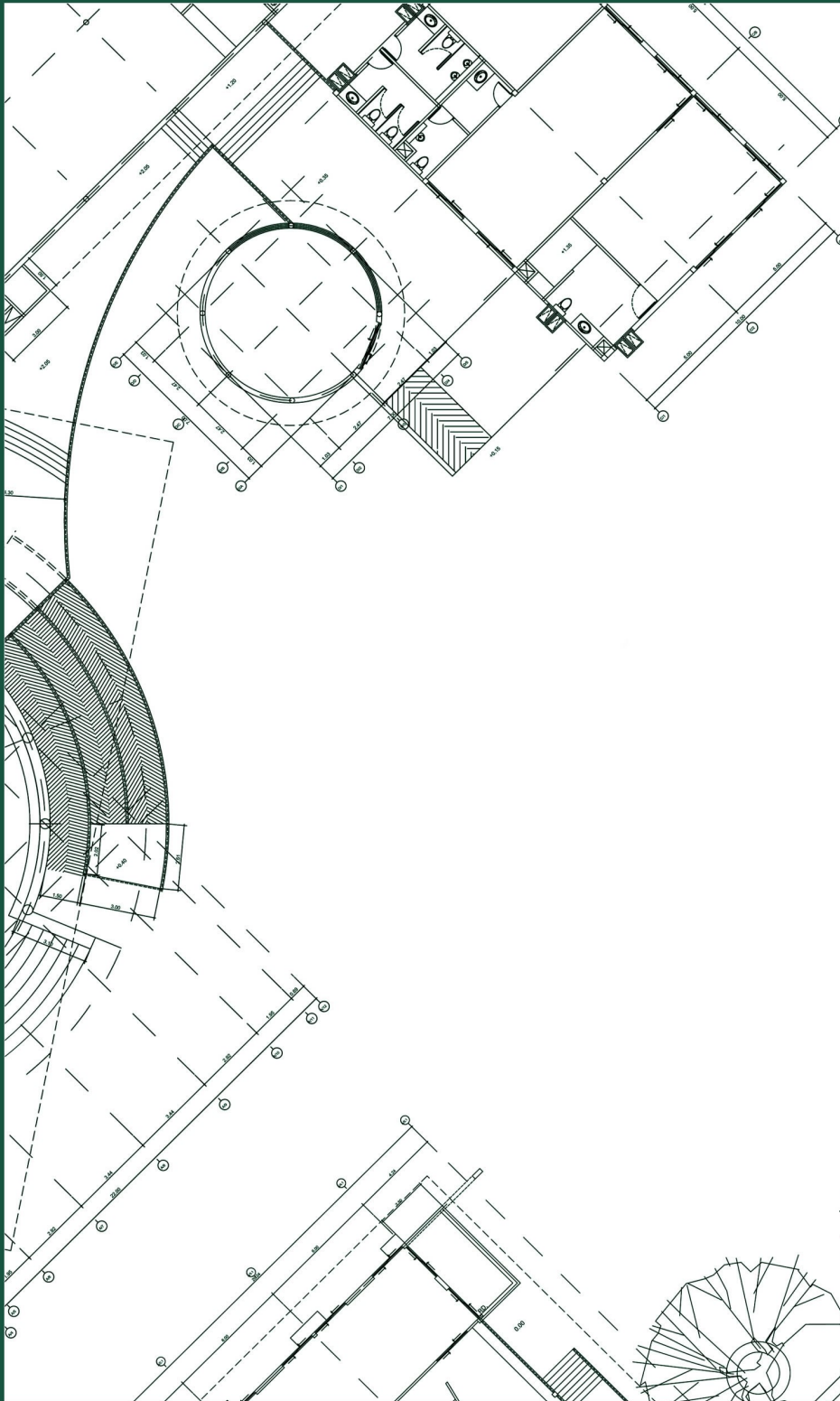


CITY OF OAK PARK MASTER PLAN



ACKNOWLEDGEMENTS

This Master Plan was prepared by the City of Oak Park Planning Commission:

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City Hall

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INTRODUCTION

WHAT IS A MASTER PLAN?

A Master Plan is a comprehensive long range plan intended to guide growth and development of a community or region. It includes analysis, recommendations, and proposals for the community's population, economy, housing, transportation, community facilities, and land use. It is based on public input, surveys, planning initiatives, existing development, physical characteristics, and social and economic conditions.

A Master Plan is a policy based document. The recommendations in this plan are intended only for guidance, not intended or designed to regulate properties or land use. However, the Zoning Enabling Act requires that the Zoning Ordinance and Zoning Map be based on the Master Plan's vision and goals. The Master Plan is a document that creates a framework to guide decisions that affect the social, physical and the economic environment of the city. The Master Plan for the City of Oak Park outlines the goals and strategies which will guide the City over the next five years. The plan provides vision, goals and strategies to direct future land use and guidelines to enhance the community's appearance.



Public Town Hall meeting Center For New Urbanism Nine Mile Report



City Manager Erik Tungate addressing crowd at Town Hall

The benefits for having an updated Master Plan include:

CONSISTENCY IN DECISION MAKING - the plan gives decision makers a steady point of reference for land use-related actions.

ABILITY TO MAKE INFORMED DECISIONS - the plan provides facts on existing conditions and trends, enabling decision makers to better understand the impact of their decisions.

ACHIEVE PREDICTABILITY - the plan describes where and what type of development the community desires. This information allows individuals to plan for the use of property consistent with community goals.

WISE USE OF RESOURCES - the plan includes a variety of different city, regional, state, and national information sources. The information can be used in deciding and prioritizing which projects to undertake (such as promoting brownfield redevelopments, buying land for parks, applying for grants, or offering tax incentives for affordable housing, etc.). The plan also can be used to determine the need and location of infrastructure improvements (roads, utilities, water, and sewers)

PRESERVING COMMUNITY CHARACTER - the plan describes the City's vision for the future and establishes its existing and intended growth. The plan permits the community to identify what is important and how it should be protected.

PRODUCE POSITIVE ECONOMIC DEVELOPMENT - planning for a community helps existing residences and businesses better understand the future possible development of an area. This awareness creates a level of comfort knowing what may develop on neighboring properties. It also encourages new businesses and residential developments because they also know what to expect. In addition, the planning process allows a community to consider workforce, education and local infrastructure capacity, among others, so that appropriate economic development strategies can be developed.



1996 Master Plan cover

IDENTIFY AND RECOMMEND PHYSICAL IMPROVEMENTS – to provide direction for provision of roadways, streetscapes, entryways, non-motorized pathways, parks, and community facilities.

A Master Plan is a product of good land use planning. Planning is an orderly, open approach to determining Oak Park's needs and goals and developing strategies to achieve them. The planning process involves working through four basic questions, which should be answered with the Master Plan:

Where is Oak Park now?
 How did Oak Park get here?
 Where does Oak Park want to go?
 How does Oak Park get there?

While the Master Plan will not change the Zoning Ordinance or zoning of any property, some of the plan recommendations may be implemented through future text and Zoning Map amendments. The City Council, Planning Commission, Economic Development and Communications Department, and the public should continuously reference the Master Plan in order to:

- ◆ Review development proposals
- ◆ Review rezoning requests
- ◆ Make amendments to the Zoning Ordinance and/or Zoning Map
- ◆ Understand the vision for the future land use patterns and desired land use types in the community

The vision statement, and goals and objectives presented in this plan are comprised of many public and staff input sessions. The recommendations of the Planning Commission represent a year's worth of information gathering and analysis. The final product, the Master Plan, will help guide decisions by City staff, City Council and the Planning Commission in the years to come.

Although the Master Plan is one part of a larger effort by The City of Oak Park to improve the community as a whole, other influences will also contribute to the vision, including but not limited to:

- ◆ Strategic Economic Development Plan
- ◆ Corridor Improvement Authority's Development Plan
- ◆ Parks and Recreation Master Plan
- ◆ Capital Improvement Plan
- ◆ A New Nine Mile—Center For New Urbanism Report
- ◆ City of Oak Park Strategic Plan 2014-2019
- ◆ 2013 Retail Market Study



EXECUTIVE SUMMARY

OAK PARK: YESTERDAY, TODAY, AND TOMORROW

THE PLACE

The City of Oak Park is centrally located within Metro Detroit and benefits from convenient freeway access. The City encompasses 5.18 square miles and is predominantly comprised of single-family residences. Almost all of Oak Park's residents are within two miles of the city center. Oak Park is known for its tight-knit neighborhoods, tree-lined streets, and wooded parks. The large, centrally located David H. Shepherd Park hosts the City's major events like the annual Fourth of July festivities, Boo Bash and Summerfest. There are nine smaller neighborhood parks that serve the neighborhoods. Once known as the "Family City", Oak Park has been rebranded to "Community, Culture and Commerce" and adopted a new vision. "The City of Oak Park will lead the region as the most dynamic city in metropolitan Detroit, serving as a destination for vibrant, cutting-edge community life." This new branding is a better representation of the City of Oak Park today.

THE PEOPLE

The 2010 U.S. Census states Oak Park's population is approximately 29,319 people. The average number of persons per household is 2.50 and is expected to decrease to 2.48 over the next five years. The number of households with children under 18 years is less than 30%. According to the 2013 Oak Park Retail Market Study, the primary trade area population is expected to drop by 2% between 2013 and 2018. The median household income of \$40,200 in the primary trade area is modest compared to regional and state levels; however, it is estimated to increase at an annual rate of 3.98% to \$48,900 in 2018. The largest employment sectors in the primary trade area are service (52.7%), retail trade (14.1%), and manufacturing (6%). An economic boost from new retail could create positive demographic changes. The Retail Market Study discovered the most prominent lifestyle groups in Oak Park's primary trade area portray a cluster of aging residents and established, community-oriented families. Lifestyle tendencies of Oak Park residents include being active in the community, attending church, helping with fundraising projects, and participating in civic activities. The diversity in Oak Park's population makes it an interesting place to live and visit. The strong Jewish, African-American, Chaldean, and Arab populations provide an eclectic mix of race, culture, and religion in a relatively small land area. This diversity is exciting and provides a strong marketing base.



Nine Mile Corridor, date and source unknown



Nine Mile Corridor, current conditions



Rendering of the Nine Mile Redesign, created by OHM

THE INFRASTRUCTURE

Oak Park has a solid foundation upon which to build. It has a strong tradition of affordable homes, stable neighborhoods, recreational amenities, good local schools, and a central location. Ensuring the pieces are in place to create a viable, vibrant, and attractive place for economic activity involves looking at the city's physical infrastructure and the degree to which the physical environment facilitates economic activity. Most major roads in Oak Park have been repaired or replaced within the last ten years; their ability to connect people to goods and services offered in the community is unquestionable. Traffic flow, parking arrangements, and non-motorized transit play a huge role in economic activity, and when planned carefully, their benefits can also improve the health of residents and the environment.

Oak Park is similar to other suburban communities throughout the country, with a development pattern that expanded for 50 years only to result in declining properties, lifeless business parks, and empty storefronts. Many communities are responding to the changing suburban markets and consumer preferences by transforming their auto-dependent landscapes into more sustainable, urban places - a trend called "retrofitting suburbia".

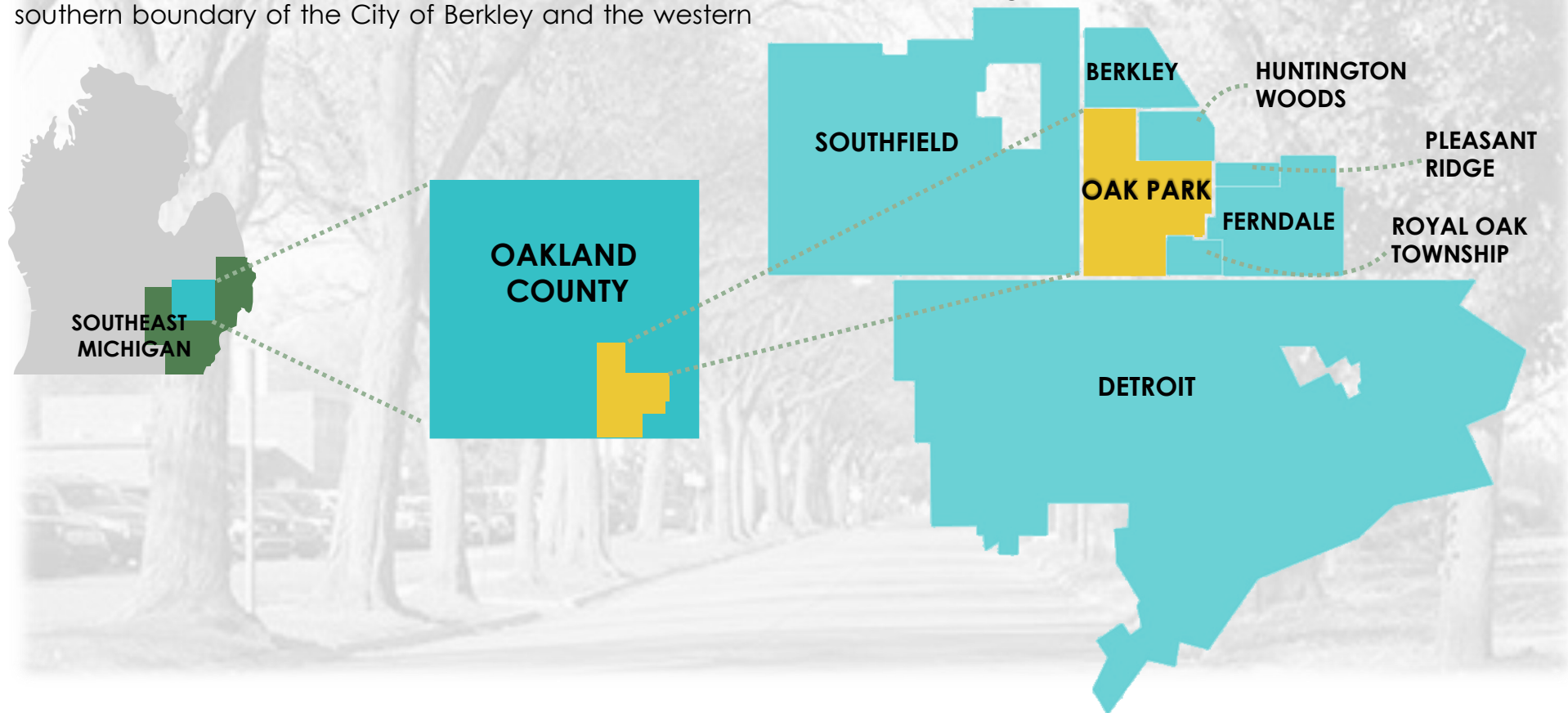
Today, Oak Park lacks the urban qualities other communities have that attract young people. While finding new uses for old structures is one strategy, the most effective redevelopments are considered those that retrofit the streets, blocks, and lots to provide environments designed for pedestrians, density, and a mix of uses. The Nine Mile Redesign Plan suggests creating a more urban, walkable environment by implementing a "road diet" on Nine Mile Road.

REGIONAL SETTING

The City of Oak Park was named the “fastest growing city” in the country in the late 1950’s. It is optimally located in southeastern Oakland County with easy access to many freeways and highways. Freeway and regional highway access are provided by I-696, US-10, and M-102. These provide regional connections to I-75, the Southfield Freeway, and Woodward Avenue to name a few. Oak Park is adjacent to the north boundary of the City of Detroit, eastern boundary to the City of Southfield, southern boundary of the City of Berkley and the western

boundaries of the cities of Ferndale, Pleasant Ridge, Huntington Woods, and the Charter Township of Royal Oak.

Oak Park developed as one of the inner ring suburbs of Detroit and incorporated in 1945. The City annexed a portion of Royal Oak Township north of Ten Mile Road in 2003 and another portion north of Ten Mile Road in 2004, thus increasing the size of the City by .14 square miles.



HISTORY

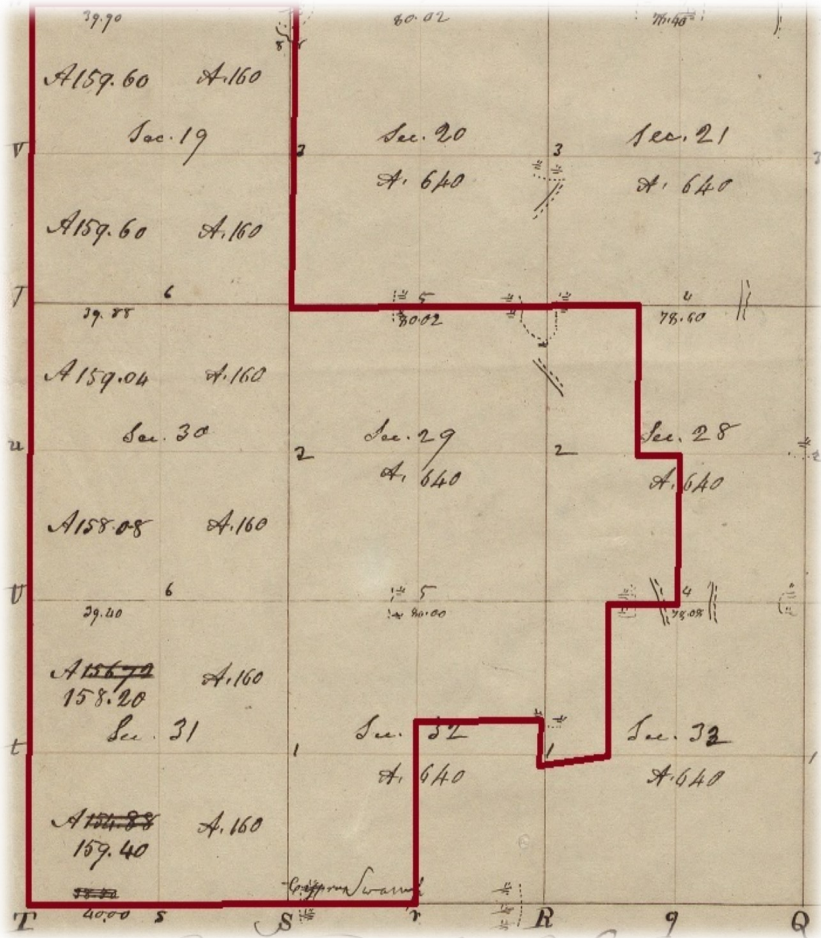
First surveyed in 1817, the area was described to territorial governor Lewis Cass as “irreclaimable and must remain forever unfit for culture or occupation, and their obvious destiny must be to remain in the possession of wild beasts.” After camping the area, Governor Cass named the township Royal Oak due to the great Royal Oak trees. The area that now makes up the City of Oak Park was located in the southwest corner of then Royal Oak Township, and was known as marshlands because of its muddy, swampy make-up.

Over the years Oak Park grew from a swampy corner of Royal Oak Township to an independent village, and eventually an incorporated city. In 1945, the new City’s first elected body branded it the “City with a Future.” Its population grew impressively after WWII, when veterans returned with home loan guarantees through the G.I. Bill. By the 1950s residential construction had accelerated so much that Oak Park was acknowledged as Detroit’s first northwest-corridor suburb, and the nation’s fastest-growing city. As the City grew over the years its largely residential nature fueled a new motto: “The Family City.” To many, its network of beautifully tree-lined streets, numerous parks, and tight-knit neighborhoods will forever validate this motto. In 2013, to reflect the City’s progressive nature and strong resolve to provide a high quality of life for all residents City Council adopted a fresh set of goals within the three tenants “Community, Culture, and Commerce,” the City’s new motto.



1817: Surveyors reported "...the lands were irreclaimable and must remain forever unfit for culture or occupation, and their obvious destiny must be to remain in the possession of wild beasts." Located in the southwestern corner of what Governor Cass was to name Royal Oak Township.

1846: The Clinton School is built as a one room school house on a half-acre located on the northwest corner of present day Nine Mile and Stratford.



Current day Oak Park boundary overlaid on 1908 plat map of Royal Oak Township – Historicmapworks.com

1890: The oldest remaining building in Oak Park and the only known building to pre-date the 20th century is the home located at 24231 Coolidge. It was the home of the William Schrader forty acre farmstead.

1890-1919: According to assessor's data, a total of 28 buildings were built between 1890 and 1919. The majority of these buildings are homes built along the eastern border of present day Oak Park.

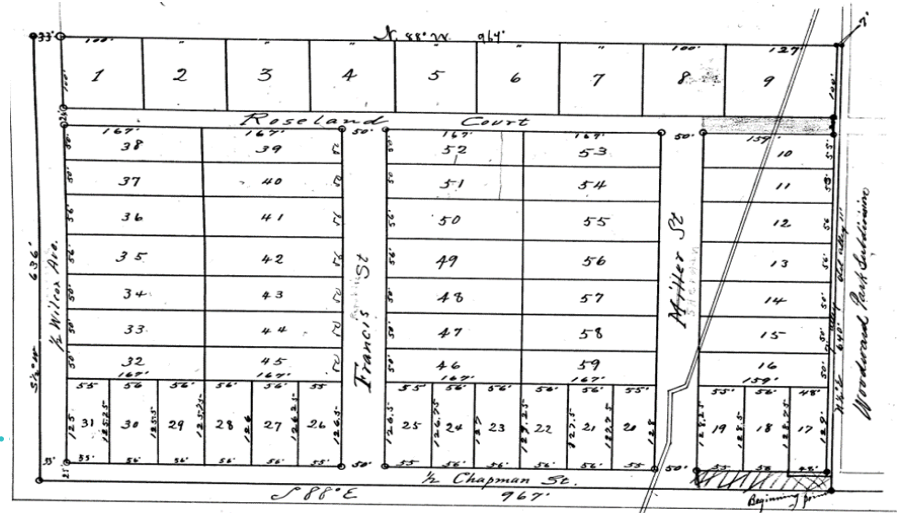
1900: 8502 Colgate may have been Oak Park's first commercial property. For many years it served as a neighborhood general store. It is located at the corner of Colgate and Republic.



JULY 27TH, 1914: Up until 1914, development in the township was clustered toward Royal Oak and Ferndale. Developments began to spur out along Woodward. Next to present day Pleasant Ridge, Oak Park's first significant subdivision and neighborhood is created, Chapman Subdivision.

SEPTEMBER 18, 1914: Oak Park is formed as a subdivision of the former William McGee 327 acre farmstead by the Majestic Land Company, owned by Detroit developer James G. Pierce. Mr. Pierce named a boulevard after his company and several streets after cities in New York. The company named the subdivision, "Oak Park" subdivision because of the abundance of Oak trees. A state limitation on the selling of bonds by townships restricted the construction of streets, sewers, and other community infrastructure.

