

City of Fraser

Master Plan

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PURPOSE OF THE MASTER PLAN

The Master Plan is a comprehensive document that will provide policy direction to the City of Fraser over the next several decades; it is intended to guide the future decision-making process as related to land use and development, as well as overall community quality of life within the City.

The Master Plan is the City of Fraser's official policy guide for physical improvement and development. It is comprised of both short and long term programs and policies. Since many factors influence land use development patterns, the plan is comprehensive in scope and coverage. It covers the use of land and buildings, the movement of vehicles and pedestrians through public rights-of-way, and the provision of public facilities such as parks, schools and utilities.

The Master Plan serves as an aid for every day decision making. The goals, programs and policies outlined in the Master Plan guide the Planning Commission and City Council in their decision making on zoning, subdivision approval, capital improvements, and other matters relating to land use and development. This every day guide provides a stable, long-term instrument for decision-making.

It ensures that individual developments are moving toward the common vision and ensures that public dollars are spent wisely. The Master Plan also provides a basis for refining the zoning ordinance, subdivision regulations and other development codes, all of which aid in the implementation of planning policies adopted as part of this plan.

Finally, the Master Plan can serve as a marketing tool to promote the City of Fraser as a unique place to live and establish a business. By promoting the community vision, officials can use the plan to attract new families and desirable investment to the community for years to come.

THE PLANNING PROCESS

The City of Fraser adopted its last Master Plan in 1992. This plan served as the blueprint for development in Fraser until the adoption of this plan. A Master Plan is generally a 20-year document. However, in areas that have experienced rapid development, like Macomb County, plans are often updated more frequently in order to consider changing conditions within the community and its relationship, economically, socially and environmentally, within the larger regional setting.

It is essential that the Master Planning process be conducted within a public forum. Opportunities must be provided for public participation and input if it is to be truly representative of the community as a whole and become a successful document. The support of the community can also facilitate implementation. An approach that has been used successfully when planning for the future of a community involves preceding the planning process with an exercise designed to develop "a vision of the future" for the City. In Fraser, this process included a workshop her public sentiment.

The basic components of a planning process include the following:

-  Identify the "stakeholders", that is, those groups that have a stake in improving the quality of life in the City.
-  Involve the stakeholders in a process designed to identify what the future should be like in the City.
-  Build consensus among the stakeholders in setting forth the important characteristics of any new planning program.
-  Prepare a vision statement from the stakeholders' consensus that will serve as the underlying direction for the Planning Commission's work of preparing a new Master Plan.



P.A. 33

of 2008:

The State of Michigan passed enabling legislation in 2008 which consolidated the three different planning acts. This legislation gives local municipalities, through its designated planning commissions, the authority and responsibility to create a long-range plan for development. This ensures that incremental improvements are in line with the long-range vision for the community.

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Section 1

REGIONAL ANALYSIS

DRAFT

INTRODUCTION

The growth and development of a community and its resultant land use pattern depends, in large part, on its position within the region in which it is located. This regional location is important to the understanding of its historical growth pattern and current condition. Further, the understanding of regional influences provides a basis for anticipating future growth patterns and trends.

While control over most land use decisions remains a matter of local choice, development patterns are often strongly influenced by decisions made on a State and regional level. Frequently, such decisions are not subject to direct local input or control. For this reason, land use policies need to take regional influences into account.

The purpose of this initial chapter of the City of Fraser Master Plan is to identify those factors that influence growth in the southeast Michigan region and how they may impact future development patterns. This presentation will provide the background necessary to understand the dynamics of growth and change and provide a practical regional perspective for formulating future land use policies.

The following analysis will consider Fraser's location relative to southeast Michigan's principal growth corridors and how these corridors have influenced, and will likely continue to influence, future growth patterns. The report will also examine relevant State, County and regional plans or policies that may have some impact on future planning activities in Fraser.

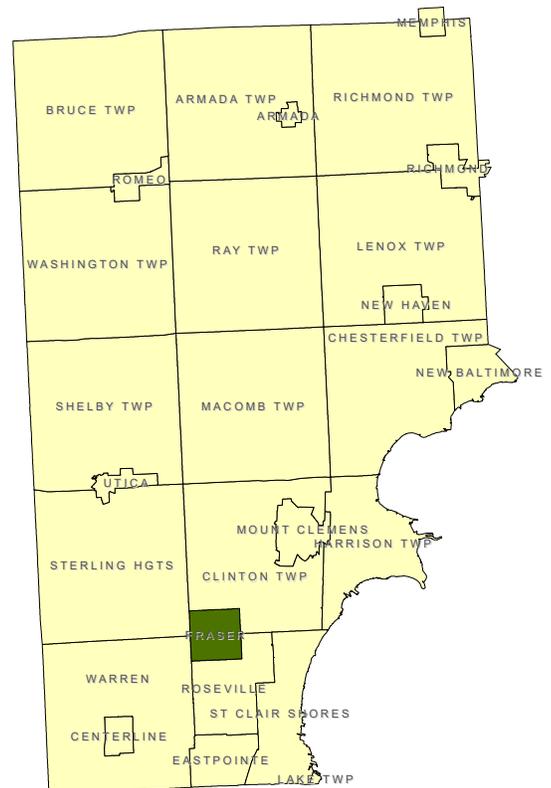
HISTORICAL BACKGROUND

The City was named for Charles Fraser, who settled the area in 1850. The original settlement centered around the Lutheran Church, which was the community's main focal point. In 1940, Fraser was a community of only 749 inhabitants. The City grew rapidly, however, as part of the larger suburban growth trends that occurred following the Second World War. Fraser was incorporated as a City in 1957, acquiring land from both Clinton and Erin Townships at the time of incorporation.

REGIONAL LOCATION

The City of Fraser encompasses a four- square mile portion of central Macomb County. Fraser is surrounded by the cities of Warren, Roseville and Sterling Heights, and by Clinton Township. The City is approximately 18 miles north of Downtown Detroit. Groesbeck Highway (M-97) is the principal regional transportation route serving the City. The I-696 Freeway is located two miles to the south in the City of Warren and Roseville.

*Illustration #1-1
Regional Location Map*



REGIONAL DEVELOPMENT INFLUENCES

Southeast Michigan Development Corridors

Within the southeast Michigan region, there are several principal corridors along which growth has traditionally occurred. Each of these corridors begins in Downtown Detroit, the historic center of the region, and radiates outward into the surrounding communities along established transportation routes. These corridors originally followed major surface streets, like the spokes of a wheel, from Downtown Detroit. Today, they largely parallel the interstate freeway system. These historic corridors are identified as follows.

- Detroit to Mt. Clemens and Port Huron along I94 east and Gratiot Avenue.
- Detroit to Utica and Romeo, along M53 north (Van Dyke Avenue) and Mound Road.
- Detroit to Pontiac and Flint, along I75 north and Woodward Avenue.
- Detroit to Brighton and Lansing, along I96 west, the Lodge Freeway and Grand River Avenue.
- Detroit to Ann Arbor and Jackson, along I94 west and U.S.12 (Michigan Avenue).
- Detroit to Monroe and Toledo, along I75 south and Fort Street.

Macomb County Development Corridors

Population Growth Trends - Within Macomb County, growth traditionally occurred along the Lake St. Clair shoreline communities, which is consistent with historical urban settlement patterns. The establishment of Mt. Clemens as the County Seat also contributed to the predominant early development pattern along the eastern portion of the County.

Following the Second World War, most metropolitan areas experienced a sweeping wave of population migration from traditional central cities into emerging suburban communities. In Macomb County, this migration first occurred within those suburban communities located along the perimeter of Detroit. The second wave of suburban growth in the County accelerated north along the Van Dyke/Mound Road Corridor in the western tier of communities.

By 1970, population levels in the western corridor communities (295,851 persons) nearly equaled the population along the eastern or shoreline communities (317,693). During the 1970's, population growth in the western corridor surpassed increases in the eastern communities. The 1980 Census revealed that the Van Dyke/Mound Road communities had a slightly greater population (339,616 persons) than the eastern corridor (332,819 persons).

The dramatic growth experienced by the City of Warren during the 1960's and Sterling Heights in the 1970's accounts for this shift in population. For example, in the ten-year period between 1970 and 1980, Sterling Heights grew by more than 47,000 persons. This gain more than offset the population loss experienced by the City of Warren during the decade of the 1970's.

North of M-59, Shelby Township and Utica combined to report a population increase of 11,250 persons. Small increases were noted in those communities located north of 26 Mile Road. The increases do, however, provide evidence of a trend of population accelerating in a northerly direction within this corridor.

To the east, the greatest population increases also occurred in those communities located between 14 Mile Road and 26 Mile Road. Clinton Township (23,535 persons) and Chesterfield Township (8,898 persons) made the greatest contribution to the overall growth of this corridor during the decade. Fraser also contributed to the increase with the fourth largest increase (2,692 persons).