KNOW ALL MEN BY THESE PRESENTS, that WE MAJESTIC LAND CO. A MICHIGAN CORPORATION BY
James G. Pierce PRES. & TR. AS PROPRIETOR
 Have caused the land embraced in the above plat to be surveyed, laid out and platted, to be known as OAK PARK SUBDIVISION OF W. 1/2 OF S.W. 1/4 AND S.E. 1/4 OF N.E. 1/4 OF SEC. 29 ROYAL OAK TWP. OAKLAND Co., Michigan, and that the Streets and Alleys shown on said plat are hereby dedicated to the use of the public.
 Witness our hands and seals this the 18th day of Sept
 A. D., NINETEEN HUNDRED AND FOURTEEN
 In presence of: James G. Pierce (L.S.)
E. J. Quinn (L.S.)
James G. Pierce (L.S.)
John S. Nash Secy

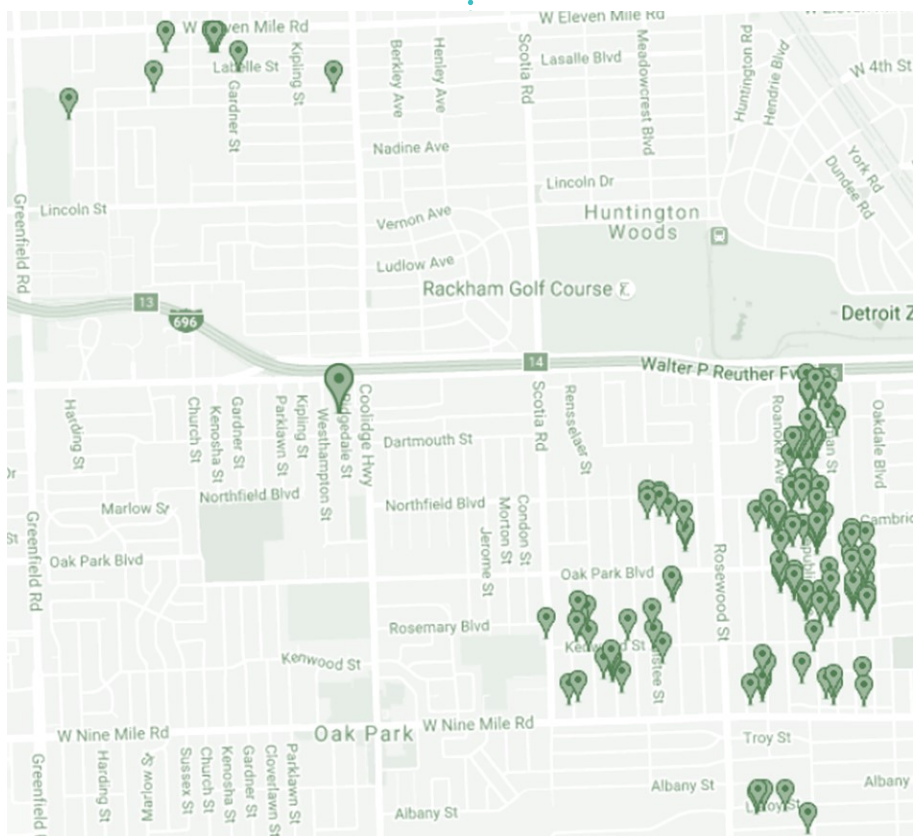


CHAPMAN SUBDIVISION

VACATED BY RESOLUTION
 OF CITY COUNCIL
 JULY 18, 51
 VOUCHER No 435-51

SCALE: 1" = 40'

1920-1929: The 1920's saw an increase in development throughout the City. Beginning around 1920, some of the residents of the subdivision campaigned for the incorporation of a village in order to become eligible for badly needed improvements. During this time period 270 new homes were built.



Map of present day buildings built between 1920 and 1929

MARCH, 1921: Determined citizens met to plan the formation of a village government. They formed the Progressive League of Oak Park Subdivision, a group that was to play an important part in the history of Oak Park. However, there were no minutes kept of that meeting. The Progressive League did appoint a committee to determine what improvements would be of most benefit to the taxpayer. Their first decision was to study the road tax laws and find out how the subdivision could get the necessary funds to improve and extend Oak Park's roads. It took until 1923 to accomplish it.

1924: Nine Mile and Ten Mile Roads had been paved and the Detroit Edison Co., after long arguing with the Progressive League, brought electricity to Oak Park. Soon after, Michigan Bell extended telephone service to the eastern portion of the subdivision.

1926: With the new drain nearing completion and an impressive list of accomplishments to their credit, the Association decided that it was time to incorporate the subdivision as a village. Ferndale had reached the same decision and tried to talk Oak Park into joining their city, but the vote turned them down flat. The subdivision then petitioned Pleasant Ridge to become part of Oak Park, but were in turn refused.

After many meetings with legal, engineering and financial advisors, a charter and code of ordinances were drafted. It provided for a village form of government with a president to be elected for a one-year term, two commissioners who would be elected for two-year terms, two commissioners to be elected for one-year terms, a treasurer to be elected for a two-year term, and a village clerk to be elected for a one-year term.

MARCH 14, 1927: After the Honorable Fred W. Green, Governor of the State of Michigan, approved the Charter, the Charter Commission set May 3, 1927 as the date for election to accept or reject the Charter and elect village officers.

There is no record of the number of votes cast (there were 98 registered voters), but the charter passed. Charles R. Raine was elected first Village President by virtue of receiving the largest number of votes. James Fisher was easily elected a two-year commissioner, having the next highest number of votes. However, Chester Brill and Clarence O. Kirby each had an equal number of votes and had to toss a coin to decide who would be a two-year commissioner and who would serve for one year; Kirby won. William Cameron was elected as the other one-year commissioner. Harold Webber was elected part-time treasurer and Fred G. Yehle became part-time clerk.

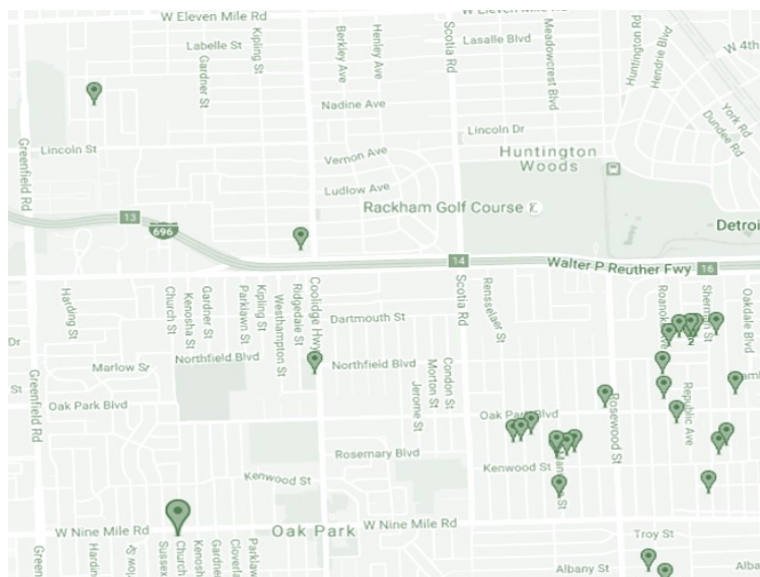
The first meeting of the Commission was held in the home of its president on May 16, 1927. Later the Martz and McLaughlin Real Estate Company offered their offices, including three 26-foot lots, as the Village offices in lieu of all Village, County, and State taxes on the property. The Commission would also be responsible for keeping the building painted and in good repair.

1928: The Commission was desperate for more office space. There was no money for a new Village Hall and the Commission could not spend Village funds to add to a borrowed real estate office. However, a particularly resourceful Village Manager, Glendon J. Mowwitt, came up with an ingenious answer. He found two abandoned real estate offices and an old Village voting booth.

In November, a sleet storm coated the entire countryside with two inches of ice. The Village office rounded up a group of public minded citizens and the Department of Public Works put skids on the buildings and slid them right down to the Village Hall lots. One building became a private office for the Manager and the other offices eventually became the police station. The voting booth served as both office space and voting booth. These "borrowed" buildings were destined to be the Village Hall, and later the City Hall, for the next 20 years.

The years 1928 and 1929 were particularly busy ones for the Village and its new Commission. The Village initiated an ambitious program to develop sewers and water mains. Further, new ordinances had created planning boards and zoning boards which necessitated added personnel. Subdividers, excited by the prospect of a building boom for Oak Park, were to add streets, sidewalks, electricity and other improvements that called for more supervision and inspection by the already overworked and underpaid Village employees. Despite angry protests, the Village Commission passed the 1929 budget calling for expenditures of \$52,210. By the fall of 1929, the struggling Village had fallen on hard times.

1930-1939: The era of the Great Depression ushered in a decrease in the development rate, only thirty new buildings were constructed in this decade. Oak Park was also facing its share of the nation's economic difficulties. Unemployment was high and the County was forcing the Village to take care of its own welfare cases. There were more than \$30,000 worth of uncollected taxes on the books and the Village had already borrowed \$9,000 against them.



Map of present day buildings built between 1930 and 1939.

Source: google Maps

1932: Detroit expressed an interest in annexing the Village. Detroit wanted the property for expansion and a bus route to the zoo. They knew that the village was penniless, with thousands of dollars in bonded indebtedness, and expected Oak Parkers to jump at the opportunity.

Good things were happening during these years that helped to balance the adversities. Oak Park was the first municipality to start a fight against the State to recover

that portion of State gasoline taxes collected in the village that was not actually needed for the operating and maintenance of state highways. Oakland County also joined the fight. When the Detroit papers took Oak Park's side, the whole state joined the village's cause. Oak Park won the case and achieved a new source of revenue.

The Village Commission granted permission for an airport to be built at Ten Mile Road and Coolidge Highway. Huntington Woods and Pleasant Ridge joined to fight against it, and angry Oak Park citizens threatened a tax strike and a law suit. When the State approved the Commission's plans, Oak Park's taxpayers went to Circuit Court and won an injunction that killed the airport. The 1932 attempt ended with the land being put to much better use than an airport. The defeated Commission agreed to cooperate with the Ford Motor Company in turning all of the other acreage in the Village into gardens where the unemployed could grow food. Unemployed people from Oak Park and surrounding communities farmed 700 acres of Oak Park land.

During this period Oak Park's police force was rated "best in the State." This was achieved despite the fact that they had to provide their own cars and guns, and had to raise a disproportionate amount of money from traffic violations to earn enough money for the Village to pay their salaries.

The volunteer fire department was also winning kudos from all over the State for their efficiency. Because the Village had no money to pay for equipment, the firemen raised their own money and provided all their own equipment, including a fire truck. Swamp fires continued to plague the Village until 1950, when the swamp areas were drained and covered with the construction of business and industrial buildings.

1940-1945: Financial troubles and other difficulties continued to plague the Village of Oak Park until 1944. The war had brought new industry to the village which in turn brought new residents and new taxes to the treasury. The Village was beginning to pay off its debts and was even able to repay some of its long time, loyal employees (who had gone payless) by giving them small raises and paid vacations. Real estate brokers and builders bought land at State land sales that had been forfeited for inability to pay taxes. Expecting a real building boom, they were buying large parcels for as little as \$40 a lot. These lots would eventually sell for more than \$1,000 a lot. Oak Park began to grow rapidly; new homes were springing up. The Commission appropriated \$55,000 to start a new City Hall. During that time 63 new homes were built in Oak Park.

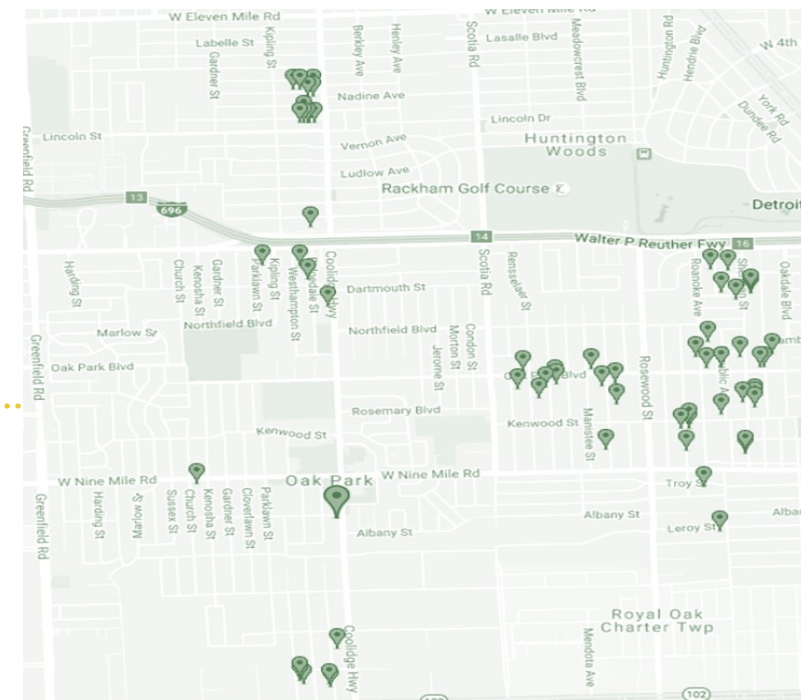
JUNE 24, 1944: President Roosevelt signs the G.I. Bill into law.

1945: In June, the citizens of Oak Park elect to become a city. World War II ends on September 2nd. By December, with an approved Charter, City Council, and City Manager; Oak Park was ready to kick off the biggest building boom in America.

1946-1949: With the war over and soldiers returning home, a housing shortage was in effect. Oak Park's 5.04 square miles was the biggest piece of largely undeveloped real estate in the Detroit Metropolitan area. From 1946 to 1949 alone, there were 1,119 new buildings erected.



Aerial map, 1940



Map of present day buildings built between 1940 and 1945. Source: Google Maps

1950-1960: In 1950 with a population of 5,200 residents, and a growth of 300% since 1946, the City leaders saw the need to properly plan the growth of the City. Little Oak Park earmarked \$5,000 to hire nationally recognized expert David S. Geer to design a master plan. They also hired Jay Gibbs, an experienced City Manager, from Ferndale.

Geer predicted Oak Park's population would grow eight times by 1970. The planners started working toward making room for a maximum of 30,000 people. (The

population peaked at 36,762 in 1970.) The Master Plan separated industrial from residential zones, reserving vacant land for wide "greenbelts." It outlines areas for neighborhood shopping and central business. The planners set aside 13% of land for industrial development.

Throughout the 1950's, Oak Park was building on average two houses a day for ten years straight. Where as in 1949 there were 1,368 households in Oak Park, by 1959, there was 8,548 households. For multiple years, Oak Park was the fastest growing city in America.

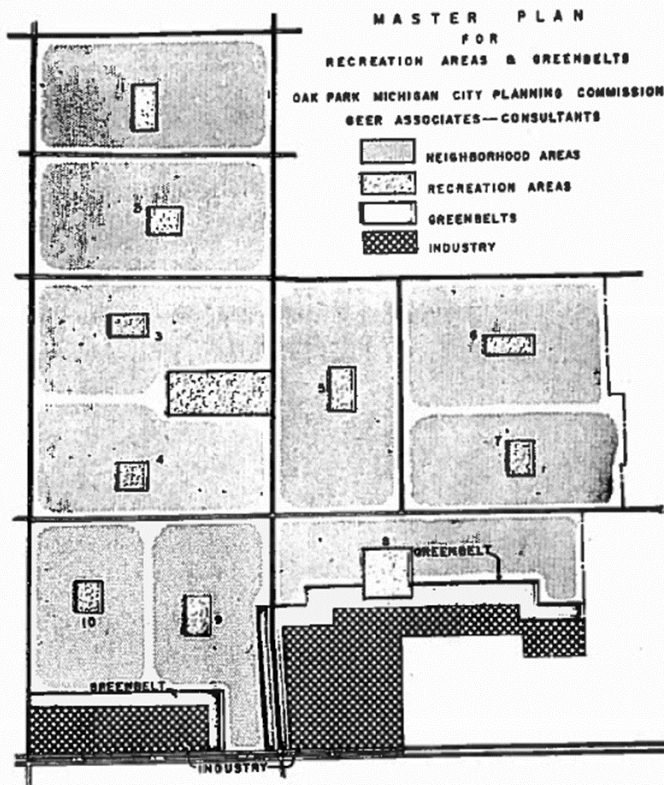
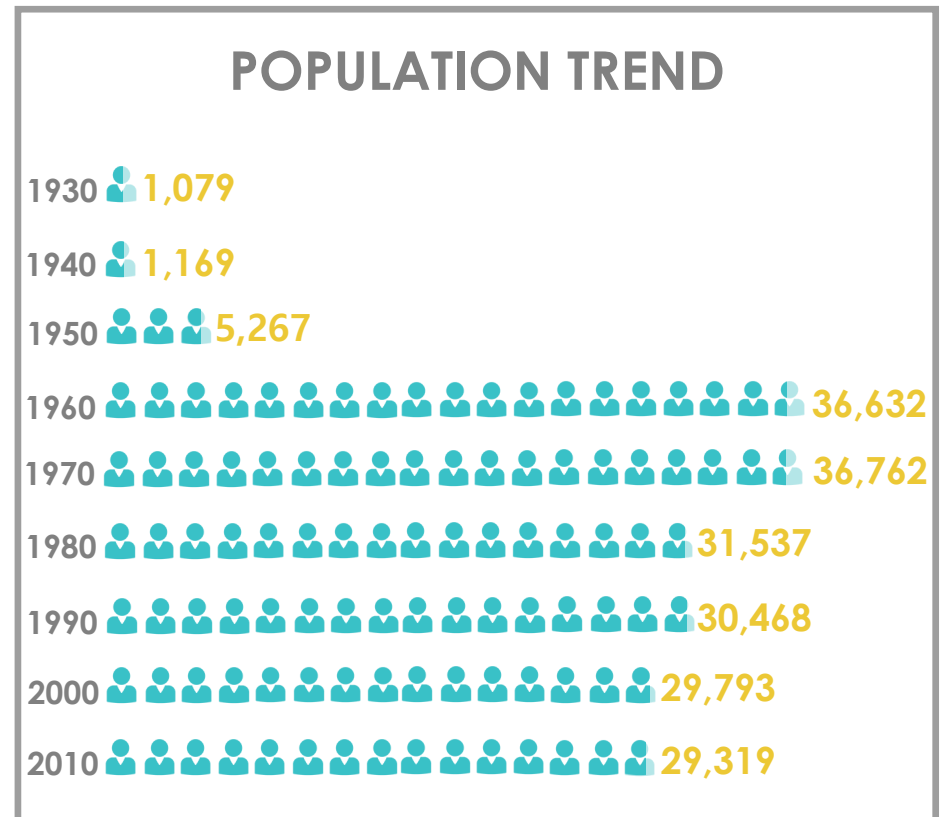


Figure 8 - Map of recreation and greenbelt areas, 1950



City of Oak Park population 1930—2010, U.S. Census Bureau

1960-1969: Buildable land was becoming scarce in the 1960's. Most homes were built in the northwest corner of the City. Higher density condominium developments were also being constructed. There were only 929 housing units built in this decade.

1970-2010: Oak Park becomes almost fully developed. In forty years, only 220 new buildings are erected. A few major, historical events occurred which forever changed the landscape of the City during this time.

Planning for the construction of the I-696 freeway started in the 1950s. Michigan state officials proposed the designation I-98, but this was not approved. Construction started on the first segment in 1961, and the Lodge Freeway was designated Business Spur Interstate 696 (BS I-696) the following year. The western third of the freeway opened in 1963, and the eastern third was completed in January 1979. The central segment was the subject of much controversy during the 1960s and 1970s. Various municipalities along this stretch argued over the routing of the freeway such that the governor locked several officials into a room overnight until they would agree to a routing. Later, various groups used federal environmental regulations to force changes to the freeway. The Orthodox Jewish community in Oak Park was concerned about pedestrian access across the freeway so I-696 was built with a set of parks on overpasses to accommodate their needs.

Final approval in 1981 of the freeway's alignment was contingent on these mitigation measures. To address the community's unique needs, the State hired a rabbi to serve as a consultant on the project. In addition, a series of landscaped plazas were incorporated into the design,

forming the tunnels through which I-696 passes. These structures are a set of three 700-foot-wide (210 m) bridges that cross the freeway within a mile. They allow members of the Jewish community to walk to synagogues on the Sabbath and other holidays when Jewish law prohibits driving. The Detroit Zoo and the City of Detroit also fought components of the freeway design. These concessions delayed the completion of I-696 until December 15, 1989

NOVEMBER 1, 2004: Oak Park annexes a remaining section of Royal Oak Charter Township in the northwest section of the city. The annex includes commercially developed land containing multiple medium to high density apartment blocks.



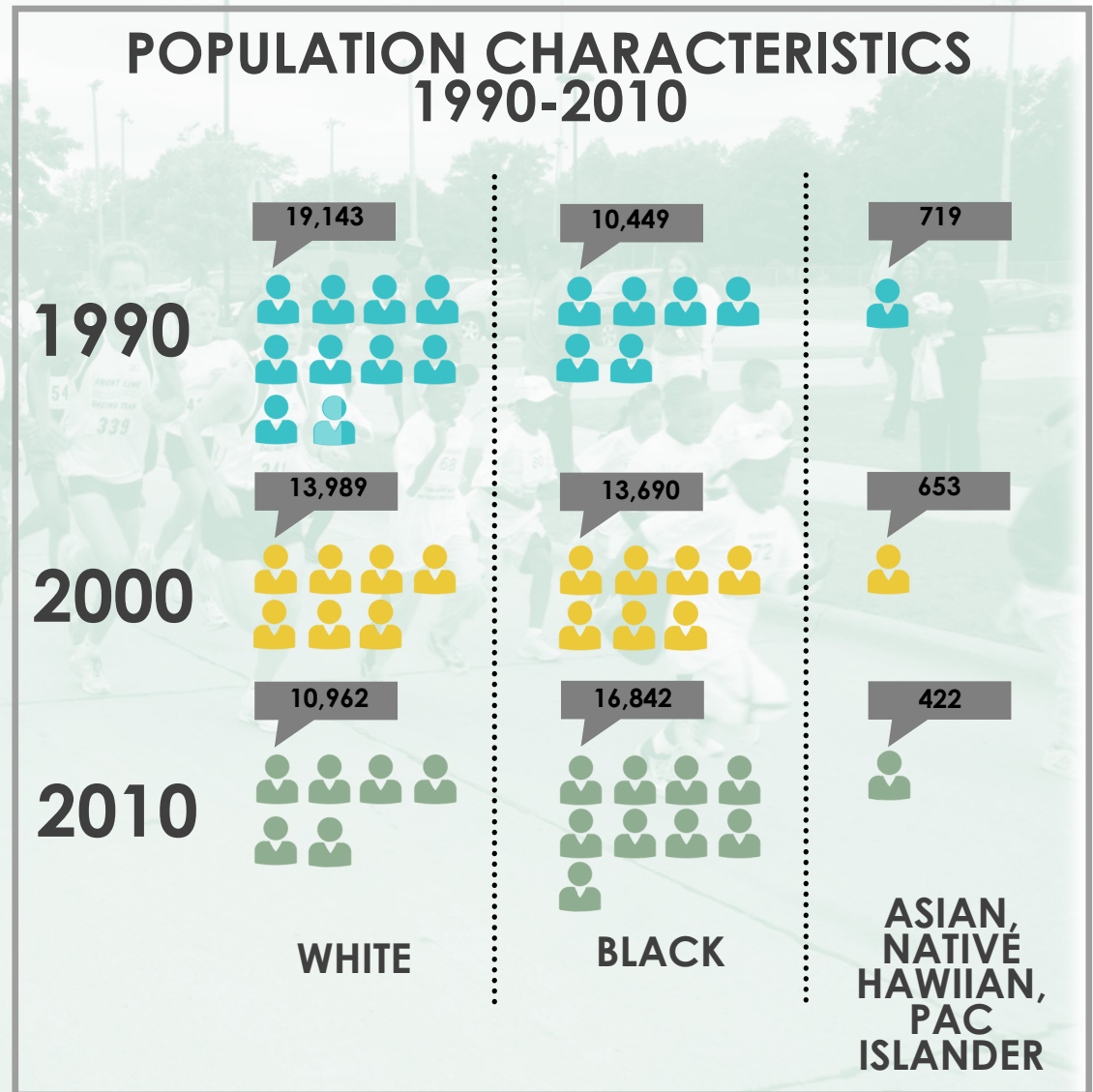
I-696 Bridge Decks aerial photo

COMMUNITY PROFILE

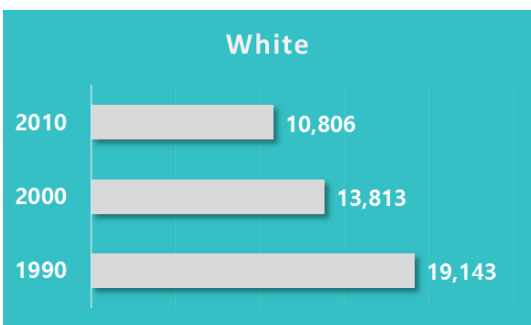
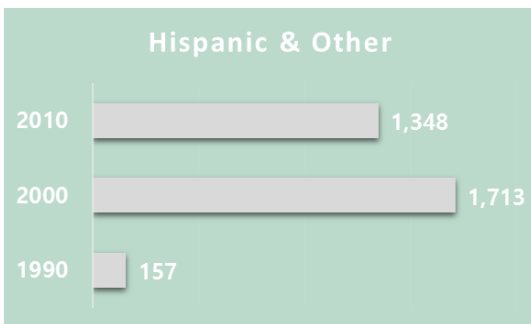
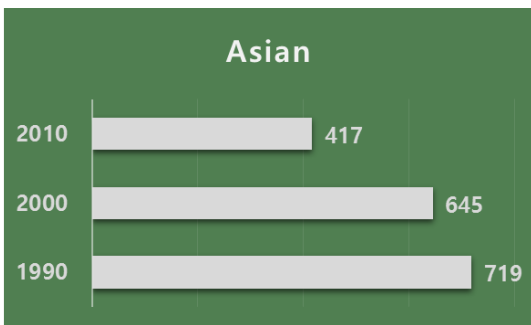
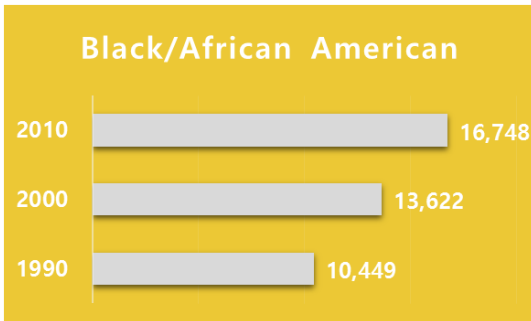
The Community Profile examines a variety of information from the U. S. Census and the Southeast Michigan Council of Governments (SEMCOG) to provide a snapshot of the people living in the City of Oak Park and a forecast for the future. This examination of demographic information is useful in understanding present and future community needs. Furthermore, it provides the City the necessary data to develop plans that guide Oak Park in properly serving its residents.