*Table #1-1
Regional Growth Corridors 1970-1980*

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	1970	1980	Number	%		1970	1980	Number	%
Bruce Twp.	2,213	3,823	1,610	72.8	Richmond City	3,234	3,536	302	9.3
Romeo	4,012	3,509	-503	-13	Richmond Twp.	1,719	2,453	734	42.7
32 Mile to 38 Mile	6,225	7,332	1,107	17.8	32 Mile to 38 Mile	4,953	5,989	1,036	20.9
Washington Twp.	5,651	8,637	2,986	52.8	Lenox Twp.	2,869	3,028	159	5.5
					New Haven	1,855	1,871	16	0.9
26 Mile to 32 Mile	5,651	8,637	2,986	52.8	26 Mile to 32 Mile	4,724	4,899	175	3.7
Shelby Twp.	29,467	38,939	9,472	32.1	Chesterfield Twp.	9,378	18,276	8,898	94.9
Utica	3,504	5,282	1,778	50.7	New Baltimore	4,132	5,439	1,307	31.6
M-59 to 26 Mile	32,971	44,221	11,250	34.1	M-59 to 26 Mile	13,510	23,715	10,205	75.5
Sterling Heights	61,365	108,999	47,634	77.6	Fraser	11,868	14,560	2,692	22.7
					Clinton Twp.	48,865	72,400	23,535	48.2
					Mt. Clemens	20,476	18,806	-1,670	-8.2
					Harrison Twp.	18,755	23,649	4,894	26.1
14 Mile to M-59	61,365	108,999	47,634	77.6	14 Mile to M-59	99,964	129,415	29,451	29.5
Center Line	10,379	9,293	-1,086	-11	East Detroit	45,920	38,280	-7,640	-17
Warren	179,260	161,134	-18,126	-10	Roseville	60,529	54,311	-6,218	-10
					St. Clair Shores	88,093	76,210	-11,883	-14
8 Mile to 14 Mile	189,639	170,427	-19,212	-10	8 Mile to 14 Mile	194,542	168,801	-25,741	-13
TOTALS	295,851	339,616	43,765	14.8	TOTALS	317,693	332,819	15,126	4.8

Results from the 1990 census indicate a leveling off of the explosive growth that occurred within the western corridor. Eastern corridor communities out-gained their counterparts in the west over the decade. As of 1990, these two portions of the County shared nearly equal population levels. See Table 1-2 below.

Between 1980 and 1990, lesser population increases were observed in both corridors. For example, Sterling Heights reported a population increase of 8,811 persons, down from 47,634 the previous decade. Shelby Township, on the other hand, matched the increase that occurred during the 1970's, providing additional evidence of the continued movement of population northward.

Table #1-2
Regional Growth Corridors 1980-1990

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	1980	1990	Number	%		1980	1990	Number	%
Bruce Twp.	3,823	4,193	370	9.7	Richmond City	3,536	4,141	605	17.1
Romeo	3,509	3,520	11	0.3	Richmond Twp.	2,453	2,528	75	3.1
32 Mile to 38 Mile	7,332	7,713	381	5.2	32 Mile to 38 Mile	5,989	6,669	680	11.4
Washington Twp.	8,637	11,386	2,749	31.8	Lenox Twp.	3,028	3,069	41	1.4
					New Haven	1,871	2,331	460	24.6
26 Mile to 32 Mile	8,637	11,386	2,749	31.8	26 Mile to 32 Mile	4,899	5,400	501	10.2
Shelby Twp.	38,939	48,655	9,716	25	Chesterfield Twp.	18,276	25,905	7,629	41.7
Utica	5,282	5,081	-201	-3.8	New Baltimore	5,439	5,798	359	6.6
M-59 to 26 Mile	44,221	53,736	9,515	21.5	M-59 to 26 Mile	23,715	31,703	7,988	33.7
Sterling Heights	108,999	117,810	8,811	8.1	Fraser	14,560	13,899	-661	-4.5
					Clinton Twp.	72,400	85,866	13,466	18.6
					Mt. Clemens	18,806	18,405	-401	-2.1
					Harrison Twp.	23,649	24,685	1,036	4.4
14 Mile to M-59	108,999	117,810	8,811	8.1	14 Mile to M-59	129,415	142,855	13,440	10.4
Center Line	9,293	9,026	-267	-2.9	East Detroit	38,280	35,283	-2,997	-7.8
Warren	161,134	144,864	-16,270	-10	Roseville	54,311	51,412	-2,899	-5.3
					St. Clair Shores	76,210	68,107	-8,103	-11
8 Mile to 14 Mile	170,427	153,890	-16,537	-9.7	8 Mile to 14 Mile	168,801	154,802	-13,999	-8.3
TOTALS	339,616	344,535	4,919	1.4	TOTALS	332,819	341,429	8,610	2.6

Chesterfield and Clinton Townships continued to be the major contributors to growth in the eastern corridor. These two communities experienced population increases of 13,466 and 7,629 persons, respectively, from 1980 to 1990. The City of Fraser actually lost population during this same timeframe, likely to the communities to the north.