POPULATION CHARACTERISTICS

In the 1950's the City of Oak Park was one of the fastest growing communities in the United States going from a population of 5,267 to 36,632 by 1960, a phenomenal increase of over 350%. Since the 1970 Census high of 36,762, the population of Oak Park has been steadily decreasing to its 2010 Census count of 29,319. According to the SEMCOG 2040 Forecast the trend will continue and the population will further decrease to 26,981 by 2040. This decrease in population is consistent with population decreases in the communities neighboring Oak Park and is in large part due to reductions in household sizes seen across the nation.

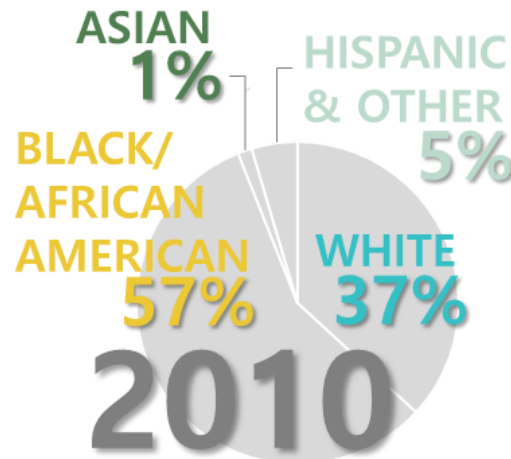
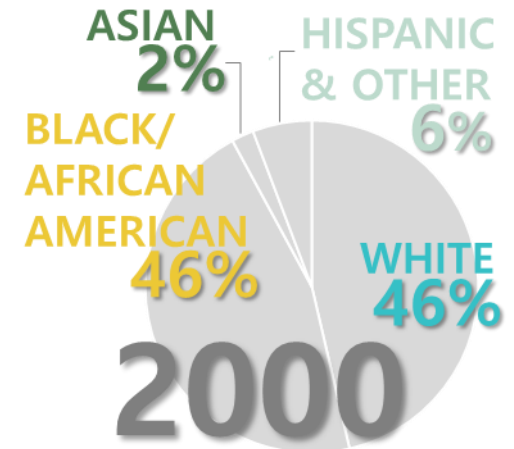
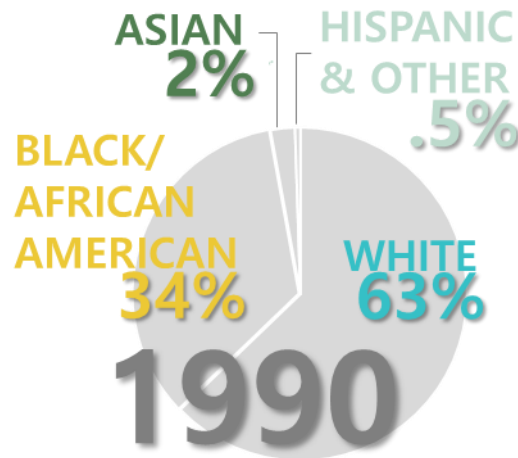


Graphic 1 Population Forecast



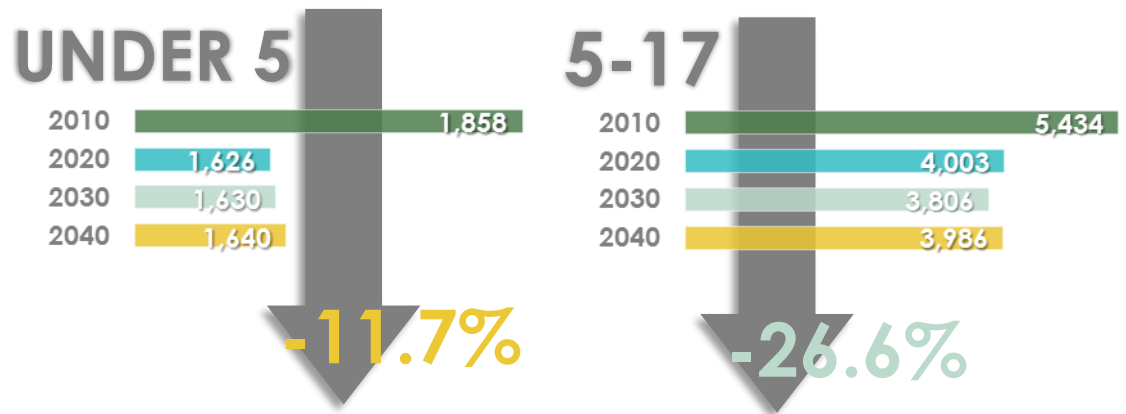
RACE AND ETHNIC ORIGINS

From the 1990 Census to the 2010 Census the City of Oak Park has seen a demographic shift from a population with a White majority (62.8% in 1990) to one with a Black or African American majority (57.1% in 2010). Over that same time period the Asian population decreased from 2.4% to 1.4%. The Hispanic population remained steady from 2000 to 2010 at 1.4% of the overall population.



AGE

From the 1990 Census to the 2010 Census the median age of the City's population has increased from 32.8 (1990) to 34.6 (2000) to 37.5 (2010). The increased median age is a reflection of rising life expectancy and lower birth rates. This is a worldwide phenomenon with the aged population currently the highest level in human history. In Oak Park, this can be seen in the population forecasts for the youngest two age groups, with decreases of 11.7% (under age 5) and 26.6% (5 to 17 years of age) from the 2000 Census to the 2040 projection. Conversely, the 65 years and older age category dramatically increases from 3,626 to 7,203, a 90.8% increase, from the 2000 Census to the 2040 forecasted number.



HOUSEHOLD INCOME

The Oak Park Median Household Income in 2010 was \$48,476 (5-Yr ACS 2010) a drop of \$15,262 (-23.9%) from 2000. Comparatively, the median household income in 2010 was \$53,242 for Southeast Michigan as a region, \$51,201 for Southfield, \$50,273 for Ferndale, and \$34,873 for Hazel Park. The number of persons in poverty increased to 15.7% (4,700) in 2010 and the number of Households in poverty rose to 15.2% (1,776) in Oak Park according to the 2010 American Community Survey 5-Year Estimates.



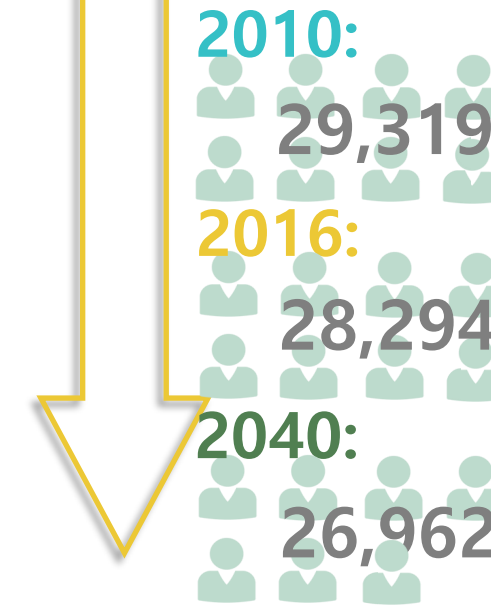
HOUSEHOLDS

As defined by the 2010 U.S. Census, “a household includes all the persons who occupy a housing unit as their usual place of residence. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as living quarters.” According to the SEMCOG 2040 Forecast both the number of Housing Units and the number of Households will remain constant through the year 2040 in Oak Park. This is mostly a function of the fact that the City is “built out” and there is relatively little opportunity for new housing construction on a large scale.

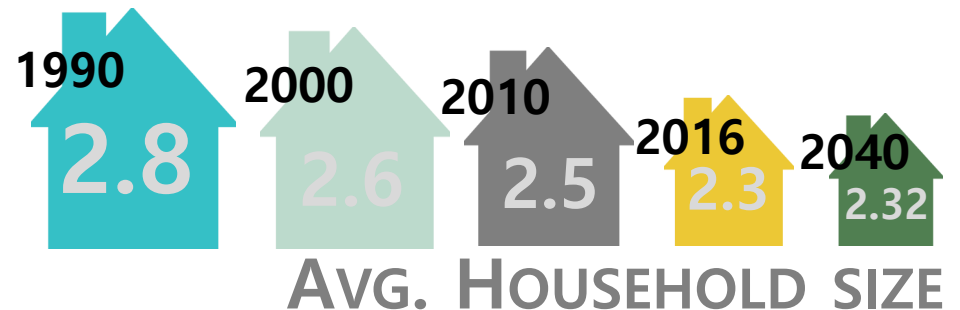
HOUSEHOLDS

	CENSUS 2000	CENSUS 2010	% CHANGE
With Seniors 65+	2,807	3,038	8.2%
Without Seniors	8,297	8,681	4.6%
2+ people without children	3,844	4,195	9.1%
Live alone, 65+	1,158	1,284	10.9%
Live alone, under 65	1,794	2,343	30.6%
With Children	4,308	3,897	-9.5%
Total Households	11,104	11,719	5.5%

HOUSEHOLD POPULATION



Average Household Size has decreased over time from 2.8 persons (1990 Census) to 2.68 (2000 Census) to 2.5 (2010 Census). The reasons for the decrease in Household Size are a result of more people living in single person households. From the 2000 Census to the 2010 Census persons living alone, 65 and older, increased by 10.9% while those under 65, living alone, increased by 30.6% in Oak Park. In addition, households with children decreased by 9.5% over the same time period.



EDUCATION

From 2000 to 2010 the number of people with post-high school education has increased to 66.7% of the population age 25 and over. According to the 2010 American Community Survey 5-Year Estimates, 38.6% of the population age 25 and over have either an Associates, Bachelor's or Graduate degree.

	2010	2000 – 2010 % change
Graduate/ Professional Degree	10.8%	-1%
Bachelor's Degree	17.9%	.5%
Associate Degree	9.9%	2.7%
Some College, No Degree	28.1%	2.9%
High School Graduate	21.2%	-1.5%
Did not graduate High School	12.2%	-5.6%

EMPLOYMENT

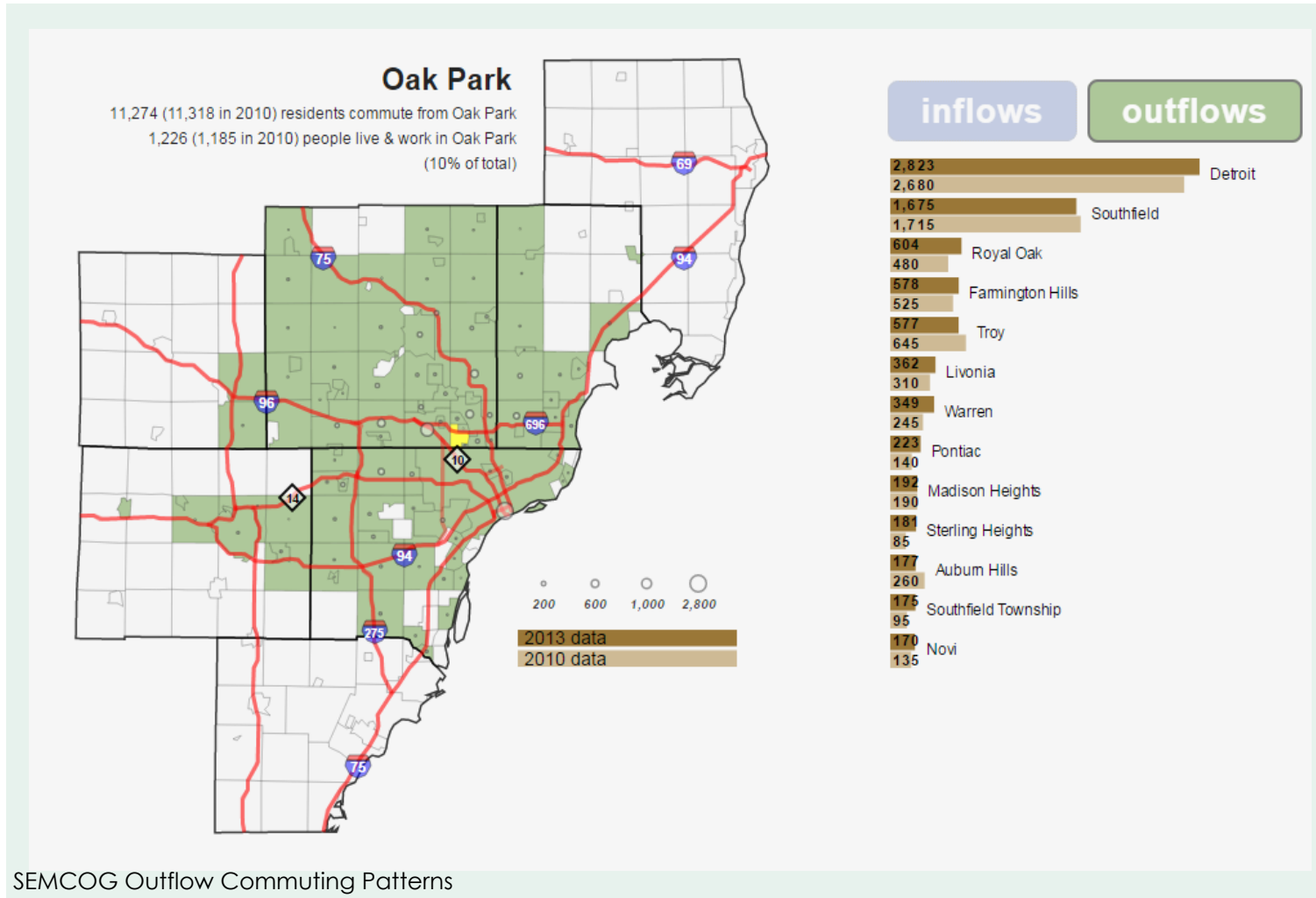
According to the SEMCOG 2040 Forecast the number of jobs in Oak Park will slowly and steadily increase from 10,175 in 2010 to a forecasted 11,182 jobs in 2040, an increase of 9.9%. The SEMCOG 2040 Forecast indicates that the largest increases will be in Private Education & Healthcare (+588) and Services to Households & Firms (+464). A decrease of 240 Retail Trade jobs is anticipated during the same period.

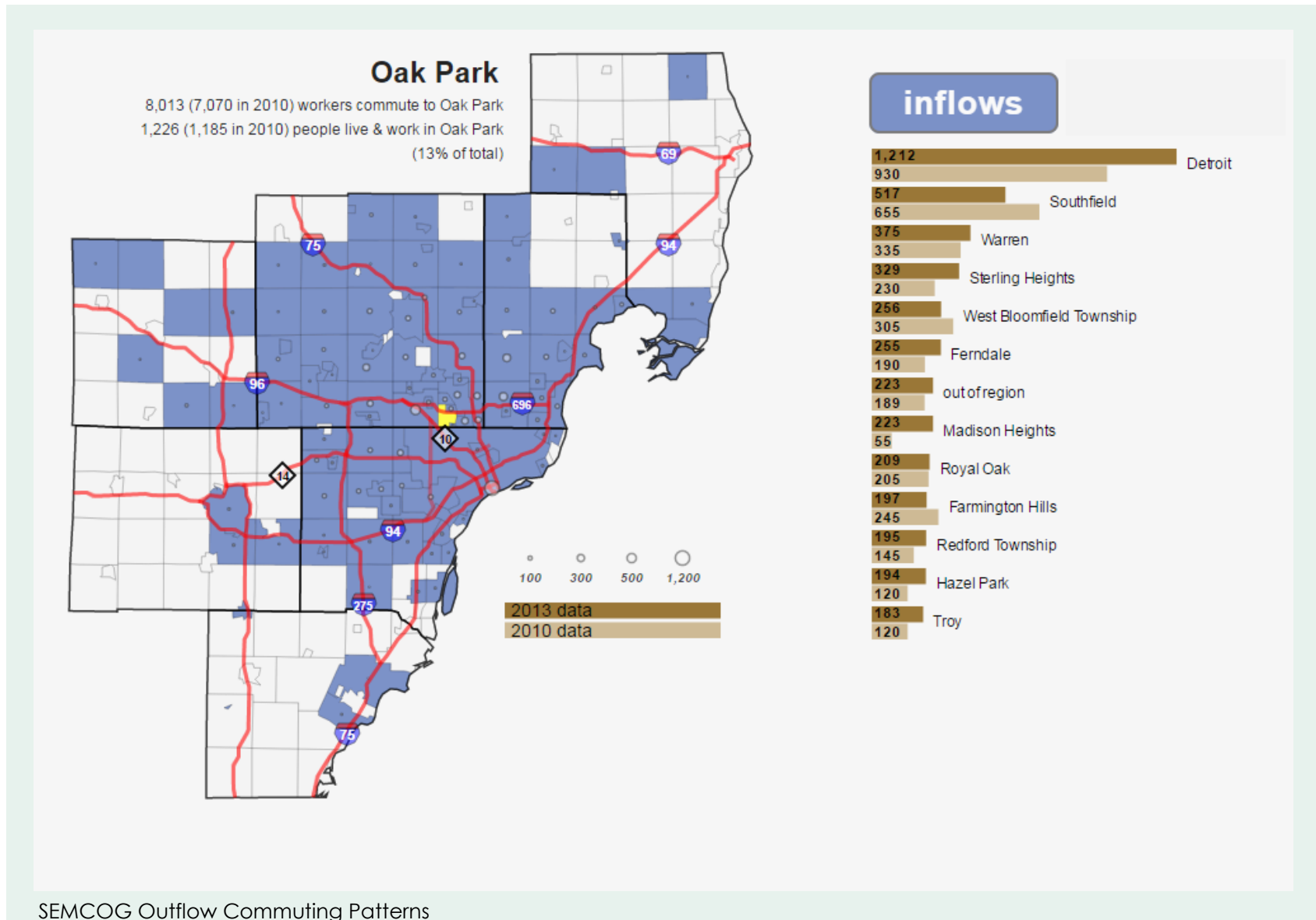
	2010	2020	2030	2040
Natural Resources, Mining & Construction	874	986	1,098	1,059
Manufacturing	688	740	705	675
Wholesale Trade, Transportation, Warehousing, & Utilities	852	864	848	852
Retail Trade	1,281	1,163	1,141	1,041
Knowledge-based Services	1,756	1,924	1,754	1,735
Services to Households & Firms	1,924	2,325	2,494	2,388
Private Education & Healthcare	1,007	1,206	1,371	1,595
Leisure & Hospitality	604	587	576	558
Government	1,189	1,220	1,255	1,279
TOTAL	10,175	11,015	11,242	11,182

COMMUTING

Over 90% of Oak Park residents travel outside of Oak Park to work. Commuters travel an approximate average of 30 minutes of commute time. Most commuters in Oak Park travel to Detroit and Southfield for work. While many of the residents travel outside of Oak Park to work, many others commute into Oak Park to work as well. With over 10,000 jobs available in Oak Park almost 9,000 of those

employees travel to work in Oak Park from other communities. The daytime population, 26,649, does not differ much from the overall population, 29,319. Based on SEMCOG commuting patterns between 2010 and 2016 there has been an increase in people living and working in Oak Park as well as commuters coming into Oak Park for work.