In reviewing the census information from 2000, Washington Township had the greatest percentage increase in population at 65.1%. Shelby, Chesterfield and Lenox Townships as well as the Village of New Haven also showed a high increase in population. Many of the southern communities, shown in Table 3, have experienced a decrease in population. The City of Warren decreased by 8.7% as did The City of Eastpointe at 10.3%. This again provides evidence of the continued movement of population northward.

Table #1-3
Regional Growth Corridors 1990-2000

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	1990	2000	Number	%		1990	2000	Number	%
Bruce Twp.	4,193	6,434	2,241	53	Richmond City	4,141	4,809	668	16.1
Romeo	3,520	3,601	81	2.3	Richmond Twp.	2,528	3,263	735	29.1
32 Mile to 38 Mile	7,713	10,035	2,322	30	32 Mile to 38 Mile	6,669	8,072	1,403	21
Washington Twp.	11,386	18,799	7,413	65	Lenox Twp.	3,069	5,390	2,321	75.6
					New Haven	2,331	2,747	416	17.8
26 Mile to 32 Mile	11,386	18,799	7,413	65	26 Mile to 32 Mile	5,400	8,137	2,737	50.7
Shelby Twp.	48,655	63,605	14,950	31	Chesterfield Twp.	25,905	36,380	10,475	40.4
Utica	5,081	4,735	-346	-6.8	New Baltimore	5,798	7,610	1,812	31.3
M-59 to 26 Mile	53,736	68,340	14,604	27	M-59 to 26 Mile	31,703	43,990	12,287	38.8
Sterling Heights	117,810	119,922	2,112	1.8	Fraser	13,899	14,667	768	5.5
					Clinton Twp.	85,866	92,708	6,842	8
					Mt. Clemens	18,405	16,500	-1,905	-10
					Harrison Twp.	24,685	24,851	166	0.7
14 Mile to M-59	117,810	119,922	2,112	1.8	14 Mile to M-59	142,855	148,726	5,871	4.1
Center Line	9,026	8,214	-812	-9	Eastpointe	35,283	31,657	-3,626	-10
Warren	144,864	132,238	-12,626	-8.7	Roseville	51,412	47,808	-3,604	-7
					St. Clair Shores	68,107	61,305	-6,802	-10
8 Mile to 14 Mile	153,890	140,452	-13,438	-8.7	8 Mile to 14 Mile	154,802	140,770	-14,032	-9.1
TOTALS	344,535	357,548	13,013	3.8	TOTALS	341,429	349,695	8,266	2.4

Starting in the 2000's the population growth started to shift to north of M-59. These growth trends are very consistent between both Region Growth Corridors. The data shows that between 26 Mile Road and 32 Mile Road are the largest population growth areas percentage wise between both corridors. The areas between 8 Mile and 14 Mile have the smallest growth percentage wise in both corridors. The only areas to not show consistent growth between the two corridors are the areas between 32 Mile and 38 Mile, where the I-94/Gratiot Corridor grew over 14 percent more than the M-53/Mound Corridor.

The Census information from 2010 and the Semcog estimate for 2014 show the City of New Baltimore and Village of New Haven had the greatest percentage increases in population at 69.9% and 75% respectively. Shelby, Washington, and Chesterfield Townships as well as the City of Richmond also showed a high increase in population. Only a few of the communities shown in Table 1-4 have decreased in population, with Fraser being one of those communities. Fraser, St. Clair Shores, and Romeo are the only communities to decrease in population, with Romeo being the only community north of 15 Mile Road to decrease in population. These decrease were also minimal with Fraser having the largest decrease of 2.6 percent. These decreases indicate more of a stabilization in population as opposed to a migration out of Fraser or the other communities.