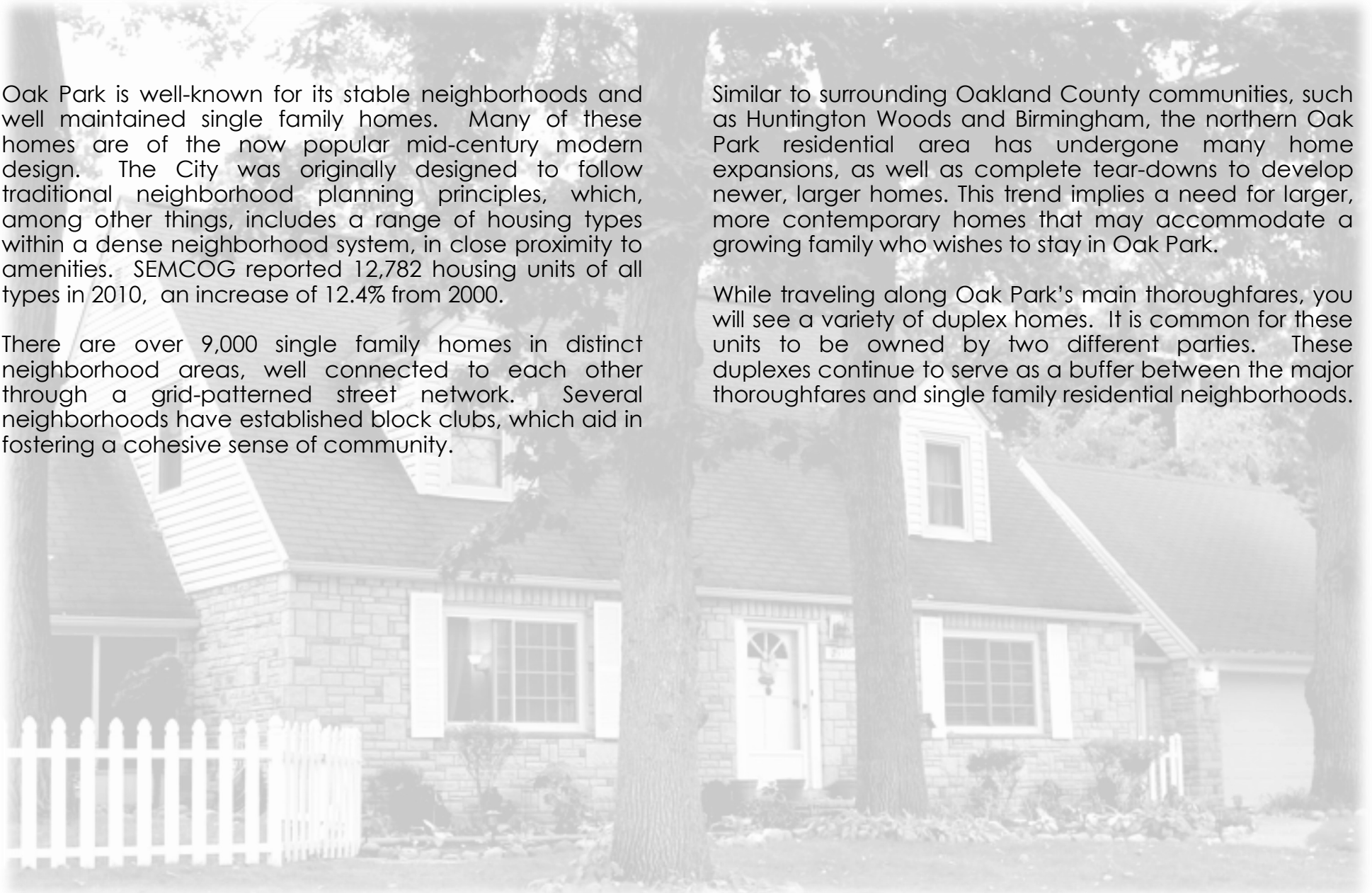
HOUSING

Oak Park is well-known for its stable neighborhoods and well maintained single family homes. Many of these homes are of the now popular mid-century modern design. The City was originally designed to follow traditional neighborhood planning principles, which, among other things, includes a range of housing types within a dense neighborhood system, in close proximity to amenities. SEMCOG reported 12,782 housing units of all types in 2010, an increase of 12.4% from 2000.

There are over 9,000 single family homes in distinct neighborhood areas, well connected to each other through a grid-patterned street network. Several neighborhoods have established block clubs, which aid in fostering a cohesive sense of community.

Similar to surrounding Oakland County communities, such as Huntington Woods and Birmingham, the northern Oak Park residential area has undergone many home expansions, as well as complete tear-downs to develop newer, larger homes. This trend implies a need for larger, more contemporary homes that may accommodate a growing family who wishes to stay in Oak Park.

While traveling along Oak Park's main thoroughfares, you will see a variety of duplex homes. It is common for these units to be owned by two different parties. These duplexes continue to serve as a buffer between the major thoroughfares and single family residential neighborhoods.



A variety of multi-family residential developments are also located within the City. A majority are rental units, with a small fraction of owner-occupied apartments, which are similar to a condominium development. These multi-family developments are scattered throughout many of the City's neighborhoods. The City has instituted a rental inspection policy to enforce maintenance of rental properties and ensure that tenants' rights are upheld.

While most of these developments have been maintained, several have experienced neglect and have become blighted. With four code enforcement officers and two rental inspectors, the City has made it a priority to address the blight and work with property owners towards increased code compliance.



Mid-Century Modern Design



Single Family - Large home on small lot



Duplex Home, Coolidge

The number of single family owner occupied homes has declined, mostly during the economic downturn. Currently 57.3% of single family homes are classified as owner-occupied. The housing crisis led to many homes being foreclosed upon and investors purchasing them as rental homes. Now that the economy has grown there have been fewer foreclosures. The city has taken every opportunity to purchase tax foreclosed homes to ensure more of these homes get into the hands of owner occupants.

Oak Park home values have gone up 16.4% over the past year according to Zillow and they predict they will rise 7.0% within the next year. The median list price is \$91 per square foot in Oak Park, which is lower than the Metropolitan Detroit average of \$114. While the homes values are steadily increasing, Oak Park is still an affordable community compared to other Oakland County municipalities with an average home value of \$209,400, and the State of Michigan home value average is \$126,800. The home values in Oakland County increased last year by 6.4% and the state increased by 6.1%.

According to the U.S. Census Bureau the median gross rental rates in Oak Park between 2010 and 2014 were \$993, well above the U.S. average of \$920.



Single Family Residential

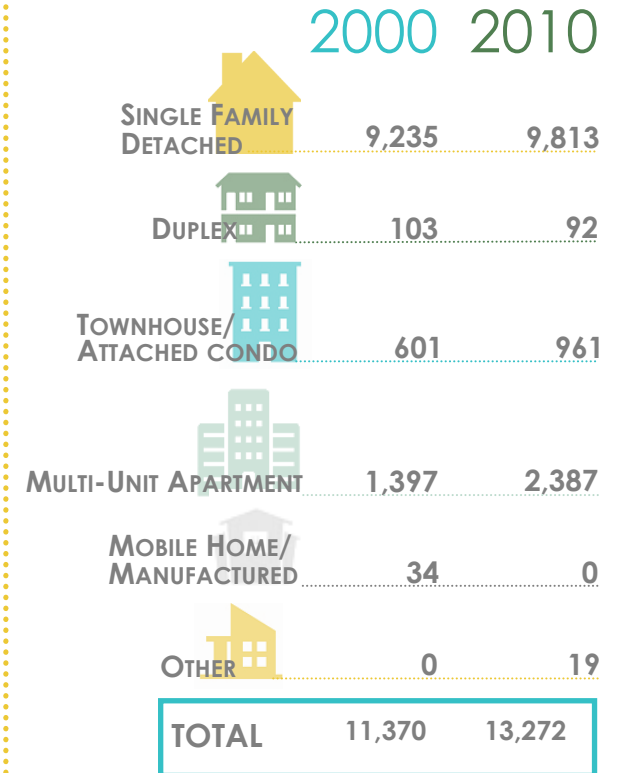
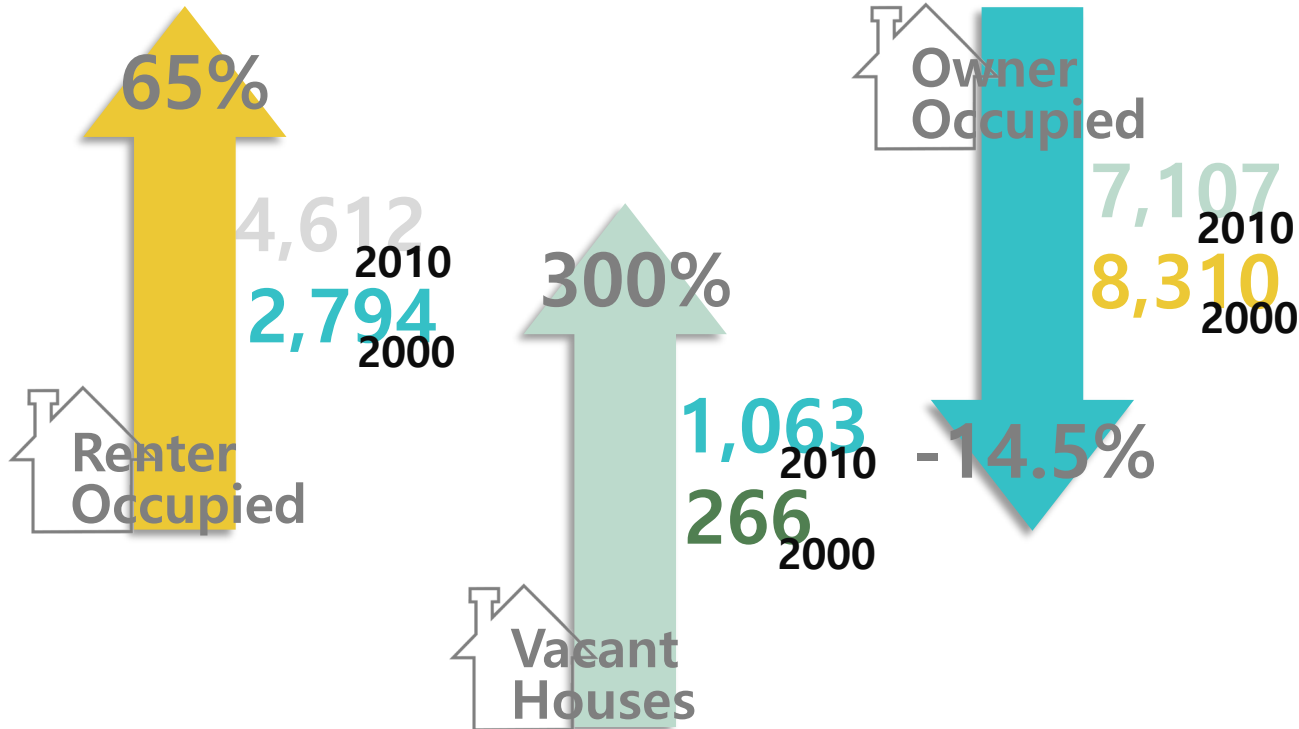


Multi -Family Residential

The subprime mortgage crisis, which contributed to the 2007-2009 U.S. recession devastated the Oak Park housing market. As a result, the number of vacant homes in the City increased 300% to 1,063 units from 2000 to 2010. During this same period, owner occupied homes dropped from 8,310 units to 7,107 units. Renter occupied housing went from 2,794 units to 4,612 units, a 65% increase over ten years.

In addition, the Median Housing Value dropped \$15,012 to \$135,800 in 2010. The reduction in value was consistent with other neighboring communities.

The Housing Type chart shows an overall increase of housing units from 2000 to 2010 of 1,902 units. The large increase in housing units is a result of the annexation of portions of northern Royal Oak Township.



ECONOMIC CHARACTERISTICS

Like many Michigan communities Oak Park experienced a decline in investment with the economic downturn. In 2013, at the suggestion of the City Manager, the City Council approved the addition of an Economic Development Department to stimulate investment in the City, and help grow the tax base. Since the inception of this department, and the rise in the economy, Oak Park has seen an increase in investment and economic vitality.

STRATEGIC ECONOMIC DEVELOPMENT PLAN

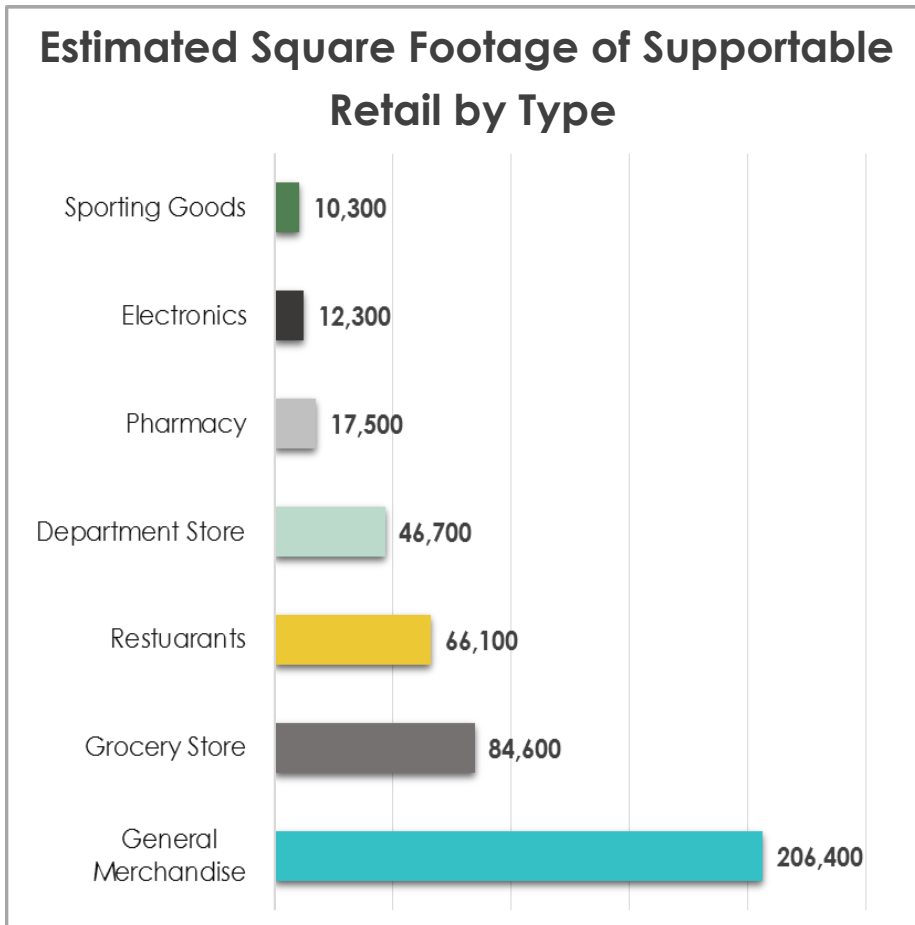
In 2014 the City hired Hamilton Anderson to prepare a Strategic Economic Development Plan for Oak Park. The following is an excerpt from that publication:

"The 2013 Oak Park Retail Market Study is a retail feasibility analysis conducted to inform the Strategic Economic Development Plan. The Study addressed conditions in five targeted study areas and the 'primary trade area'. The study produced analyses on the existing and planned retail market; existing and projected population, demographic, and lifestyle characteristics; current and projected growth for retail expenditures; and how much and what type of additional retail square footage is supportable in the five study areas."

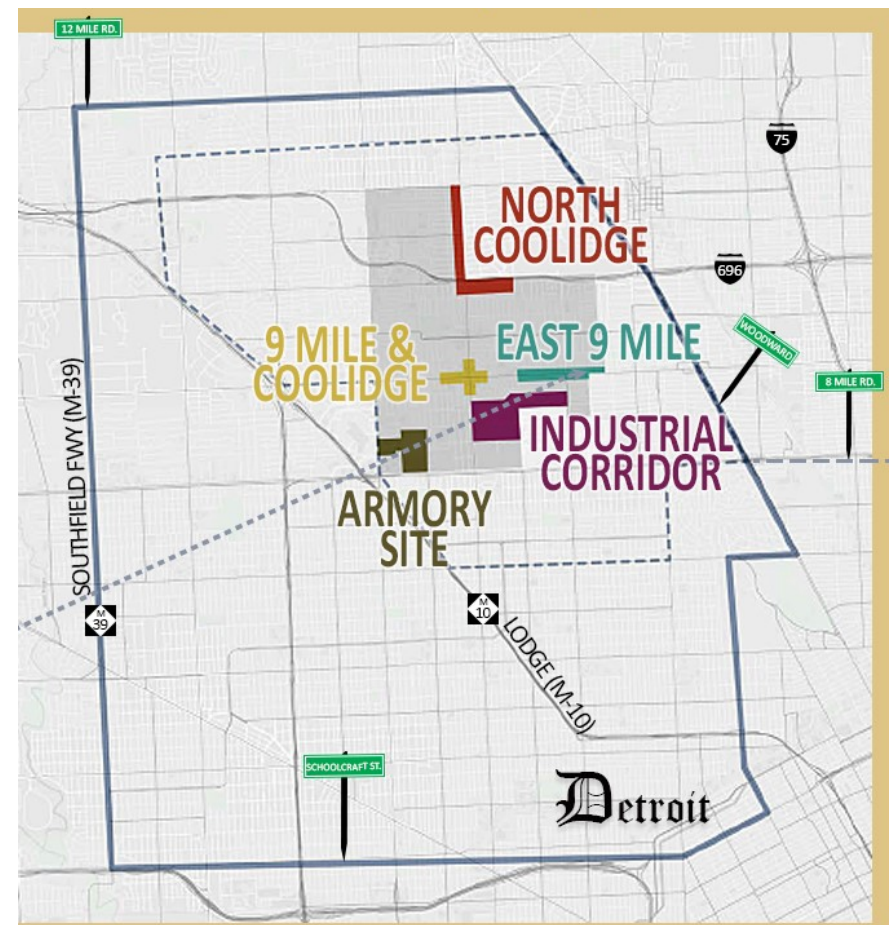


The Retail Market Study found that consumers inside the primary trade area will account for 70% to 80% of the total sales captured by retailers in the five study areas. Daytime employment plays a large role in supporting retail. Consumer expenditure from daytime employment compliments that captured in the evenings and on weekends by households in the trade area. The primary trade area is estimated to have over 96,650 employees, and nearly 134,530 are within a ten-minute drive time from the Armory Site. The Retail Market Study estimates that

employees within ten minutes of the Armory Site expend over \$319.1 million dollars annually in the surrounding area. New retail development and filled vacancies in the five study areas could potentially capture as much as \$51.4 million in annual sales from ten-minute drive time employees in 2013, growing to \$55.3 million by 2018; this share of employee expenditure captured by Oak Park businesses could increase over time with new development.



Source: 2013 Retail Market Study



Primary Trade Area

Furthermore, given the advantageous location along I-696 and near M-10 and the Southfield Freeway, as well as connectivity through the mile roads, it is plausible that daytime workers from outside of the ten minute drive-time zone may regularly pass by Oak Park retailers. An examination of the top supportable retail types is detailed on page 28. The full detailed table including demand and estimated sales for all retail types can be found in the full Oak Park Market Retail Study found on the city website at www.oakparkmi.gov. The closure of Northland Mall is another opportunity to fill the Retail Gap in the trade area.

As a result of the liquor by the glass law passed in 2015 the City has an opportunity to attract restaurants and entertainment venues that would not have considered locating in Oak Park before. As the Market Retail Study suggests, the trade area can support an additional 66,100 square feet of restaurant space. The need for additional restaurants and entertainment venues is also supported by the public input sessions for the Strategic Economic Development Plan.



Flower Pots on Nine Mile Corridor



Randolph Tool Building on Eleven Mile, prime redevelopment for Brewpub

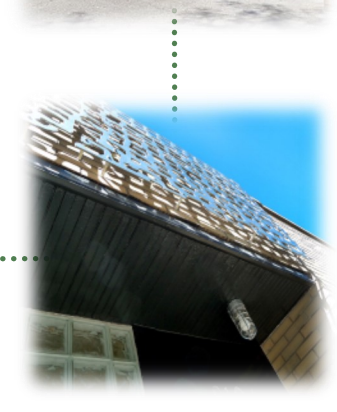


Nine Mile and Coolidge Linear Shopping Center

In a built-out community such as Oak Park, it is apparent that one major objective must be the refurbishment and redevelopment of existing structures. Commercial and Industrial areas have been analyzed by section to identify current problem areas and future development potential. Over the past few decades the City has shown signs of disinvestment. Many buildings have become blighted and not well maintained in the commercial and industrial districts. A commercial façade grant program was introduced in 2015. The program was funded through a fundraising campaign. The program provides a 50% grant match up to \$2,500 for façade improvements. Once the funds are depleted another fundraising campaign should be done to continue this program or new financing mechanisms must be created. The Corridor Improvement Authority will offer such a program but it will only apply to those businesses located within the Corridor Improvement Authority District.



Redevelopment Opportunity on Greenfield



Façade grant before and after pictures

EXISTING LAND USE

The City's future will be impacted by many factors. One principal factor will be the distribution and intensity of land use. In order to make recommendations for future land use, the current land use must be evaluated. The chart to the right indicates the land uses currently in Oak Park according to their zoning district designation. The land use map for Oak Park describes areas that are currently used for commercial, residential, office, public, recreation, and industrial uses.

ONE-FAMILY DWELLING DISTRICT, R-1

The R-1 one-family dwelling districts are intended to provide an environment of one-family detached dwellings and accessory uses in structures within stable residential neighborhoods.

TWO-FAMILY DWELLING DISTRICTS, R-2

The R-2 two-family dwelling districts are intended to permit both one-family and two-family dwellings and compatible accessory uses and structures within stable residential neighborhoods.

R-1	One family residential dwelling district
R-2	Two family residential dwelling district
RM-1	Multi-family residential district
RM-2	Multi-family residential district
B-1	Neighborhood business district
B-2	General business district
LI	Light industrial district
O	Office building district
PTRED	Planned technical, research, education development district
PCD	Planned corridor development district
PMF	Planned multi-family district

MULTI-FAMILY RESIDENTIAL DISTRICTS, RM-1, RM-2

The RM-1 low-rise multi-family residential districts and the RM-2 mid-rise multi-family districts are intended to provide areas for multiple family dwellings and related uses, which will generally serve as zones of transition from lower-density residential districts to more intense use districts, while providing appropriate housing alternatives in a properly planned setting.

NEIGHBORHOOD BUSINESS DISTRICTS, B-1

The B-1 neighborhood business districts are intended to meet the day-to-day convenience shopping and service needs of persons residing in nearby residential areas.

GENERAL BUSINESS DISTRICTS, B-2

The B-2 general business districts are intended to accommodate more intensive businesses that cater to a larger consumer market than those typically found in neighborhood business districts. B-2 uses are generally characterized by an integrated or planned cluster of establishments served by a common parking lot.

LIGHT INDUSTRIAL DISTRICTS, LI

The light industrial district regulations are established so as to apply to those light industrial areas and subdivisions developed to provide sites for manufacturing plants, warehousing, research laboratories and similar uses. Development is limited to uses that can be carried out in an unobtrusive manner, and maintain a compatibility with surrounding residential or commercial areas.

OFFICE BUILDING DISTRICTS, O

The O districts are intended to accommodate uses such as offices, banks, personal services, and a limited amount of retail. The O districts can serve as a transition between residential uses and more intensive uses and transportation corridors.

PLANNED TECHNICAL, RESEARCH, EDUCATION DEVELOPMENT DISTRICTS, PTRED

The planned technical, research, education development districts are intended to accommodate research, technical, medical and educational activities which serve the needs of nearby regional establishments. The primary characteristic of uses allowed in this district is the pursuit of technical knowledge to serve the needs generated by those endeavors. Uses in this district shall be developed on larger parcels of land in a "campus-like" setting that creates a physical atmosphere of low-rise buildings accented with substantial landscaping.

PLANNED CORRIDOR DEVELOPMENT DISTRICTS, PCD

The planned corridor development districts are designed to provide for a variety of retail and service establishments in business areas abutting major thoroughfares and so located and planned as to provide convenient customer parking, store servicing and pedestrian traffic movement within the business district and with a minimum of conflict with traffic on abutting streets. To assure optimum site planning relationships and minimum internal and external traffic conflict, each use will be reviewed as it relates to its site and abutting sites and as it relates to the entire district and abutting districts. This type of district is further created so as to provide a zone of transition between residential districts and major thoroughfares or expressways.

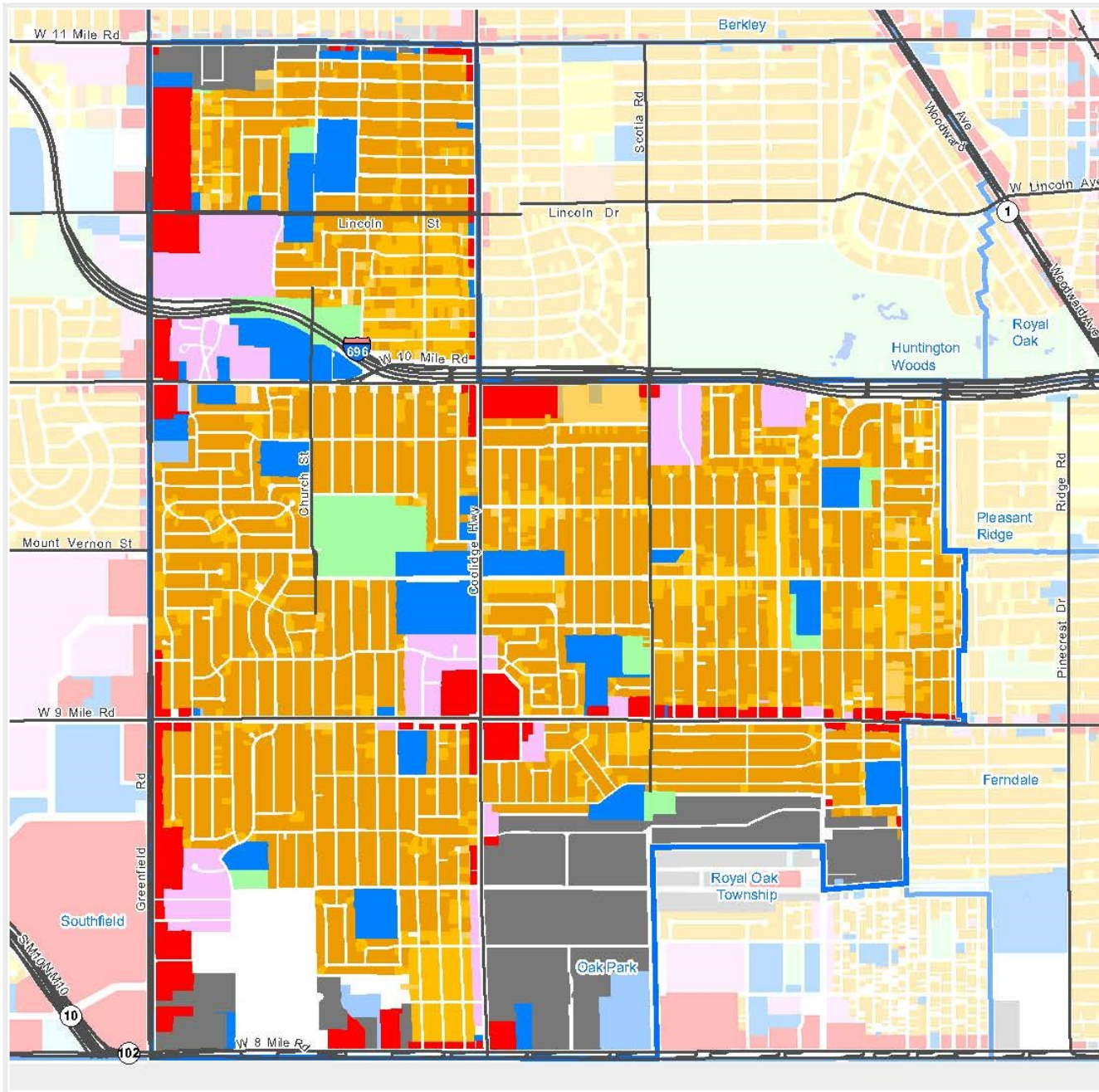
PLANNED MULTIFAMILY DISTRICTS, PMF

The PMF planned multifamily residential district is designed to provide for low-rise multiple-family residential and related uses fronting on major thoroughfares.

IMPLICATIONS FOR THE FUTURE

Change that occurs within a community can be positive or negative. The important consideration is that the City recognizes its role in the potential impact that even small changes can have on a community, and strive toward a positive outcome. Changes in future land use should be carefully considered to avoid negative impacts. Some items to consider are:

- ◆ Explore potential transitional zones from commercial or industrial uses into neighborhoods as well as buffers to protect the residential areas
- ◆ The population has an upward trend of wanting to live and work in walkable urban communities
- ◆ The demographics and aging population need to be considered when planning for a variety of housing options
- ◆ The industrial areas still exert a negative influence on the neighborhoods. Evaluate and consider additional screening standards in these areas.
- ◆ Analyze the conversion of office buildings into other uses and zone appropriately.



2015 Land Use City of Oak Park

Legend

- Agricultural
- Single Family, 10 acres or greater
- Single Family, 5 to 9.9 acres
- Single Family, 2.5 to 4.9 acres
- Single Family, 1 to 2.4 acres
- Single Family, 14,000 to 43,569 sq. ft.
- Single Family, 8,000 to 13,999 sq. ft.
- Single Family, Less than 8,000 sq. ft.
- Single Family, More than one unit per parcel
- Multiple Family
- Mobile Home Park
- Commercial/Office
- Industrial
- Public/Institutional
- Recreation/Conservation
- Transportation/Utility/Communication
- Vacant
- Extractive

1 inch = 2,307 feet

Map created on December 14, 2015

The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. This is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.

Created by Oakland County
Planning Department

COMMUNITY FACILITIES

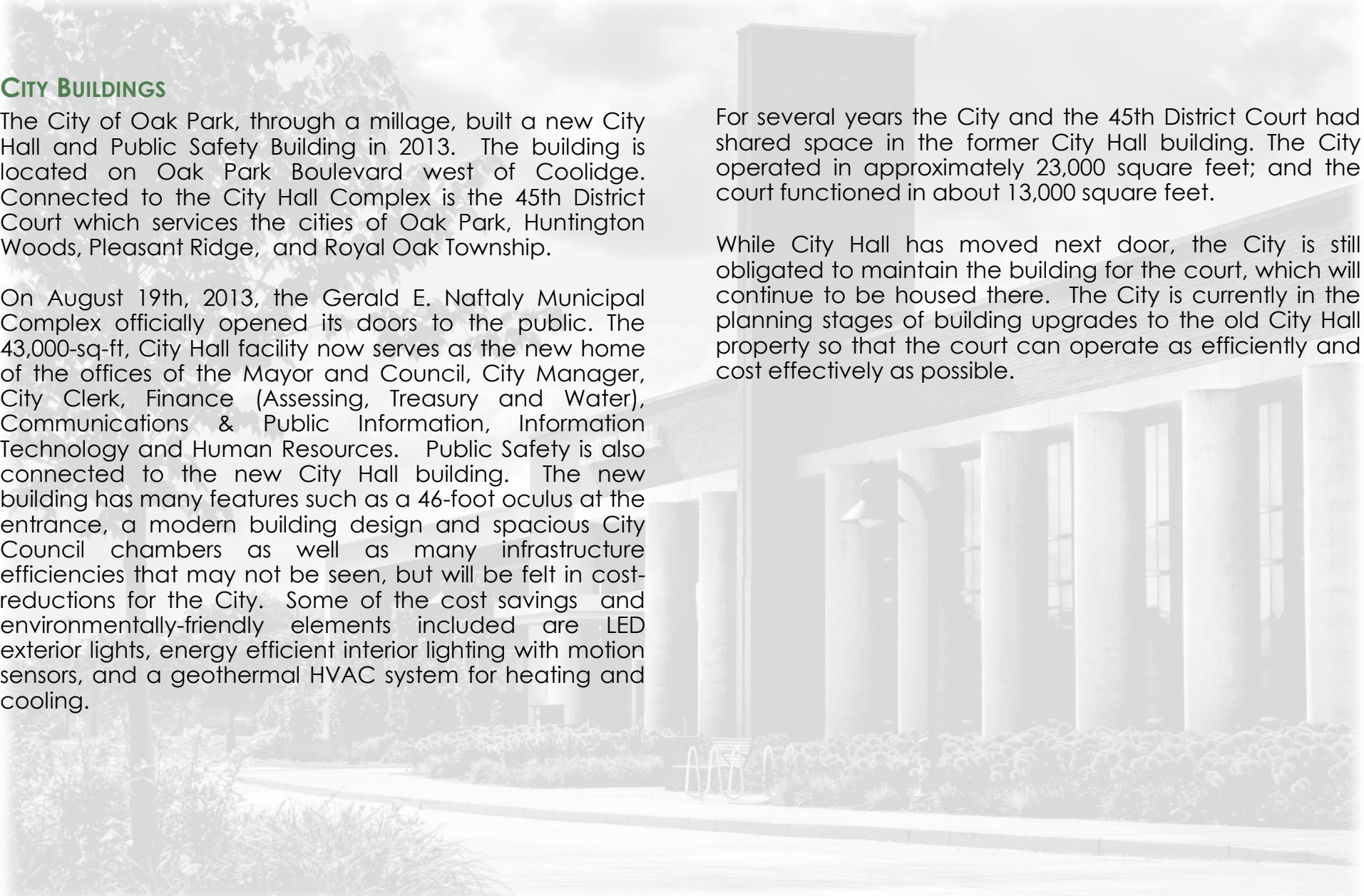
CITY BUILDINGS

The City of Oak Park, through a millage, built a new City Hall and Public Safety Building in 2013. The building is located on Oak Park Boulevard west of Coolidge. Connected to the City Hall Complex is the 45th District Court which services the cities of Oak Park, Huntington Woods, Pleasant Ridge, and Royal Oak Township.

On August 19th, 2013, the Gerald E. Naftaly Municipal Complex officially opened its doors to the public. The 43,000-sq-ft, City Hall facility now serves as the new home of the offices of the Mayor and Council, City Manager, City Clerk, Finance (Assessing, Treasury and Water), Communications & Public Information, Information Technology and Human Resources. Public Safety is also connected to the new City Hall building. The new building has many features such as a 46-foot oculus at the entrance, a modern building design and spacious City Council chambers as well as many infrastructure efficiencies that may not be seen, but will be felt in cost-reductions for the City. Some of the cost savings and environmentally-friendly elements included are LED exterior lights, energy efficient interior lighting with motion sensors, and a geothermal HVAC system for heating and cooling.

For several years the City and the 45th District Court had shared space in the former City Hall building. The City operated in approximately 23,000 square feet; and the court functioned in about 13,000 square feet.

While City Hall has moved next door, the City is still obligated to maintain the building for the court, which will continue to be housed there. The City is currently in the planning stages of building upgrades to the old City Hall property so that the court can operate as efficiently and cost effectively as possible.



The Community Center, Municipal Services Building and Library are all encompassed in the building directly to the West of the City Hall complex. The Community Center is comprised of several small and large meeting rooms to serve the residents and business community. It is also home to the Recreation Department and Senior Activity Center. The Municipal Services portion houses the Department of Technical and Planning, and Community and Economic Development Department. The Library is also connected and was renovated in 2011-2012. The City pool, mini golf, ice arena, basketball courts, tennis courts, softball diamonds, and the sledding hill in Shepherd Park are all adjacent to the Community Center.



Oak Park Community Center



Oak Park Community Center, Recreation entrance



Oak Park Library



Oak Park Ice Arena

The Department of Public Works (DPW) is located in a building on Capital Street and is part of the City's Industrial Park. The department has made numerous energy efficient upgrades in recent years. In spring of 2009 a waste oil burning furnace was installed when the old heating unit failed. It utilizes waste oil which the City paid to dispose of. It now replaces the use of natural gas. In the fall of 2009 skylights and a wood burning boiler were installed in the main DPW garage. The skylights light the main garage during sunny days without the use of any electrical lighting and the wood burning boiler uses wood from our forestry maintenance to heat the main building and mechanics garage. In winter 2010, a second wood burner along with a storage tank were added. This extended the heating to the office/lunch area boiler and added storage tanks so the residual heat was captured and utilized. In spring 2011, lighting at the DPW building were replaced with more efficient fixtures. The City received DTE rebates for these upgrades. In all, these efforts save the City approximately \$30,000 annually on natural gas and \$25,000 annually on electricity from pre-2009 levels for the DPW Department.



Wood burner located at Oak Park Department of Public Works



Skylights in the DPW garage help to conserve energy on sunny days



The Department of Public Works building, located at 10600 Capital St.

RECREATION

Providing well-rounded recreational experiences and quality facilities for residents is the number one priority for the Recreation Department. The City aims to improve the quality of life for residents by continuously upholding a high standard of excellence in programs, activities and special events, and by providing safe, clean, well-maintained parks. Oak Park embraces and celebrates the diversity of its community, and all programs strive to reflect the needs of all residents equitably. Promoting diversity and inclusion in recreation events and programs creates a strong sense of community, connectedness and social cohesion. Below is a list of initiatives of the Recreation Department developed to support the vision of Oak Park's future.

- ◆ Continue collaboration in programing through intergovernmental agreements with the City of Ferndale and potentially the City of Hazel Park. These cooperative agreements result in increased programs, participation, and maximize the use of public resources.
- ◆ Combine neighboring recreation programs to allow for sharing of departmental resources and offer more regionally based programs, thus maximizing available space and assets.
- ◆ Continue to foster a cooperative relationship with the schools and encourage shared use of valued resources

for students, faculty, and community members. Schools are an important reflection on the community and the City is fortunate to have several parks within close proximity to Oak Park, Ferndale, and Berkley School districts' facilities.

- ◆ Collaborate with community and faith based organizations to offer diversity-related programs and events.
- ◆ Create activities that capitalize on the uniqueness, amenities and character of specific parks.
- ◆ Develop and strengthen partnerships; collaborate with community groups, businesses, healthcare facilities, organizations, Oakland County Parks, Michigan State association, MParks, and the Department of Natural Resources to expand programs and special events.
- ◆ Utilize volunteers to enhance program services and provide volunteers with an experience that will strengthen their connection and loyalty with the Recreation Department.

- ◆ Create community; building relationships with local businesses that provide alternate sources of revenue to provide community events at no cost or low cost to residents.
- ◆ Work with other city departments to maintain, enhance, and create safe city parks and resources to ensure environments for optimal program opportunities for our residents and guests

The City currently has ten parks which comprise 102.5 acres of land. In addition the City maintains four greenbelt areas. These greenbelts present an opportunity for increased recreational space in the City's park system. These areas include the South Nine Mile greenbelts, both East and West of Coolidge, the greenbelt behind Capital Street connecting to Lessenger Park, and the Greenfield Road greenbelt. These new recreational pathways and parks would add an additional 11.4 acres of recreational amenities. To date, plans have been designed to include active and passive nodes along the South Nine Mile Linear Park with a multi-use path. The Greenfield Linear Park, although not yet planned, provides an opportunity for an additional multi-use pathway.

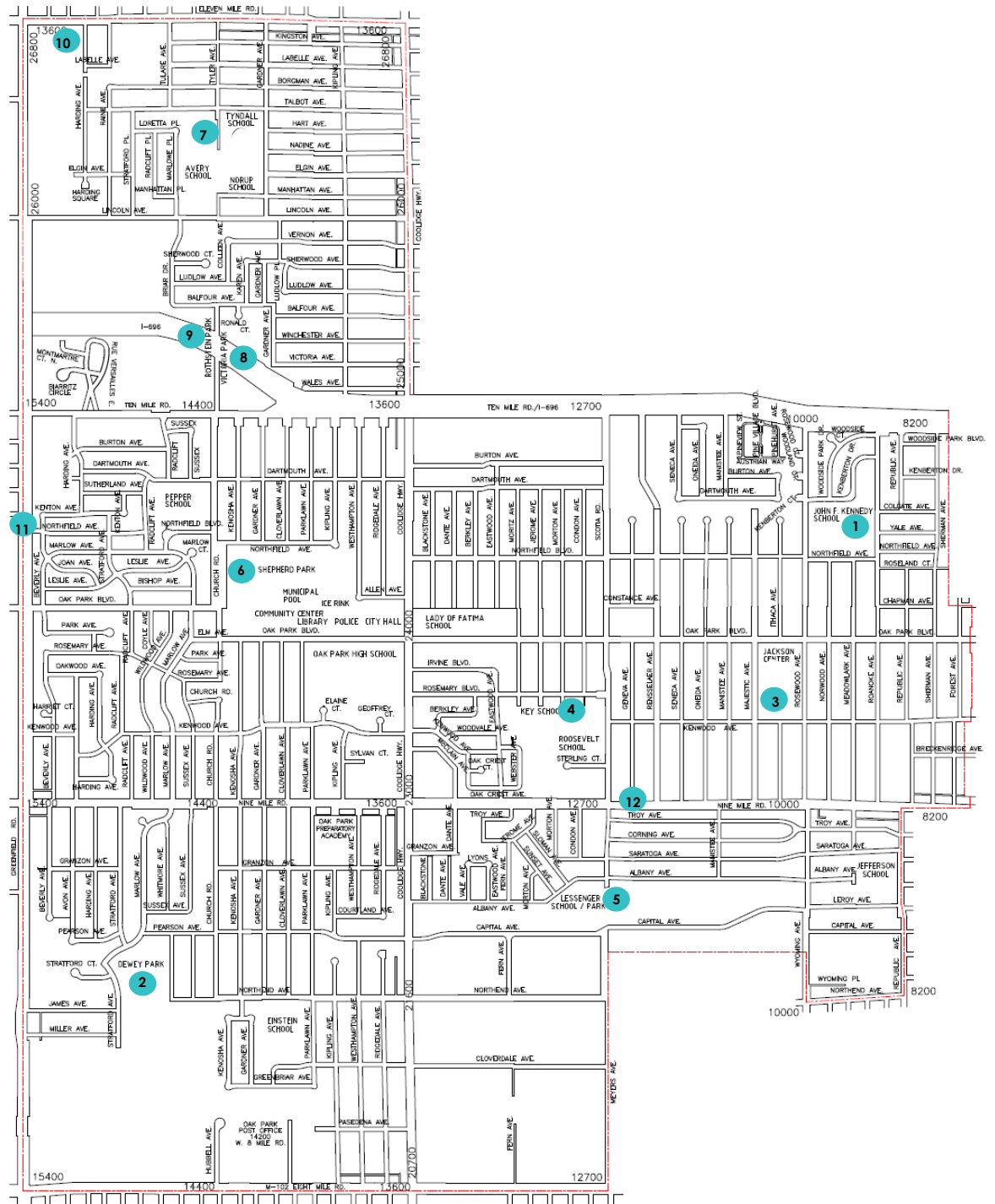
During the Master Plan Town Hall Meetings and accompanying survey, it was discovered that although residents are satisfied with their neighborhood parks, they would like to see additional amenities. The online survey revealed that while 57.7 percent of participants choose to visit Shepherd Park, only four percent choose to visit Dewey Park. It also revealed the amenities residents deem most important. Although we received valuable feedback through the Master Plan public input channels, the Recreation Department will be expanding on this public input during their Recreation Master Plan process.

Through a more thorough analysis of the needs of the Oak Park community, the Recreation Department will aim to create a comprehensive plan for the future of the City's parks and open spaces.



PARKS

1. BEST PARK
2. DEWEY PARK
3. JACKSON PARK
4. KEY PARK
5. LESSINGER PARK
6. DAVID H. SHEPHERD PARK
7. TYLER PARK
8. VICTORIA PARK
9. ROTHSTEIN PARK
10. HARDING PARK
11. GREENFIELD GREENBELTS
12. NINE MILE ROAD GREENBELTS



FACILITIES:

- 1 swing set
- 1 baseball field

* *School Facilities*
contain 2 swing sets and
a play structure

BEST PARK
PARK HOURS 6 AM-10 PM
NO ALCOHOLIC BEVERAGES ALLOWED
DOGS ALLOWED ON LEASH ONLY
PLEASE KEEP PARK CLEAN

BEST PARK
4.6 acres



FACILITIES:

- 1 swing set
- 4 half court basketball courts
- 1 kids basketball court

** School Facilities contain monkey bars*



DEWEY PARK

3.6 acres

FACILITIES:

**1 baseball field
w/bleachers**

** School Facilities
contain monkey bars, a play
structure, and a slide*

JACKSON PARK

3.7 acres





FACILITIES:

- 1 baseball field
w/bleachers
- 1 play structure
ADA Accessible

** School Facilities
contain 2 soccer goals*

KEY PARK

5.5 acres



FACILITIES:

- 1 baseball field w/bleachers
- 1 play structure

** School Facilities contain 2 soccer goals, a basketball court, picnic area, a play structure*

LESSENGER PARK

3.3 acres

FACILITIES:

- grills & tables
- walking trail
- sledding hill
- indoor restrooms
- indoor ice arena
- nature path
- train play structure
- 3 pavilions
- 2 basketball courts
- 3 play tunnels
- 3 play tires
- 2 practice walls
- 2 ADA Accessible play structures
- 2 baseball diamonds with lights
- 7 tennis courts
- 2 half tennis courts
- pool
- mini golf



DAVID H. SHEPHERD PARK

56.8 acres

FACILITIES:

- 1 swing set
- 1 baseball field
w/bleachers
- 2 soccer goals
- 1 sledding hill

** School Facilities
contain 2 swing sets and a
large play structure*

TYLER PARK

8 acres





FACILITIES:

- lighted paved path
- wheelchair accessible
- concert stage
- 2 ADA accessible play structures
- 2 swing sets
- 1 baseball field
- sledding hill

VICTORIA & ROTHSTEIN PARKS

20 acres



FACILITIES:

- 2 play structures
- 3 swing sets

HARDING PARK

.4 acres



PROPOSED:

Multi-use path between
Nine Mile Rd. and Ten
Mile Rd.

GREENFIELD GREENBELTS



PROPOSED:

Linear park and
multi-use path on Nine
Mile Rd.

NINE MILE ROAD GREENBELTS

CAPITAL IMPROVEMENT PLAN

The City of Oak Park's Capital Improvement Plan (CIP) is a planning tool which is analyzed annually and revised accordingly during the budgeting process. The goal is to identify and schedule capital improvements over a six-year period. The CIP is an opportunity to formulate strategic long-term policy decisions that extend beyond the current fiscal year. Each year, the City of Oak Park invests significant time and resources to design, construct, and maintain the infrastructure and facilities needed to deliver municipal services to residents and businesses. Because of the high costs associated with building and maintaining capital assets, the City must carefully balance the need for such assets with our requirements to sustain a strong financial position.

The CIP is first and foremost, a planning tool and can be quite useful as a primary guide in implementing the

Master Plan. With thoughtful foresight and review as a result of a CIP, the many outstanding capital projects that communities are faced with implementing every year, can be viewed as one package, rather than as small, fragmented groups or lists, with no unified sense of focus and direction. When capital improvements begin with careful planning and study, the City of Oak Park's chances for receiving State and Federal grants are greatly enhanced. Some grants require the inclusion of a CIP with their application. Formulation of a CIP assists those involved to look at alternative funding mechanisms that might not have been considered before. Instead of relying on local revenue sources alone, the CIP allows the City to think more creatively to fulfill Master Plan goals and policies. The CIP often avoids reactive planning, and instead replaces it with balanced initiatives.



ROADS

Transportation-related issues are a high priority for the City of Oak Park. The Capital Improvement Program addresses the maintenance and preservation of roadways as an important component of the program, which provides the necessary resources for scheduled pavement maintenance applications throughout the City.

INTERSECTIONS AND SIGNALS

The City of Oak Park is 5.18 square miles with 84.6 miles of major and neighborhood roads. To facilitate safe motorized and non-motorized transportation throughout the City safe road and street intersections and traffic signals need to be designed and maintained year in and year out.

SIDEWALK AND PATHWAYS

The City of Oak Park is committed to providing non-motorized sidewalks and pathways in an effort to provide alternative modes of transportation for citizens and stakeholders alike.

STORM SEWER AND DRAINAGE

The City belongs to a consortium of cities known as the Twelve Towns Drain District. This District was formed to collect and treat sewage and storm water for 14 communities. In 1998 the Michigan Department of Environmental Quality (MDEQ) ordered the District to upgrade its retention facility and decrease its excess flows into Lake St. Clair. The total estimated cost of these improvements is \$130 million, of which Oak Park is responsible for 13.48%.