Table #1-4
Regional Growth Corridors 2000-2014
(SEMCOG Estimate July 2014)

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	2000	2014	Number	%		2000	2014	Number	%
Bruce Twp.	6,434	7,082	648	10.1	Richmond City	4,809	6,066	1,257	26.1
Romeo	3,601	3,588	-13	-4	Richmond Twp.	3,263	3,654	391	12
32 Mile to 38 Mile	10,035	10,670	635	6.3	32 Mile to 38 Mile	8,072	9,720	1,648	20.4
Washington Twp.	18,799	24,555	5,756	31	Lenox Twp.	5,390	5,867	477	8.8
					New Haven	2,747	4,793	2,046	75
26 Mile to 32 Mile	18,799	24,555	5,756	31	26 Mile to 32 Mile	8,137	10,660	2,523	31
Shelby Twp.	63,605	77,879	14,274	22.4	Chesterfield Twp.	36,380	44,037	7,657	21
Utica	4,735	4,798	63	1.3	New Baltimore	7,610	12,927	5,317	69.9
M-59 to 26 Mile	68,340	82,675	14,335	21	M-59 to 26 Mile	43,990	56,964	12,974	29.5
Sterling Heights	119,922	131,377	11,455	9.6	Fraser	14,667	14,287	-380	-2.6
					Clinton Twp.	92,708	99,342	6,634	7.2
					Mt. Clemens	16,500	16,501	1	0
					Harrison Twp.	24,851	25,776	925	3.7
14 Mile to M-59	119,922	131,377	11,455	9.6	14 Mile to M-59	148,726	155,906	7,180	4.8
Center Line	8,214	8,625	411	5	Eastpointe	31,657	33,315	1,658	5.2
Warren	132,238	134,424	2,186	1.7	Roseville	47,808	48,298	490	1
					St. Clair Shores	61,305	60,120	-1,185	-1.9
8 Mile to 14 Mile	140,452	143,049	2,597	1.8	8 Mile to 14 Mile	140,770	141,733	963	.7
TOTALS	357,548	392,326	34,778	9.7	TOTALS	349,695	374,983	25,288	7.2

Housing Unit Trends - In previous decades, population change alone has proven not to be the most accurate barometer of community growth and vitality. Much of the population decline experienced by the ring of maturing suburban communities surrounding Detroit is the result of declines in household size, rather than an exodus of residents from the community. Population decline should, therefore, not necessarily be interpreted as an indicator of community decline. Frequently, a community will experience an increase in the number of households concurrently with a decline in population. For this reason, housing unit growth trends are considered to be a more valid measure of growth.

Applying this measure of growth to the two identified Macomb County growth corridors reveals an overall balance between these two areas. Between 1970 and 1980, western corridor communities held a slight edge in the number of new housing units constructed. In spite of this increase, the eastern communities had some 5,000 more housing units.

Table #1-5
Regional Housing Growth Corridors 1970-1980

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
	HOUSING UNITS		CHANGE			HOUSING UNITS		CHANGE	
COMMUNITY	1970	1980	Number	%	COMMUNITY	1970	1980	Number	%
Bruce Twp.	1,179	1,825	646	55	Richmond City	982	1,282	300	30.5
Romeo					Richmond Twp.	434	676	242	55.8
32 Mile to 38 Mile	1,179	1,825	646	55	32 Mile to 38 Mile	1,416	1,958	542	38.3
Washington Twp.	2,171	3,322	1,151	53	Lenox Twp.	770	919	149	19.4
Romeo					New Haven	508	613	105	20.7
26 Mile to 32 Mile	2,171	3,322	1,151	53	26 Mile to 32 Mile	1,278	1,532	254	19.9
Shelby Twp.	7,571	12,319	4,748	63	Chesterfield Twp.	2,789	6,075	3,286	118
Utica	1,265	1,952	687	54	New Baltimore	1,353	2,118	765	56.5
M-59 to 26 Mile	8,836	14,271	5,435	62	M-59 to 26 Mile	4,142	8,193	4,051	97.8
Sterling Heights	17,571	34,517	16,946	96	Fraser	3,067	4,832	1,765	57.5
					Clinton Twp.	13,436	24,752	11,316	84.2
					Mt. Clemens	6,823	7,363	540	7.9
					Harrison Twp.	5,797	9,332	3,535	61
14 Mile to M-59	17,571	34,517	16,946	96	14 Mile to M-59	29,123	46,279	17,156	58.9
Center Line	3,129	3,642	513	16	East Detroit	13,214	13,458	244	1.8
Warren	49,609	54,532	4,923	9.9	Roseville	16,751	18,491	1,740	10.4
					St. Clair Shores	24,882	27,154	2,272	9.1
8 Mile to 14 Mile	52,738	58,174	5,436	10	8 Mile to 14 Mile	54,847	59,103	4,256	7.8
TOTALS	82,495	112,109	29,614	36	TOTALS	90,806	117,065	26,259	28.9

During the 1980's, over 18,000 new units were added in the eastern communities, giving them an edge in the total number of dwelling units. Sterling Heights, Warren and Shelby Township made the greatest contribution to the housing unit increases that occurred in the western corridor during the 1970's. Nearly 90 percent of the total increase took place in those three communities. The greatest contributors to the housing unit growth in the eastern corridor were Chesterfield, Clinton and Harrison Townships. Collectively, these three communities accounted for nearly 70 percent of the corridor's total housing unit increase for the decade.