SANITARY SEWER

The City of Oak Park purchases sewage disposal services from the Oakland County Water Resources Commissioner (OCWRC). The development of the proposed sanitary sewer projects were based upon system deficiencies and needs obtained from area residents, business owners, and City staff. These projects are coordinated with storm water management, roadway, and pathway improvements to maximize cost savings through economies of scale, resulting in a more effective and efficient process to implement the construction projects.

WATER DISTRIBUTION

The City of Oak Park purchases treated water from the Great Lakes Water Authority (GLWA). Aging water and wastewater treatment systems must be maintained and replaced to ensure reliable service. Rate increases are primarily due to new and rehabilitative projects that are completed under the GLWA Capital Improvement Program. GLWA rates reflect energy costs to maintain water pumps, water mains, and storage tanks necessary to transport water to our community. The City is responsible for 115 miles of water main pipe, 967 fire hydrants and 10,484 water service connections. CIP projects included in the water distribution category are funded by the City's Water and Sewer Fund which is financed through user rates and connection fees.

PARKS, RECREATION AND CULTURAL SERVICES

Quality of life initiatives, such as those represented by parks, open space, and trails projects, are an important component of the Capital Improvement Program. The City of Oak Park Department of Recreation offers ball fields, picnic grounds and playgrounds. Funding for parks, open space, and cultural events is primarily from the dedicated Recreation millage that was established for parks and recreation purposes.

PARKING LOTS

In addition to the buildings at the various facilities within the City of Oak Park, there are a number of companion parking lots. The City maintains the lots through annual budget appropriations but replacement and/or improvement of the lots fall under the Capital Improvement Program.

BUILDINGS AND PROPERTY

Operational facilities are the locations from which the City of Oak Park provides services to its residents and businesses. Increasingly, operational facilities also include the systems that facilitate service delivery in the information age. Projects include the maintenance, rehabilitation, renovation, and expansion of existing facilities.

MACHINERY AND EQUIPMENT

In order to provide residents with high level services they have come to expect, Oak Park employees depend on reliable equipment to allow and assist them in doing their jobs. The equipment comes in many forms: snow plow trucks, public safety vehicles, generators, fire apparatus, etc. A number of varied funding sources are used to finance the equipment necessary to efficiently deliver service including General, Major Street, Local Street, Motor and Enterprise funds.

TECHNOLOGY

The City of Oak Park continues to provide its residents and employees with the latest technology to support outstanding customer services. Technology includes items such as data servers, information storage and document scanners for employees as well as items like security cameras, water and sewer flow monitors and pump alarms to ensure our customers are safe and have uninterrupted services.



Oak Park City Hall, one of the City's several facilities



Oak Park Public Safety Patrol Vehicle



Department of Public Works vehicle fleet

CORRIDOR IMPROVEMENT AUTHORITY

The City of Oak Park has been actively pursuing ways to create vibrant corridors. Years of disinvestment in Oak Park's commercial corridors has created a need for revitalization. The purpose of creating a Corridor Improvement Authority (CIA) is to maintain and upgrade the economic viability of the designated corridors for a period of twenty years.

The City adopted Resolution No. CM-09-356-15, to approve the creation of the Corridor Improvement Authority ("CIA"), the board was established and Tax Increment Financing (TIF) and Development Plans were created. The plans set forth guidelines for which the City will be able to undergo extensive streetscape projects consisting of a road diet, pocket parks, and bike lanes along the Nine Mile Corridor, façade grant funding, parking lot creation/improvements, marketing, events, landscaping, and more. The cost of these projects will be financed through tax increment financing and grant funding.

The plan states that the duration of the development and tax increment financing plan shall be from 2016 through 2036. The Corridor Improvement Authority will make any existing final debt service payments during the 2034-2035 fiscal year. Therefore the development and tax increment financing plans will expire on July 1, 2036. The plan will serve as a catalyst for a number of improvements within the commercial districts and corridors.

The Oak Park Corridor Improvement Authority is ultimately responsible for the revitalization of the Corridor Improvement Authority district as it is defined by City ordinance. The need to revitalize commercial districts is clear. A healthy, viable corridor is crucial to the heritage, economic health and civic pride of the entire community for several reasons. A healthy commercial corridor retains and creates jobs and strengthens the tax base. Long-term revitalization establishes capable businesses that use public services and provide tax revenues for the community. It increases the community's options for goods and services, whether for basic staples like food, clothing and professional services or for less traditional functions such as housing or entertainment. Finally, vibrant commercial corridors are symbols of community caring and a high quality of life, factors that influence corporate decisions to locate to a community.

In order to assist in improving all aspects of the corridors in Oak Park, the Oak Park Corridor Improvement Authority has identified the following priorities in establishing vibrant commercial corridors:

ENHANCE THE VISUAL QUALITY OF THE BUSINESS DISTRICT

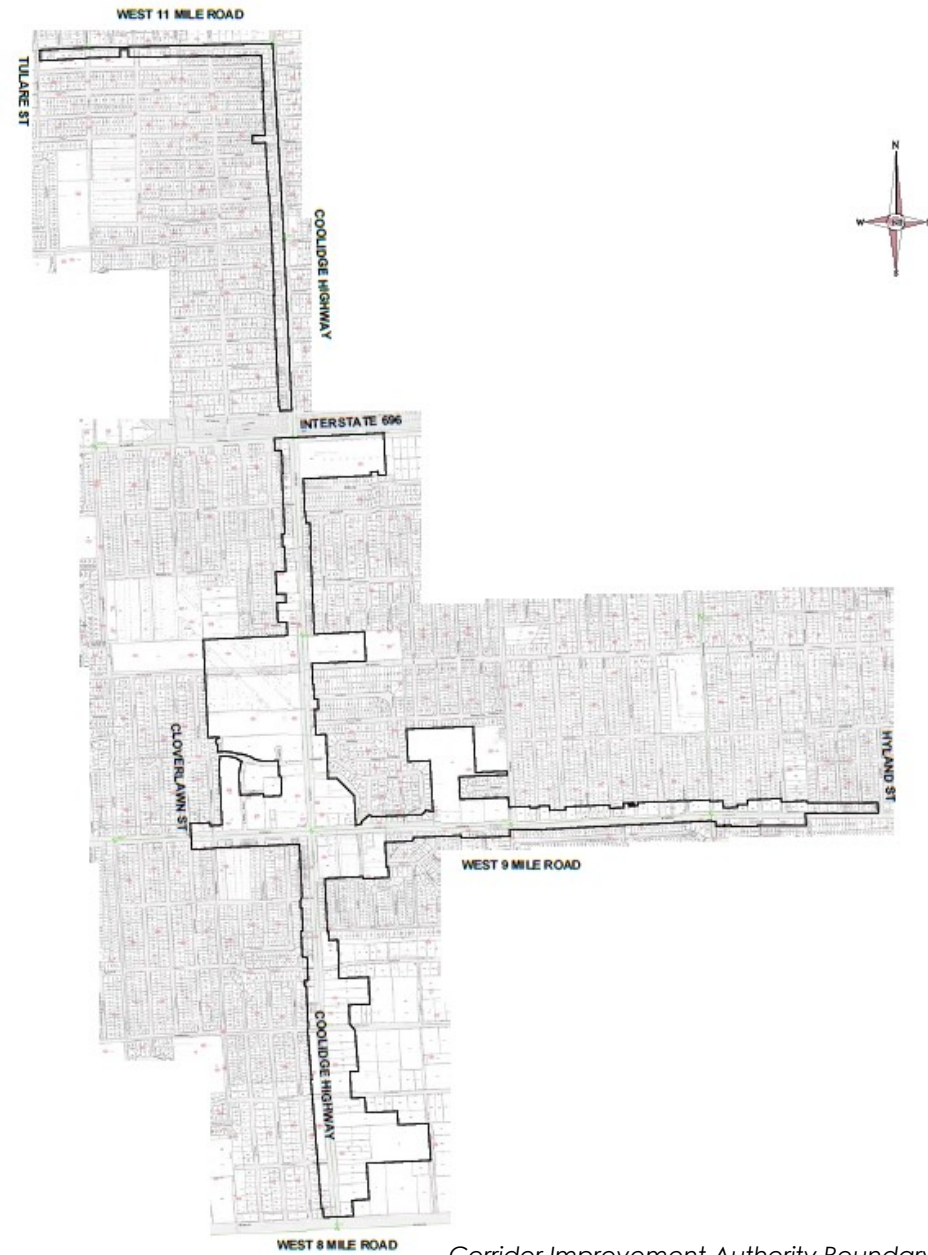
This means attention to all physical elements: buildings, storefronts, signs, public improvements, landscaping, streetscapes, merchandising displays, and promotional materials. The appearance of the designed environment more than any other aspect demonstrates to the public the other qualities of the district.

CREATE A VIBRANT POSITIVE IMAGE OF THE BUSINESS DISTRICT

to attract customers and investors and rekindle community pride. Promotion includes the development of sophisticated, joint retail sales events, festivals and the creation of a consistent image through graphic and media presentation. Promotion also includes target marketing of the district to investors, developers and new businesses.

ASSIST IN ALL ASPECTS OF ECONOMIC RESTRUCTURING

including strengthening the existing economic base of the business district while also diversifying its economic base. Activities include retaining and expanding existing business, recruiting new businesses to provide a balanced mix, converting underutilized buildings and space into productive property and sharpening the competitiveness of the districts' businesses.



Corridor Improvement Authority Boundary

COMPLETE STREETS PLAN

COMPLETE STREETS IN MICHIGAN

In 2010, Michigan became the 14th state to pass legislation that requires state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. The legislation defines Complete Streets as “roadways planned, designed and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle” (PA 135 of 2010).

A Complete Streets policy provides a community with the framework to implement a comprehensive transportation plan that considers appropriate access for all legal roadway users. The law states that the policy should be sensitive to the local context and consider the functional class of the roadway, project costs, and the varying mobility needs of all legal users of the roadway. The legislation requires the State Transportation Commission to adopt a Complete Streets Policy that may be adopted by local units of government, and it also requires the establishment of a Complete Streets Advisory Commission. The law also requires that municipalities coordinate with neighboring communities and road agencies, and furthermore, interjurisdictional cooperation in preparing 5-year transportation improvement programs.

Complete Streets integrate people and place in the design, construction, operation, and maintenance of our transportation networks. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. They make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from bus stops.

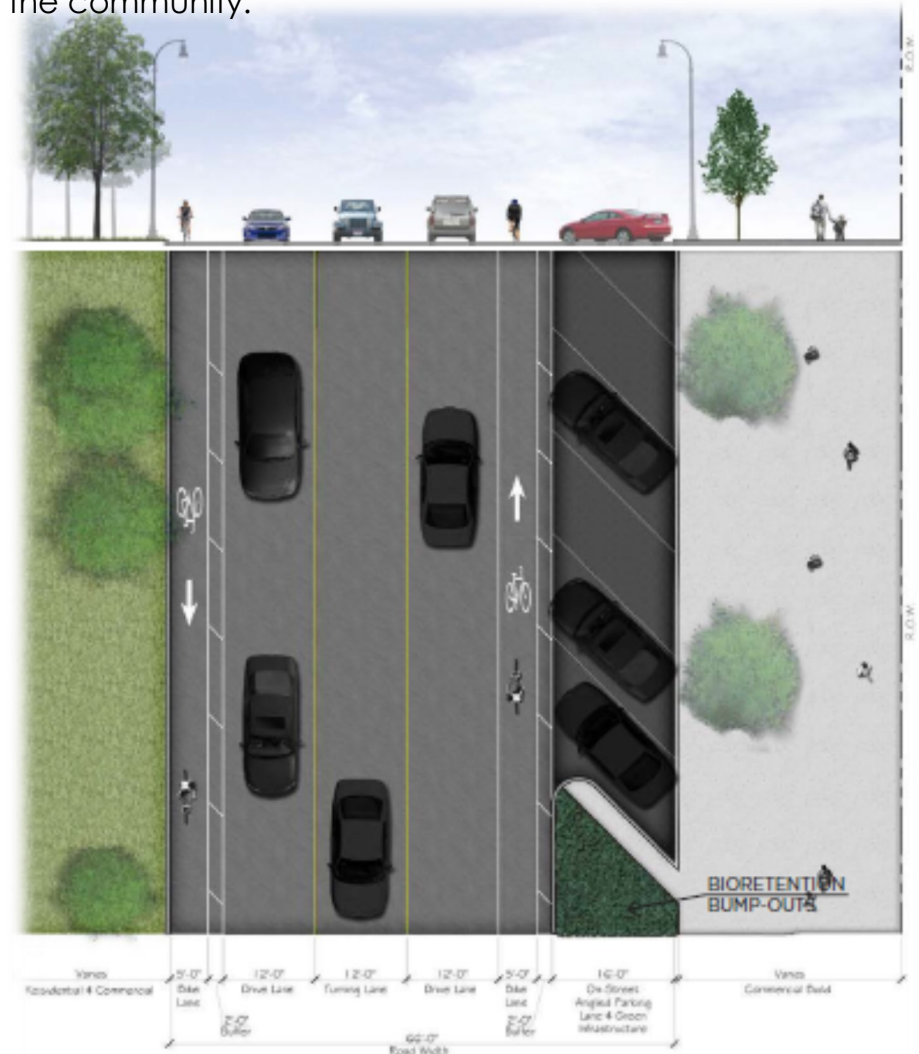
COMPLETE STREETS IN OAK PARK

Transforming Oak Park into a healthier, safer, more vibrant and prosperous city will require a new approach and way of thinking. The creation of public spaces, alternative modes of transportation, and the desires of the millennial and senior population for a walkable, urban environment need to be considered.

Good transportation networks are an important factor in a community's quality of life. A multi-modal transportation network is a necessity in the City of Oak Park. Many of our residents rely on public transportation to get to work, appointments, and shopping. Oak Park also has a very rich cultural diversity, which includes a group of people whose only form of transportation during religious holidays is walking. By prioritizing a comprehensive transportation network the City can enhance quality of life by providing all users safe and equal access to their destinations.

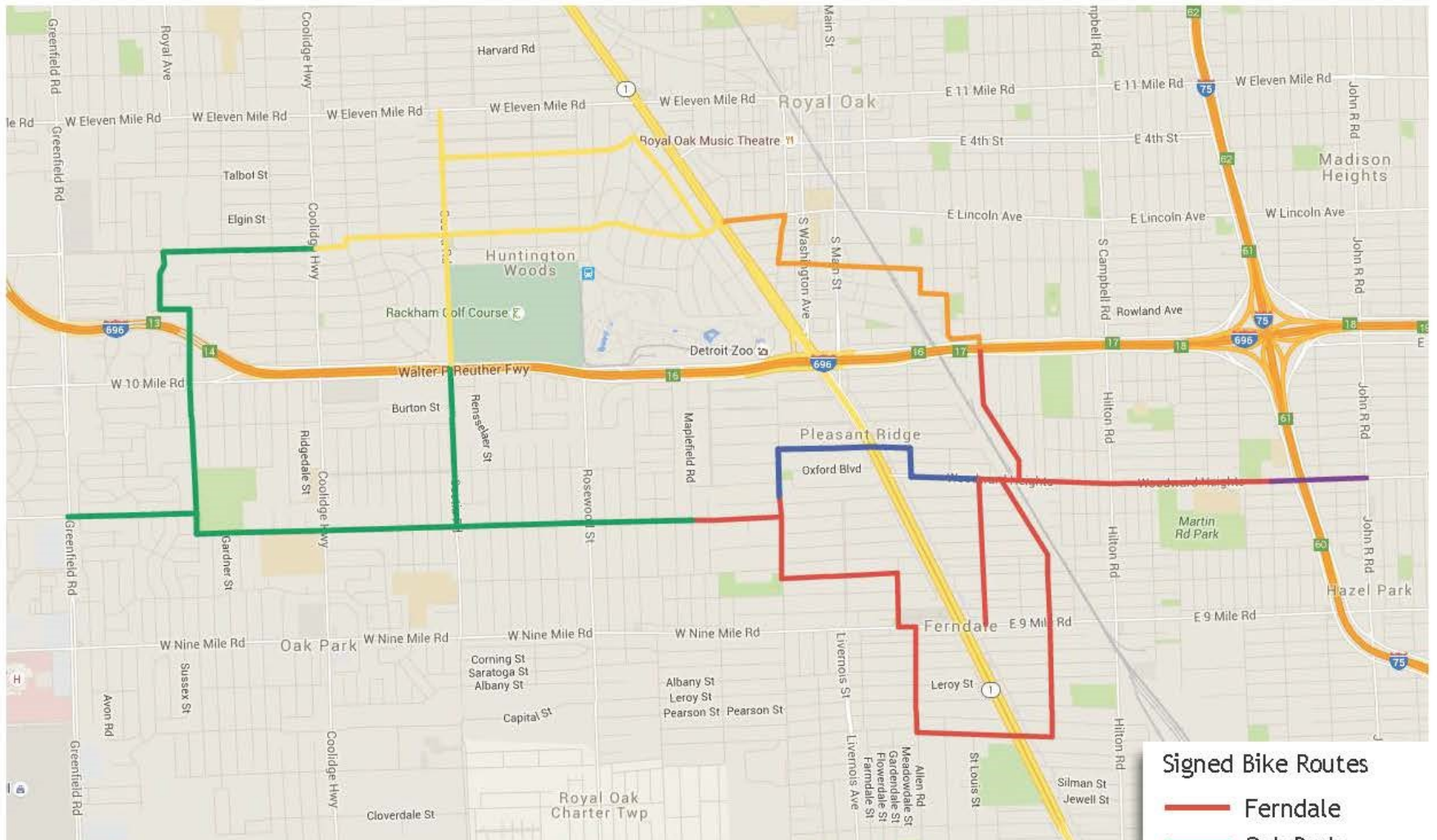
Acknowledging the benefits of a complete streets approach several years back, the City began to rethink the way the Nine Mile Road corridor meets the needs of all Oak Park residents. Driven, in part, by the recommendations of the 2014 Strategic Economic Development Plan, the City began the process of planning the redesign of the currently over-sized Nine Mile Road. This process began with the assistance of the Congress for the New Urbanism (CNU), and their Nine Mile Report, which provided an array of recommendations to improve the experience of the corridor, all within a complete streets framework. These recommendations include additional crosswalks, bike lanes, a linear park, on-street parking, and a road diet. Based on these recommendations, the City has been working on a comprehensive rehabilitation plan of Nine Mile Road so that it accommodates all modes of travel, while providing a safe, comfortable environment for all users.

Understanding that a true Complete Streets approach means a well-designed network of streets, Oak Park is not limiting its redesign efforts to Nine Mile Road. The City will create a non-motorized transportation plan and adopt a Complete Streets policy that will consider all users when designing, retrofitting, or improving any right-of-way within the community.



Rendering of Nine Mile Road Diet, OHM Engineering

ROUTED BIKE MAP



Over 17 miles of signed bike routes connecting 6 communities, 13 parks, 10 schools, 2 libraries, and 1 university.

Signed Bike Routes

- Ferndale
- Oak Park
- Huntington Woods
- Pleasant Ridge
- Royal Oak
- Hazel Park

Photo courtesy of Ferndale Economic Development Department

By adopting a non-motorized transportation plan and Complete Streets policy, City planners and engineers will have a framework in which to design and operate the entire right of way to enable safer access for people of all ages and abilities in a way that complements the community's needs. This means that every transportation related project will be viewed as an opportunity to create safer, more accessible streets for all users, while taking into account the uniqueness of each street and its position within the City's comprehensive network.

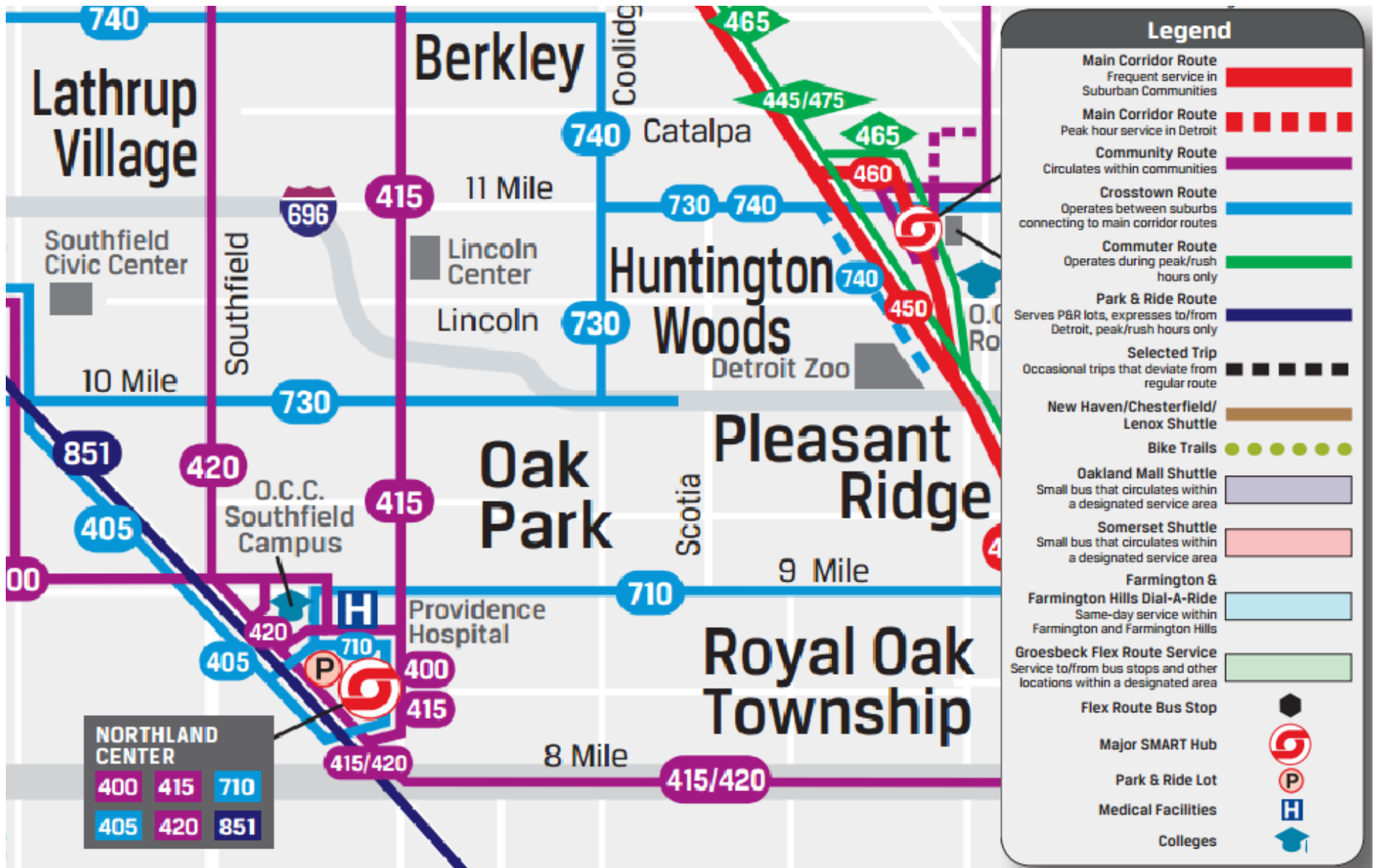
NEXT STEPS TO COMPLETE STREETS:

- ◆ Continue discussions with community stakeholders that began the planning for the Nine Mile Road Redesign with the Center For New Urbanism.
- ◆ Host a variety of public input and feedback sessions to educate the public.

- ◆ Create a plan, based on public feedback, which will determine the best paths to connect pedestrians, bicyclists, and public transit facilities to public amenities, commercial areas, work and education.
- ◆ Collaborate with surrounding communities and consider their non-motorized transportation plans in order to create a comprehensive regional network of streets that meet the needs of all users.
- ◆ Analyze traffic patterns and determine where streets can be right-sized to include alternative and public transportation options. The City will consider right sizing roads and include bike lanes wherever possible.
- ◆ Determine desired outcomes and establish performance standards, to be adopted by City Council and Planning Commission, Oakland County Road Commission, and Michigan Department of Transportation.



Renderings Nine Mile Road Diet, OHM Engineering



Courtesy of SMART

PUBLIC INPUT SUMMARY

The Master Planning process produced a vision based on public input, within the context of several existing plans that already provide guidance for the future of the City. These plans include the current 1996 Master Plan, the 2014 Strategic Economic Development Plan, The Center for New Urbanism's Nine Mile Report, and the City Council 2014-2019 Strategic Plan.

The existing Master Plan, published in 1996, included a vision statement, supported by specific areas of focus that has guided the City's development for the past twenty years. The preparation of the new Master Plan has involved a thorough review of this existing framework. While there are areas of focus that are still relevant today, the planning process has uncovered an updated set of themes based on the current environment in which to guide the planning process in the City's future.

The Strategic Economic Development Plan is the result of an ambitious public planning process that took place in 2014 to develop a strategy for attracting and sustaining economic development in the City. Through this process, recommendations were developed around key themes, all of which were focused on growing the City's economic base. These key themes are very similar in nature to those expressed in the Master Plan public input, and helped guide the vision of and goals of the new Master Plan.

The Center for New Urbanism's Nine Mile Report is a result

of a grant awarded to the City in 2015 to provide technical assistance in developing recommendations for the redesign of Nine Mile Road. The recommendations focused on repurposing the corridor within a complete streets framework, utilizing the over abundant right-of-way to meet the needs of all modes of transportation, supporting a more walkable environment, and dramatically changing the character of Nine Mile Road.

Lastly, the City Council 2014-2019 Strategic Plan is a product of several working sessions in 2014. City Council came together to create a comprehensive plan that included a set of priorities, supported by specific objectives, to guide the operations of the City through 2019. The priorities of the Plan were summarized within the three tenets of Community, Culture, and Commerce. These three words also encompass the sentiment gathered from public feedback, and have helped guide the vision and goals of the new Master Plan.

To engage the public in the Master Planning process the City utilized two approaches: an online survey and three Master Plan town hall meetings. The feedback gathered from these engagement methods has been summarized and is presented in the following pages.

ONLINE SURVEY:

511 participants responded to the survey, which was made available to the public between November 2015 and May 2016. Of the respondents 81.9% are homeowners, 12.1% are renters, and 3.9% are business owners. 66.4% of respondents were women and 40.9% of respondents have lived in Oak Park for more than 20 years.

Participants were asked to think about big ideas impacting life in Oak Park, such as: housing, the business climate, dining, shopping, parks, the library, City services, and other quality of life measures. Overall, respondents expressed a positive perception toward the City. They rated the City's central location, services, and diversity as its greatest assets. When asked, 92% of respondents would recommend Oak Park as a place to live, 83% would recommend Oak Park as a place to locate and manage a business, and 78% believe that Oak Park is business friendly.

92.44% of respondents would recommend Oak Park as a place to live.

78% of respondents believe that Oak Park is business friendly



Master Plan Town Hall Meeting Breakout Session, Economic Development



Master Plan Town Hall Meeting Breakout Session, Library

Survey responses also shined a light on many areas in which the City has room to improve. Respondents expressed the need for an increase in the diversity of available housing stock, citing townhomes/condos, luxury homes, senior housing, and lofts as desirable options. The general lack of, and desire for commercial amenities, and a walkable downtown experience was also a common theme expressed in many areas of the survey. 77.9% of respondents do not believe Oak Park offers quality restaurants and leave the City to dine. Among the reasons stated are: lack of selection, lack of quality/upscale options, lack of alcohol, the desire for a walkable environment or better atmosphere, and lack of well-known restaurants. Furthermore, respondents cited the need for quality clothing and grocery options, as the majority of them leave the City to meet these needs. When asked what they would like to see happen in the City's commercial corridors they cite more retail, more restaurants, more restaurants with liquor licenses, increased walkability, and streetscape improvements as the top suggestions.

WHAT WOULD YOU LIKE TO SEE HAPPEN IN THE COMMERCIAL CORRIDORS?
(In order from most frequently suggested)

- MORE RETAIL**
- MORE RESTAURANTS**
- RESTAURANTS W/ LIQUOR LICENSES**
- WALKABILITY**
- STREETSCAPE IMPROVEMENTS**
- OUTDOOR DINING**
- BIKE RACKS & BIKE LANES**
- FAÇADE IMPROVEMENTS**
- MIXED USE DEVELOPMENT W/ HOUSING**

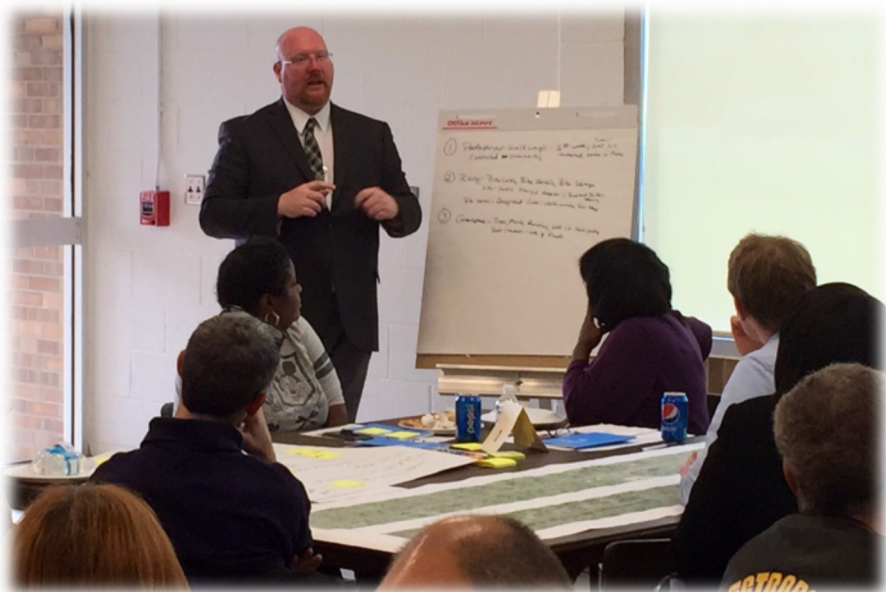
“WHAT PARK OR RECREATIONAL FACILITIES WOULD YOU LIKE TO SEE IN YOUR NEIGHBORHOOD PARK?”
(Responses in order from most to least frequently suggested)



While respondents expressed satisfaction with their neighborhood park, most travel to Shepherd Park over visiting the park closest to them. In their neighborhood parks they desire more walking trails, picnic areas, dog parks and playgrounds. Respondents also identified three improvements that would increase their library use, which included increased hours of operation, additional events/classes, and more books.

TOWN HALL MEETINGS

The City hosted three separate Town Hall meetings to engage residents and gather feedback for the Master Planning process. On November 18th, 2015 and January 12th, 2016 residents gathered in the Oak Park Community Center to participate in the Master Planning process. Approximately 100 people attended the first Town Hall and approximately 65 attended the second. During these events, residents participated in four, 20 minute breakout sessions that focused on Communications, Economic Development, the Library, and Parks and Recreation. The third town hall meeting, on February 4th, 2016, was attended by approximately 11 people, all of whom had attended the previous planning events. Due to dwindling attendance, this final Town Hall was used to present survey results and hold a group discussion on ideas and comments from the survey. Feedback from each public meeting focused on the general look and feel of the community.



Master Plan Town Hall Meeting

The following ideas were expressed:

- ◆ Increase dining options
- ◆ Encourage public art and art galleries
- ◆ Continue beautification efforts: banners, hanging baskets, flowers, better lighting, etc.
- ◆ Support a diverse mixture of housing options such as: mixed use, affordable, senior, townhomes, lofts, and communes
- ◆ Make Oak Park a destination with entertainment and museums
- ◆ Increase community events
- ◆ Increased library programing, resources, and hours
- ◆ Invest in non-motorized transportation options, bike lanes, walkable spaces
- ◆ Increased park amenities, and a dog park
- ◆ Infrastructure improvements

The key themes derived from the survey and Town Halls echo the concerns, opinions, and desires expressed in the existing plans, and align with City Council's key tenants of Community, Culture, and Commerce.



Master Plan Town Hall Meeting

VISION STATEMENT

The vision of this Master Plan is to strengthen **community** by providing the highest possible quality of life, and becoming a regional leader in rebuilding the urban environment and public realm; to enhance **culture** by providing the highest quality programs and services while encouraging collaboration among community members and maintaining the City's unique cultural diversity; and to stimulate **commerce** by encouraging business growth and innovation, while establishing a vibrant city center and thriving activity nodes, and ultimately maximizing Oak Park's competitiveness in the region.



GOALS AND IMPLEMENTATION

COMMUNITY

Strengthen community by providing the highest possible quality of life, and becoming a regional leader in rebuilding the urban environment and public realm.

GOAL 1: CULTIVATE A SENSE OF PLACE AND UNIQUE PUBLIC SPACES

	Action Item	Responsible City Department or Commission	Timeframe
Community 1.1	Expand recreational programming into visible public spaces	Recreation	Short Term
Community 1.2	Use tactical urbanism techniques to entice people to think about public spaces differently and ignite future permanent projects. Definition of Tactical Urbanism: quick, often temporary, inexpensive projects that aim to make a small part of a city more lively or enjoyable.	Economic Development	Ongoing
Community 1.3	Continue beautification efforts	Corridor Improvement Authority, Public Works	Ongoing
Community 1.4	Identify areas for public art installations, and encourage art galleries	Arts and Cultural Commission	Short Term
Community 1.5	Add streetscape amenities	Public Works, Economic Development	Ongoing
Community 1.6	Encourage businesses to add outdoor seating, dining and other streetscape amenities	Economic Development	Ongoing

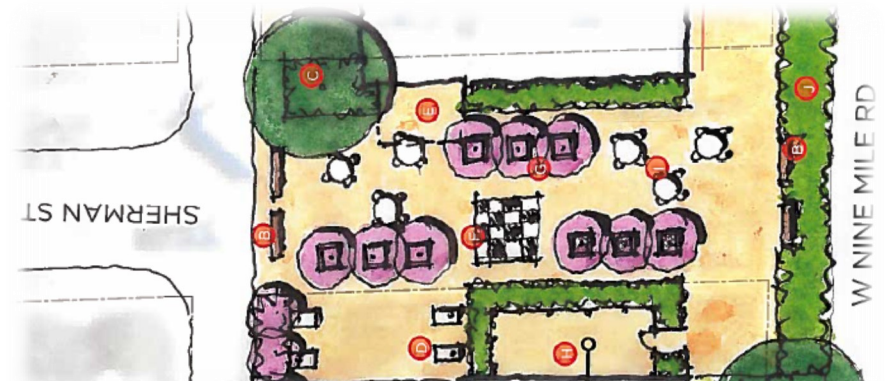
	Action Item	Responsible City Department or Commission	Timeframe
Community 1.7	Develop a streetscape identity through careful planning with guidance from the Corridor Improvement Authority	Corridor Improvement Authority, Planning	Ongoing
Community 1.8	Improve appearance of alleys and explore better ways to utilize the space	Planning	Short Term
Community 1.9	Create pocket parks in commercial districts	Planning, Recreation	Short Term
Community 1.10	Identify funding sources for art, landscaping and streetscape amenities	Economic Development	Ongoing
Community 1.11	Identify opportunities and pursue areas for new public spaces	Planning	Ongoing

GOAL 2: EXPAND HOUSING OPTIONS

	Action Item	Responsible City Department or Commission	Timeframe
Community 2.1	Conduct a housing market analysis	Economic Development	Mid Term
Community 2.2	Encourage new housing styles that meet the needs of current and future residents	Economic Development	Ongoing
Community 2.3	Encourage adaptive reuse options for vacant and underutilized buildings	Economic Development	Ongoing
Community 2.4	Amend zoning regulations to allow for other types of multi-family housing (i.e. live-work, mixed-use)	Planning	Short Term
Community 2.5	Identify options for senior housing to meet the needs of the aging population	Economic Development	Mid Term



Rendering of proposed street closure for public space, OHM Engineering



Rendering of proposed Sherman street closure for public space, OHM Engineering

GOAL 3: ENHANCE PEDESTRIAN-SCALED STREETS AND FOSTER A COMFORTABLE & SAFE ENVIRONMENT FOR ALL USERS WITHIN THE CONTEXT OF THE CITY’S EXISTING INFRASTRUCTURE & COMMUNITY NEEDS.

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Community 3.1	Establish a comprehensive plan to guide the City in investing in non-motorized transportation options	Planning	Short Term
Community 3.2	Create and adopt a Complete Streets plan	Planning	Short Term
Community 3.3	Improve the safety and comfort of pedestrians and bicyclists at key intersections	Planning	Short Term
Community 3.4	Improve the safety and accessibility of the City’s transportation network for all users	Planning	Mid Term
Community 3.5	Encourage residents to take advantage of non-motorized options through education and awareness	Communications	Ongoing
Community 3.6	Discourage new surface parking lots adjacent to pedestrian-oriented commercial corridors and encourage the placement in the rear of buildings	Planning	Ongoing
Community 3.7	Work with SMART Bus to upgrade the transit facilities	Economic Development	Mid Term
Community 3.8	Improve wayfinding signage	Economic Development	Mid Term
Community 3.9	Improve connections to neighboring communities, amenities and other bike trails	Planning	Mid Term
Community 3.10	Continue City Sidewalk Replacement Program	Engineering	Ongoing



Bike Route sign on Oak Park Blvd.



Ferndale’s Nine Mile Rd. bike lane

GOAL 4: IMPROVE PARK FACILITIES & RECREATIONAL PROGRAMMING

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Community 4.1	Maintain Shepherd Park's most utilized features	Recreation	Ongoing
Community 4.2	Improve the City's underutilized parks by expanding programming and amenities based on the desires of the residents as voiced through public input	Recreation	Short Term
Community 4.3	Continue to maintain park infrastructure	Public Works	Ongoing
Community 4.4	Continue and further develop recreational opportunities and City run events to enhance the overall Oak Park experience	Recreation	Short Term
Community 4.5	Create new pocket parks with a sense of place	Recreation	Mid Term
Community 4.6	Expand recreation programs into public spaces, pop up recreation	Recreation	Ongoing
Community 4.7	Encourage public art within the parks	Arts and Cultural Commission	Short Term
Community 4.8	Partner with neighboring communities to offer more programming and reduce costs	Recreation	Ongoing
Community 4.9	Upgrade or replace City park amenities to fit the needs of the residents	Recreation	Mid Term
Community 4.10	Continue expansion of senior activities and programs	Recreation	Ongoing
Community 4.11	Develop City greenbelts into linear parks	Recreation	Mid Term
Community 4.12	Work with local schools to partner and offer programming within their gym space	Recreation	Ongoing
Community 4.13	Create a dog park	Recreation	Mid Term
Community 4.14	Create more pathways and connectors	Recreation	Mid Term



Rendering of proposed Nine Mile pocket parks, OHM Engineering

CULTURE

Enhance culture by providing the highest quality programs and services while encouraging collaboration among community members and

GOAL 1: INCREASE CIVIC ENGAGEMENT

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Culture 1.1	Increase the quantity and impact of community events	Recreation	Ongoing
Culture 1.2	Implement a community engagement system to effectively communicate with residents, businesses and visitors to promote event attendance and emergency notifications	Communications	Short Term
Culture 1.3	Improve attendance at City board and commission meetings	City Clerk	Ongoing
Culture 1.4	Develop a City volunteer program	Human Resources	Short Term

GOAL 2: MAINTAIN EXCELLENT CITY SERVICES

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Culture 2.1	Continue promoting excellent customer service through employee training	Human Resources	Ongoing
Culture 2.2	Continue to recognize employees for outstanding performance	City Administration	Ongoing
Culture 2.3	Investigate partnering with neighboring communities to provide selected services	City Administration	Ongoing

GOAL 3: IMPROVE ENVIRONMENTAL SUSTAINABILITY

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Culture 3.1	Update zoning regulations and allow green storm water infrastructure design	Planning	Ongoing
Culture 3.2	Convert City street lights to LED	Engineering	Short Term
Culture 3.3	Identify ways to convert City infrastructure to become more environmentally friendly	Technical and Planning	Ongoing
Culture 3.4	Incorporate green infrastructure into future design for City projects	Technical and Planning	Ongoing



Rain Garden: Example of green infrastructure that may be incorporated in future projects, OHM Engineering



Bioswales and storm water planters: Example of green infrastructure that may be incorporated in future projects, OHM Engineering

COMMERCE

Stimulate commerce by encouraging business growth and innovation, while establishing a vibrant city center and thriving activity nodes, and ultimately maximizing Oak Park's competitiveness in

GOAL 1: CREATE VIBRANT, DYNAMIC COMMERCIAL CORRIDORS

	Action Item	Responsible City Department or Commission	Timeframe
Commerce 1.1	Continue to enforce City ordinances that promote a high quality commercial environment	Technical and Planning	Ongoing
Commerce 1.2	Continue to invest in the façade improvement grant program	Corridor Improvement Authority	Ongoing
Commerce 1.3	Create a catalytic transformation of our commercial corridors with strategically targeted investment	Corridor Improvement Authority	Mid Term
Commerce 1.4	Encourage development of public space as part of new commercial development	Economic Development	Ongoing
Commerce 1.5	Promote development and redevelopment that fosters a diversity of uses, especially those amenities which public input has shown is both lacking and desired	Economic Development	Ongoing
Commerce 1.6	Encourage development that promotes pedestrian over auto related parking requirements	Planning	Ongoing
Commerce 1.7	Allow and encourage shared parking as a preferred and readily achievable option for fulfilling parking requirements	Planning	Short Term

	Action Item	Responsible City Department or Commission	Timeframe
Commerce 1.8	Create a "payment in lieu" of parking program	Planning	Short Term
Commerce 1.9	Continue and expand the commercial facade grant program and provide design guidelines	Economic Development	Ongoing
Commerce 1.10	Conduct a study and revise parking requirements	Planning	Short Term
Commerce 1.11	Develop public private partnerships to spur additional economic growth	Economic	Ongoing

GOAL 2: ATTRACT HIGH QUALITY, DIVERSE RESTAURANTS

	Action Item	Responsible City Department or Commission	Timeframe
Commerce 2.1	Advertise the availability and affordability of Class "C" liquor licenses	Economic Development	Ongoing
Community 2.2	Enforce regulations to ensure quality restaurants	Planning	Ongoing
Community 2.3	Encourage outdoor dining options	Economic Development	Ongoing



WWJ building, scheduled to be rehabilitated and repurposed into a restaurant



Example of outdoor dining

GOAL 3: PROVIDE STREAMLINED, BUSINESS-FRIENDLY PERMITTING PROCESSES AND EASILY OBTAINABLE RESOURCES FOR BUSINESSES

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 3.1	Work toward becoming a Redevelopment Ready certified community	Economic Development	Short Term
Commerce 3.2	Continue pre-development meetings with all necessary departments to speed up the development and approval processes	Planning	Ongoing
Commerce 3.3	Continue to utilize the resources of and promote the tenets of Oakland County's One Stop Ready Program	Economic Development, Technical and Planning	Ongoing

GOAL 4: REVISE AND IMPROVE COMMERCIAL PARKING ZONING REGULATIONS AND MUNICIPAL PARKING OPTIONS

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 4.1	Revise parking requirements utilizing best practices of other cities and consider shared parking as alternatives	Planning	Short Term
Commerce 4.2	Consider shared or municipal parking areas to service the parking inadequacies in the Industrial District	Planning	Mid Term
Commerce 4.3	Investigate closing streets to create public spaces and additional parking near commercial areas	Planning	Short Term
Commerce 4.4	Devise a plan to alleviate the traffic, parking inadequacies and overall danger of commercial areas on Coolidge Highway	Planning	Mid Term

GOAL 5: UPDATE MAPS, ZONING, AND ORDINANCES

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 5.1	Review and revise parking standards for commercial development	Planning	Short Term
Commerce 5.2	Update future land use map	Planning	Short Term
Commerce 5.3	Identify opportunities and create multi-use transitional zones along Greenfield, Eleven Mile, and Eight Mile Roads	Planning	Short Term

	Action Item	Responsible City Department or Commission	Timeframe
Commerce 5.4	Identify opportunities for a transitional industrial area that allows other uses	Planning	Mid Term
Commerce 5.5	Consider form based code	Planning	Ongoing

GOAL 6: IMPROVE COMMERCIAL CORRIDORS VISUAL APPEARANCE TO SPUR INVESTMENT

	Action Item	Responsible City Department or Commission	Timeframe
Commerce 6.1	Continue Code Enforcement and Rental Inspection programs	Technical and Planning	Ongoing
Commerce 6.2	Have consistent screening along greenbelts and add landscaping for curb appeal	Technical and Planning	Short Term
Commerce 6.3	Add landscaping buffers to commercial areas where necessary	Planning	Ongoing
Commerce 6.4	Work with the City of Southfield and Oakland County Road Commission to improve appearance of landscaping in islands on Greenfield Road	Public Works	Short Term
Commerce 6.5	Install City wayfinding signage throughout City	Economic Development	Mid Term



Example of consistent screening along greenbelts, OHM Engineering



Example of landscaped buffers to commercial areas, OHM Engineering

GOAL 7: REDEVELOPMENT OF BLIGHTED OR UNDERUTILIZED BUILDINGS

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 7.1	Promote redevelopment in key commercial areas to boost economic activity and create a more urban walkable environment	Economic Development	Ongoing
Commerce 7.2	Identify key re-development opportunities	Economic Development	Short Term
Commerce 7.3	Create design standards for new development	Planning	Mid Term
Commerce 7.4	Review landscaping standards and modify if deemed necessary	Planning	Mid Term

GOAL 8: IMPROVE RENTAL PROPERTIES

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 8.1	Continue Code Enforcement and Rental Inspection programs	Technical and Planning	Ongoing
Commerce 8.2	Develop a landlord handbook encouraging best practices and resources	Technical and Planning	Mid Term

GOAL 9: PROVIDE RESOURCES TO ENTREPRENEURS AND BUSINESSES

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 9.1	Participate in entrepreneurial organizations to provide additional resources	Economic Development	Ongoing
Commerce 9.2	Create a resource network for entrepreneurs and business owners	Economic Development	Ongoing
Commerce 9.3	Encourage participation in networking activities	Economic Development	Ongoing
Commerce 9.4	Pursue opportunities with other local chambers of commerce to create an Oak Park Chamber of Commerce	Economic Development	Ongoing
Commerce 9.5	Continue retention calls to identify areas of opportunity for businesses and resources to assist in expansion	Economic Development	Ongoing
Commerce 9.6	Partner with Oakland County and the MEDC where necessary	Economic Development	Ongoing

GOAL 10: IMPROVE INDUSTRIAL AREAS

	<i>Action Item</i>	<i>Responsible City Department or Commission</i>	<i>Timeframe</i>
Commerce 10.1	Continue to enforce City ordinances that detract from a high quality Industrial environment	Technical and Planning	Ongoing
Commerce 10.2	Conduct an analysis to determine if landscaping requirements should be revised for industrial uses	Planning	Mid Term
Commerce 10.3	To improve the visual appearance the City should seek funding for streetscape improvements to provide bike racks, landscaping, and better lighting.	Economic Development	Ongoing
Commerce 10.4	Encourage development of public space as part of new industrial development	Planning	Mid Term
Commerce 10.5	Determine if screening standards in the Industrial Area should be revised to reduce the negative visual characteristics of industrial uses. Screening of businesses should be enforced.	Planning	Mid Term
Commerce 10.6	The Planning Commission should determine the best location in the Industrial Area in which to revise zoning regulations and allow for live work space.	Planning	Mid Term
Commerce 10.7	Allow and encourage shared parking as a preferred and readily achievable option for fulfilling parking requirements. Conduct a complete examination of current parking requirements for industrial uses.	Planning	Mid Term
Commerce 10.8	Improve the overall appearance of the Industrial Park	Planning	Mid Term



Industrial Park, unsecured yard



Rendering of proposed pedestrian plaza at at Coolidge and Capital St, Oak Park Strategic Economic Development Plan

FUTURE LAND USE PLAN

The Future Land Use Plan in Oak Park contains aggressive recommendations for redevelopment of key areas in the City. The goal of the Land Use Plan is to promote the characteristics that stand out as sound planning and provide a vision of the future of Oak Park.