Following the pattern of the previous decade, Sterling Heights and Shelby Township again made the greatest contribution to total housing unit gain. To the east, Clinton Township, Chesterfield Township and the City of Roseville had the greatest housing unit increases during the 1980's.

Table #1-6
Regional Housing Growth Corridors 1980-1990

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
	HOUSING UNITS		CHANGE			HOUSING UNITS		CHANGE	
COMMUNITY	1980	1990	Number	%	COMMUNITY	1980	1990	Number	%
Bruce Twp.	1,825	2,062	237	13	Richmond City	1,282	1,662	380	30
Romeo					Richmond Twp.	676	783	107	16
32 Mile to 38 Mile	1,825	2,062	237	13	32 Mile to 38 Mile	1,958	2,445	487	25
Washington Twp.	3,322	4,668	1,346	41	Lenox Twp.	919	1,018	99	11
Romeo					New Haven	613	824	211	34
26 Mile to 32 Mile	3,322	4,668	1,346	41	26 Mile to 32 Mile	1,532	1,842	310	20
Shelby Twp.	12,319	17,630	5,311	43	Chesterfield Twp.	6,075	9,594	3,519	58
Utica	1,952	1,962	10	0.5	New Baltimore	2,118	2,459	341	16
M-59 to 26 Mile	14,271	19,592	5,321	37	M-59 to 26 Mile	8,193	12,053	3,860	47
Sterling Heights	34,517	42,317	7,800	23	Fraser	4,832	5,342	510	11
					Clinton Twp.	24,752	33,938	9,186	37
					Mt. Clemens	7,363	7,727	364	4.9
					Harrison Twp.	9,332	10,616	1,284	14
14 Mile to M-59	34,517	42,317	7,800	23	14 Mile to M-59	46,279	57,623	11,344	25
Center Line	3,642	3,986	344	9.4	East Detroit	13,458	13,684	226	1.7
Warren	54,532	56,189	1,657	3	Roseville	18,491	20,025	1,534	8.3
					St. Clair Shores	27,154	27,929	775	2.9
8 Mile to 14 Mile	58,174	60,175	2,001	3.4	8 Mile to 14 Mile	59,103	61,638	2,535	4.3
TOTALS	112,109	128,814	16,705	15	TOTALS	117,065	135,601	18,536	16

Results from the 2000 Census reveal that the western corridor communities have surpassed the growth experienced in the eastern corridor, similar to that seen between 1970 and 1980.

Further, this data emphasizes the continued population growth in the northern portion of both the eastern and western corridors between 1990 and 2000. Shelby Township and Chesterfield Township increased by 16,504 and 11,500 persons, respectively, during this ten-year span. Population decreases can be seen in many of the southern communities, such as Warren, St. Clair Shores, and Roseville.

Further examination of the overall population data reveals that nearly all communities located between 8 Mile Road and 14 Mile Road have experienced continued declines in population over the 30 year time span between 1970 and 2000. The City of Mount Clemens is the only other community in the county that has experienced a decline in population each decade since 1970. The City of Fraser actually saw an increase in housing units between 1990 and 2000.

Table #1-7
Regional Housing Growth Corridors 1990-2000

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
	HOUSING UNITS		CHANGE			HOUSING UNITS		CHANGE	
COMMUNITY	1990	2000	Number	%	COMMUNITY	1990	2000	Number	%
Bruce Twp./	2,062	2,919	857	42	Richmond City	1,662	2,061	399	24
Romeo					Richmond Twp.	783	1,060	277	35.3
32 Mile to 38 Mile	2,062	2,919	857	42	32 Mile to 38 Mile	2,445	3,121	676	27.6
Washington Twp./	4,668	7,317	2,649	57	Lenox Twp.	1,018	2,646	1,628	159.9
Romeo					New Haven	824	1,138	314	38.1
26 Mile to 32 Mile	4,668	7,317	2,649	57	26 Mile to 32 Mile	1,842	3,784	1,942	105.4
Shelby Twp.	17,630	25,265	7,905	45	Chesterfield Twp.	9,594	13,967	4,373	45.6
Utica	1,962	2,005	43	2.2	New Baltimore	2,459	3,218	759	30.9
M-59 to 26 Mile	19,592	27,270	7,678	39	M-59 to 26 Mile	12,053	17,185	5,132	42.6
Sterling Heights	42,317	47,547	5,230	12	Fraser	5,342	6,178	836	15.6
					Clinton Twp.	33,938	41,803	7,865	23.2
					Mt. Clemens	7,727	7,546	-181	-2.3
					Harrison Twp.	10,616	11,486	870	8.2
14 Mile to M-59	42,317	47,547	5,230	12	14 Mile to M-59	57,623	67,013	9,390	16.3
Center Line	3,986	3,916	-70	-1.8	East Detroit	13,684	13,965	281	2.1
Warren	56,189	57,248	1,060	1.9	Roseville	20,025	20,519	494	2.5
					St. Clair Shores	27,929	28,208	279	0.9
8 Mile to 14 Mile	60,175	61,165	990	1.6	8 Mile to 14 Mile	61,638	62,692	1,054	1.7
TOTALS	128,814	146,218	17,404	14	TOTALS	135,601	153,795	18,194	13.4

The 2010 Census shows that the trends from the previous two decades continue with housing growth in the western corridor increasing at around 1 percent higher rate than the eastern corridor.

Further, this data emphasizes the continued population growth in the northern portion of both the eastern and western corridors between 2000 and 2010. While a few communities decreased in population over the past decade, Eastpointe is the only community to decrease in total number of housing units.

This data reflects the stabilization of the population with communities starting at 8 Mile Road and inclines steadily increasing as you move north of 14 Mile Road. This also shows that the consistency in housing units with small decreases in population is likely due to the average household size continuing to decrease of the past couple of decades. Fraser's total housing units has grown by 280 units, or 4.5%.

Table #1-7
Regional Housing Growth Corridors 2000-2010

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	HOUSING UNITS		CHANGE		COMMUNITY	HOUSING UNITS		CHANGE	
	2000	2010	Number	%		2000	2010	Number	%
Bruce Twp./	2,919	3,240	321	11	Richmond City	2,061	2,755	694	33.7
Romeo					Richmond Twp.	1,060	1,252	192	18.1
32 Mile to 38 Mile	2,919	3,240	321	11	32 Mile to 38 Mile	3,121	4,007	886	28.4
Washington Twp./	7,317	10,017	2700	36.9	Lenox Twp.	2,646	3,438	792	29.9
Romeo					New Haven	1,138	1,444	314	27.6
26 Mile to 32 Mile	7,317	10,017	2,700	36.9	26 Mile to 32 Mile	3,784	4,882	1,038	27.4
Shelby Twp.	25,265	30,295	5,030	19.9	Chesterfield Twp.	13,967	17,704	3737	26.8
Utica	2,005	2,257	252	12.6	New Baltimore	3,218	4,633	1,415	44
M-59 to 26 Mile	27,270	32,552	5,282	19.4	M-59 to 26 Mile	17,185	22,337	5,152	30
Sterling Heights	47,547	52,094	4,547	9.6	Fraser	6,178	6,458	280	4.5
					Clinton Twp.	41,803	45,288	3,485	8.3
					Mt. Clemens	7,546	8,219	673	8.9
					Harrison Twp.	11,486	12,604	1,118	9.7
14 Mile to M-59	47,547	52,094	4,547	9.6	14 Mile to M-59	67,013	72,569	5,556	8.3
Center Line	3,916	4,024	108	2.8	Eastpointe	13,965	13,604	-361	-2.6
Warren	57,248	58,756	1,508	2.6	Roseville	20,519	21,356	837	4.1
					St. Clair Shores	28,208	28,723	515	1.8
8 Mile to 14 Mile	61,165	62,780	1,615	2.6	8 Mile to 14 Mile	62,692	63,683	991	1.6
TOTALS	146,218	160,683	14,465	9.9	TOTALS	153,795	167,478	13,683	8.9

M-59 Growth Corridor

As reflected in the preceding analysis, the rapid rate of population and housing growth experienced by communities in western Macomb County over the past 20 to 30 years has brought both growth corridors into close proximity in the number of residents and total housing units. The pace of population and housing unit change experienced by these two corridors does not, however, fully explain overall County growth patterns, for an east-west corridor has emerged along M-59. This corridor provides a bridge across the County, linking the east and the west. The recent completion of the M-59 expansion reinforces its importance.