The City's future will be impacted by several factors. One of the principal factors is the distribution of existing and future land uses. Current zoning in Oak Park allows for a variety of uses. It has been recognized that there is a need for changes to the Zoning Ordinance based on the current and future needs of the Oak Park residents and businesses. These changes will shape the redevelopment of Oak Park, fostering a more walkable, environment that allows flexibility for development.

The Future Land Use Plan will have a considerable positive influence on the City's future. The proposed changes will significantly impact the character of the community, and ultimately, the quality of life for residents. The community has seen very little new development until the past few years. The increased visibility of Oak Park as a viable option for new developments, including commercial, industrial and housing, has begun to change the framework for the future of the City. This is in part due to the addition of an Economic Development Department, the economic upturn, the close proximity to major freeways, and the redevelopment of the City of Detroit. As the City of Detroit continues to make progress more demand will be placed on the suburbs for additional housing within close proximity to the City.

Oak Park has many priority redevelopment sites throughout the City. The following section will describe each priority area and recommendations for change.

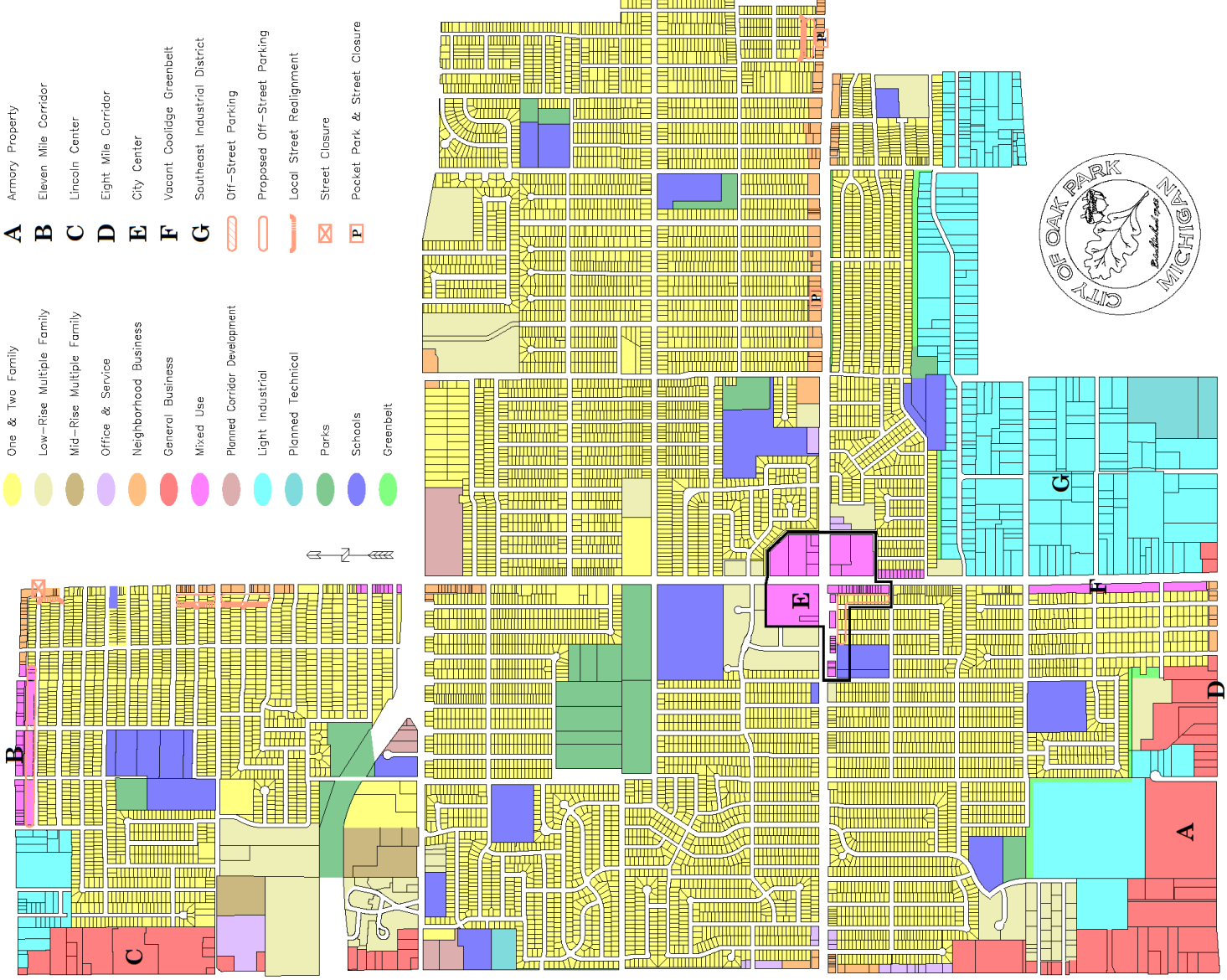
The overriding goal of the Land Use Plan is to promote the existing characteristics of the City that exemplify sound planning. All of the development and redevelopment proposals are intended to help upgrade and improve the City's already strong neighborhoods, enhance it's employment base, rehabilitate or redevelop blighted and under-utilized commercial and industrial properties, and provide outstanding parks and recreation facilities. The City's tradition of providing the highest quality municipal services reinforces the plan for future development.

Future Land Use Plan and Zoning Plan

The Michigan Planning Enabling Act requires communities that have a Zoning Ordinance to have a Zoning Plan. The following Future Land Use Plan categories describe the associated Zoning Districts identified on the City's Zoning District Map and are the Zoning Plan for the City of Oak Park.

CITY OF OAK PARK FUTURE LAND USE PLAN

- LEGEND**
- One & Two Family
 - Low-Rise Multiple Family
 - Mid-Rise Multiple Family
 - Office & Service
 - Neighborhood Business
 - General Business
 - Mixed Use
 - Planned Corridor Development
 - Light Industrial
 - Planned Technical
 - Parks
 - Schools
 - Greenbelt
- PRIORITY RE-DEVELOPMENT SITES**
- A** Armory Property
 - B** Eleven Mile Corridor
 - C** Lincoln Center
 - D** Eight Mile Corridor
 - E** City Center
 - F** Vacant Coolidge Greenbelt
 - G** Southeast Industrial District
- Off-Street Parking
 Proposed Off-Street Parking
 Local Street Realignment
 Street Closure
 Pocket Park & Street Closure



ONE-FAMILY DWELLING DISTRICT

The R-1 one-family dwelling districts are intended to provide an environment of one-family detached dwellings and accessory uses in structures within stable residential neighborhoods.

TWO-FAMILY DWELLING DISTRICTS

The R-2 two-family dwelling districts are intended to permit both one-family and two-family dwellings and compatible accessory uses and structures within stable residential neighborhoods.

MULTI-FAMILY RESIDENTIAL DISTRICTS

The RM-1 low-rise multi-family residential districts and the RM-2 mid-rise multi-family districts are intended to provide areas for multiple family dwellings and related uses, which will generally serve as zones of transition from lower-density residential districts to more intense use districts, while providing appropriate housing alternatives in a properly planned setting.

NEIGHBORHOOD BUSINESS DISTRICTS

The B-1 neighborhood business districts are intended to meet the day-to-day convenience shopping and service needs of persons residing in nearby residential areas.

GENERAL BUSINESS DISTRICTS

The B-2 general business districts are intended to accommodate more intensive businesses that cater to a larger consumer market than those typically found in neighborhood business districts. B-2 uses are generally characterized by an integrated or planned cluster of establishments served by a common parking lot.

LIGHT INDUSTRIAL DISTRICTS

The light industrial district regulations are established so as to apply to those light industrial areas and subdivisions developed to provide sites for manufacturing plants, warehousing, research laboratories and similar uses. Development is limited to uses that can be carried out in an unobtrusive manner, and maintain a compatibility with surrounding residential or commercial areas.

OFFICE BUILDING DISTRICTS

The O districts are intended to accommodate uses such as offices, banks, personal services, and a limited amount of retail. The O districts can serve as a transition between residential uses and more intensive uses and transportation corridors.

PLANNED CORRIDOR DEVELOPMENT DISTRICTS

The planned corridor development districts are designed to provide for a variety of retail and service establishments in business areas abutting major thoroughfares and so located and planned as to provide convenient customer parking, store servicing and pedestrian traffic movement within the business district and with a minimum of conflict with traffic on abutting streets. To assure optimum site planning relationships and minimum internal and external traffic conflict, each use will be reviewed as it relates to its site and abutting sites and as it relates to the entire district and abutting districts. This type of district is further created so as to provide a zone of transition between residential districts and major thoroughfares or expressways.

PLANNED TECHNICAL, RESEARCH, EDUCATION DEVELOPMENT DISTRICTS

The planned technical, research, education development districts are intended to accommodate research, technical, medical and educational activities which serve the needs of nearby regional establishments. The primary characteristic of uses allowed in this district is the pursuit of technical knowledge to serve the needs generated by those endeavors. Uses in this district shall be developed on larger parcels of land in a "campus-like" setting that creates a physical atmosphere of low-rise buildings accented with substantial landscaping.

PARKS

All City-owned parks and open space areas.

SCHOOLS

All public and private school sites currently in use.

GREENBELT

All City-owned greenbelt parcels utilized as a buffer to the residential districts.

MIXED USE

Sites that blend a variety of residential, cultural, commercial and service businesses that are functionally integrated within two to three story buildings and provide pedestrian connections throughout. These areas are typically characterized by ground-floor uses that include convenience retail, personal services, and restaurants with upper story residential units.

PRIORITY REDEVELOPMENT SITES

Redevelopment of property involves thinking strategically about its potential and identifying the areas that offer opportunities for positive future use. Focusing on the redevelopment and reuse of a single property can catalyze further development. Oak Park recognizes several opportunities for redevelopment that would act as a catalyst for future development in Oak Park. This section highlights the sites/areas which have the greatest potential. The City must continue to gather additional basic site information and establish a vision for these priorities. Sites where redevelopment may be viewed as controversial may require additional public engagement efforts. Once this information is compiled, a summary of commercial business incentives and programs will be available on the City's website and actively marketed.

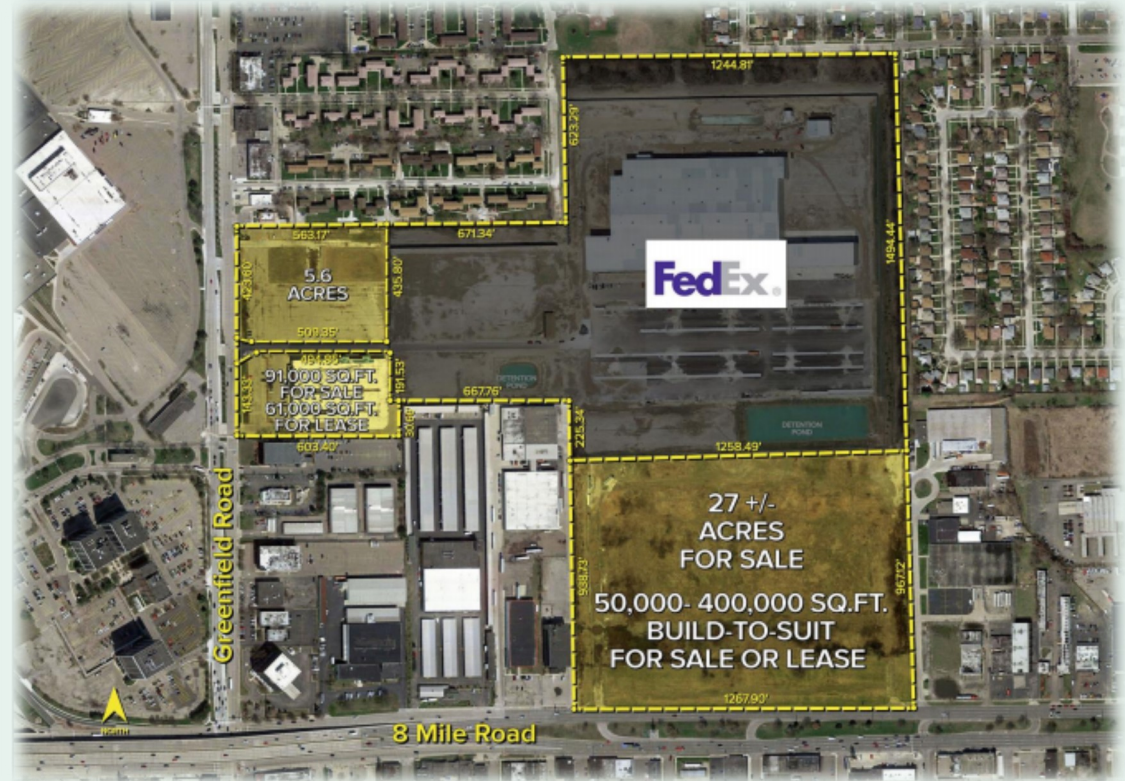


ARMORY PROPERTY

In 2004 the State of Michigan sold the National Guard Armory site (71 acres) to a developer that combined it with the former Northland Plaza shopping center (21 acres) to offer a site that would provide prime access off of both Eight Mile Road and Greenfield Road. In 2016, 54 acres was sold for construction of the 305,000 square foot FedEx Ground Distribution Center thus splitting the parcels once again. Both remaining sites still offer easy access to I-696 and the Lodge Freeway making the location ideal.

The Greenfield frontage has two distinct opportunities. The north side has 5.6 acres for development and the south side offers over 152,000 square feet of retail space for redevelopment. It is a great opportunity for a retail/restaurant development. The possibility to purchase an inexpensive Class "C" liquor license combined with the location and high demand for restaurants and retail within the City make this a prime location to redevelop.

The Eight Mile Road site is 27 acres in size and offers the same opportunities as the Greenfield side. Future development opportunities include big box retailers, outlots, and multi-tenant buildings.



Schostak marketing material for Armory Site



FedEx Distribution Center rendering

ELEVEN MILE ROAD.

The Eleven Mile Corridor offers a unique opportunity to provide for a mix of uses. This corridor borders Berkley and has municipal parking available behind many of the industrial and commercial centers. The majority of the corridor is currently zoned light industrial. To optimize the redevelopment potential, certain areas should be considered for re-zoning to allow for a mix of uses as some of these buildings have become functionally obsolete.



Randolph Tool Building, 11 Mile Road

LINCOLN CENTER

Lincoln Center has a 90,000 square foot former Kmart building that has the potential to attract a big box retailer or similar development. The site has ample parking and is in close proximity to I-696 and dense housing.



Lincoln Center; former Kmart location

EIGHT MILE ROAD CORRIDOR

The Eight Mile Road Corridor has the potential to be re-imagined and developed to a higher and better use. Along the corridor the City currently allow for a wide variety of uses and the area lacks any identity. This corridor offers a high traffic count and easy access to I-696 and Lodge Freeway. Zoning in this area should be revised to offer a consistent and better use of some of the properties.

NINE MILE ROAD & COOLIDGE COMMERCIAL AREAS

There are several linear commercial districts throughout Oak Park. These districts contain many small boutiques, service businesses, and other retail establishments. However, these areas suffer from inadequate and poorly designed off-street parking, and an adverse relationship of parking and service areas abutting the residential neighborhoods. These areas can be improved by development of parking behind the commercial centers and creating a landscape buffer between the commercial areas and the neighborhoods. To accomplish this, the commercial areas will need to expand into the residential neighborhoods. The addition of streetscape elements will vastly improve the appearance of these commercial centers. Another option is to explore possible street closures to expand the parking as well as add additional streetscape amenities and allow room for sidewalk cafes.

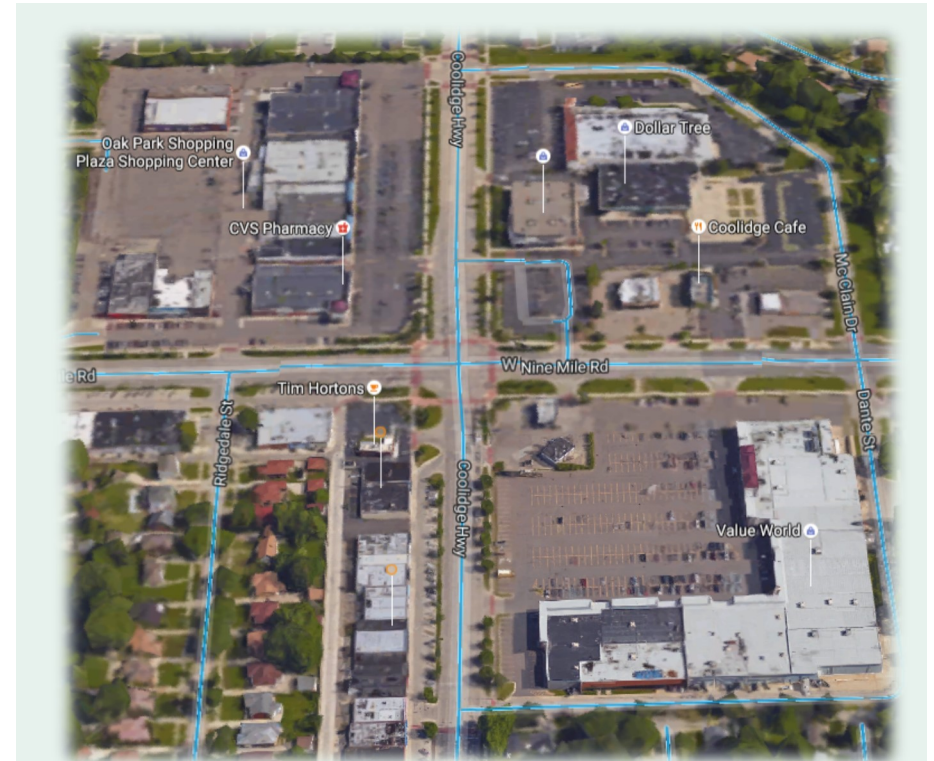


NINE MILE ROAD & COOLIDGE CITY CENTER

The city center area as defined through previous Master Planning processes and the recently adopted Strategic Economic Development Plan is at the intersection of Nine Mile Road and Coolidge Highway. Further analysis and planning is needed to transform this intersection into the vibrant, pedestrian-friendly public space it has the potential to become. In the short term the City is working with the existing property owners to devise a high impact project that will activate the sea of underutilized parking in a creative way. Some of the potential ideas include a food truck rally, a festival, and a variety of pop-up recreational activities. The rezoning of this area to mixed-use, proposed in the Future Land Use Plan, will allow for a diversity of uses and the kind of dense urban environment needed to create a walkable, dynamic downtown district.



Excerpt from the Strategic Economic Development Plan: Rendering of City Center redesign



Nine Mile/Coolidge City Center Aerial



Shopping Center 9 Mile/Coolidge

VACANT COOLIDGE GREENBELT

The 4.5 acres of City-owned land, located on the west side of Coolidge north of Eight Mile, is a development opportunity. The property is currently for sale and the City has released a Request for Proposals for the sale and development of the property, and is looking forward to proposals that consider multi-use, live work spaces and possibly zero lot lines. The development should promote walkability and complement the surrounding neighborhood.



Coolidge greenbelt facing south



Example of a mixed-use development

Request for Proposal
FOR SALE - 4.45 ACRE
Zoned PMF · Possible Rezoning
Ideal for Mixed-Use Development



City of Oak Park
(248)691-7404
Department of Community and
Economic Development



Example of multi-family development

SOUTHEAST INDUSTRIAL DISTRICT

This district is characterized by inadequate landscaping and greenspace, and seas of concrete. Many of the buildings are in need of revitalization. Enforcement of City ordinances to encourage business owners to take pride in their buildings, implementing stronger landscaping requirements for future developments, and encouraging streetscape amenities and trees will help to soften the appearance and improve the aesthetics.

Industrial buildings are often popular for adaptive reuse purposes, but the City's current Zoning Ordinance acts as an impediment. In order to allow for the creative and flexible reuse of buildings the City will strategically identify areas within the district to be classified as transitional light industrial zones. The new zoning classification will allow for a more diverse array of uses in the district, potentially including live—work space, restaurants, athletic facilities, and art spaces.

Due to a recognized lack of parking in the district the City will explore the feasibility of municipal parking areas and/or shared parking to accommodate the parking needs of current and future businesses. Additionally, during the development of the non-motorized transportation plan, the City will investigate the addition of bike racks and a multi-use path connecting to the residential areas to encourage other forms of transportation.



Parking issues in Industrial District



Blighted building



Redevelopment of blighted building using Brownfield incentive

City of Oak Park

PLANNING COMMISSION

Resolution

Adoption of the Master Plan for the City of Oak Park

- WHEREAS,** the City of Oak Park, under the provisions of PA33 of 2008 of the State of Michigan, otherwise known as the Michigan Planning Enabling Act, may adopt a Master Plan; and
- WHEREAS,** the City of Oak Park Planning Commission recognized the need to adopt a Master Plan, including establishment and support of visions, goals and actions, implementations and the Future Land Use Plan as described within the document; and
- WHEREAS,** in connection with the preparation of the Master Plan, the Planning Commission carefully and comprehensively surveyed and studied present conditions, projections of future growth of the City, and the relation of the City to neighboring areas and jurisdictions; and
- WHEREAS,** the Master Plan has been prepared for the purpose of guiding and accomplishing coordinated, adjusted and harmonious development of the City and its environs; and
- WHEREAS,** the Planning Commission provided copies of the Draft Master Plan to all adjoining jurisdictions, the Oakland County Planning and Economic Development Department, SEMCOG and to all utilities and railroads operating within the City; and

WHEREAS, preparation of the Master Plan included public meetings, including the required Public Hearing, and consideration of all testimony presented; and

WHEREAS, the Planning Commission for the City of Oak Park, after duly giving notice in accordance with law, held the required public hearing on the Master Plan at the Oak Park City Hall, 14000 Oak Park Boulevard, Oak Park, Michigan on March 13, 2017; and

WHEREAS, the Master Plan consists of the following:
a) The publication entitled *Master Plan, City of Oak Park*; and
b) The *Future Land Use Map* contained therein.

THEREFORE, the Planning Commission for the City of Oak Park, on the 13th day of March, 2017, adopted the following resolution:

Motion by Burns, Seconded by Eizelman, to **approve** adoption of the Master Plan for the City of Oak Park as presented.

Vote: Yes: Commissioners Burns, Eizelman, McClellan, Tungate, Seligson,
Walters-Gill, Vice Chairperson Brown
No: None

Motion Carried

IN WITNESS WHEREOF, I have affixed my official signature on this 13th day of March, 2017.



T. Edwin Norris, City Clerk