The communities most impacted by this corridor include Chesterfield Township, Macomb Township, Clinton Township, Sterling Heights, Utica, and Shelby Township. Collectively, these communities, excluding the City of Utica, experienced a population gain of 72,211 persons between 1990 and 2000. More than 35,500 new housing units were constructed in these communities from 1990 to 2000, accounting for more than 80 percent of the total population and housing unit increase for both corridors. Data from the 2010 Census (shown below) indicates that the growth along the M-59 Corridor has continued. The data reveals that these communities, collectively, experienced a population gain of 76,747 persons from 2000 to 2014, with 26,714 new housing units constructed 2000 to 2010. Communities located proximate to M-59 are clearly positioned to be further impacted by future County development trends.

Table #1-8
M-59 Growth Corridor 1990-2000

<u>Community</u>	<u>2000</u>	<u>2010</u>	<u>Number</u>	<u>%</u>	<u>2000</u>	<u>2014</u>	<u>Number</u>	<u>%</u>
Chesterfield Township	13,967	17,704	3,737	26.8	37,405	44,037	7,657	21
Macomb Township	17,922	27,585	9,663	53.9	50,478	87,142	36,664	72.6
Clinton Township	41,803	45,288	3,485	8.3	95,648	99,342	6,634	7.2
Sterline Heights	47,547	52,094	4,547	9.6	124,471	131,377	11,455	9.6
Utica	2,005	2,257	252	12.6	4,577	4,798	63	1.3
Shelby Township	25,265	30,295	5,030	19.9	65,159	77,879	14,274	22.4

Conclusions

As County development patterns continue to accelerate in a northerly direction along both corridors, communities to the south, will be less impacted by the influence of these corridors, and will make smaller contributions to population and housing unit increases experienced by corridor communities as a whole. The City of Fraser offers an example of this trend.

Between 1970 and 1980, Fraser had a population increase of 2,692 persons. From 1980 to 1990 the City experienced a reversal of this trend. Census data indicated a population decline of 661 persons. Fraser was one of eight communities located in either growth corridor that lost population from 1980 to 1990. With one exception, all of these communities are located in the southern portion of the County. These communities, which include Eastpointe, Roseville, St. Clair Shores, Center Line and Warren, were among the first communities in Macomb County to experience population and housing growth as a result of migration of people from the central city to the suburbs in the 1950's and 1960's. It is, therefore, not surprising that these communities are among the first to lose population. These southern Macomb communities again lost population over the last decade, with the exception of Fraser. Fraser's population appears to have leveled out with a slight increase over its 1980 population.

In spite of declining and leveling population, Fraser continued to experience housing unit growth. Between 1970 and 1980, for example, the City gained 1,765 new dwelling units. A total of 510 units were constructed from 1980 to 1990. Over the past decade, housing units have again increased by over 800 units. The City's population loss is more a consequence of declining household size than a migration of residents out of the community. These trends also suggest that the City is located to the south of those communities experiencing the most significant levels of growth in the County.

LOCAL PLANNING INFLUENCES

In addition to the broader regional planning concerns identified in this report, Fraser is also influenced by land use activities occurring in neighboring communities. Frequently, the planning policies of neighboring communities can have a significant influence on the future development of property on the opposite side of the municipal boundary. The master plans of those communities sharing a common boundary with the City of Fraser were examined to identify their potential impact on the community.

Fraser shares a common boundary with four communities: Clinton Township, Sterling Heights, Warren, and Roseville. Relevant land use policies of these communities along this common boundary are described below.

Roseville

Fraser and Roseville share a common boundary along Kelly Road and 13 Mile Road. The Kelly Road boundary is planned principally for single-family residential development (5,500square foot lots). Exceptions to this pattern include an area of multiple-family zoning at the intersection of Kelly Road and 14 Mile Road, and local business zoning at the Kelly Road/ Masonic Road intersection.

A more intense master planning pattern is evident along 13 Mile Road. General business and multiple-family categories dominate this frontage from Utica Road east to Kelly Road. Industrial designations are noted along the M-97 and parallel railroad corridor. West of the industrial corridor, single-family residential is the predominant category, with some commercial also intermixed.

Sterling Heights

Sterling Heights abuts Fraser to the west, along Hayes Road. The City's Master Plan, however, recommends single-family development for this area at a density of approximately four units per acre. Convenience commercial and transitional uses (i.e. institutional, office or multiple-family) are proposed for the corner of Hayes Road and 14 Mile Road.

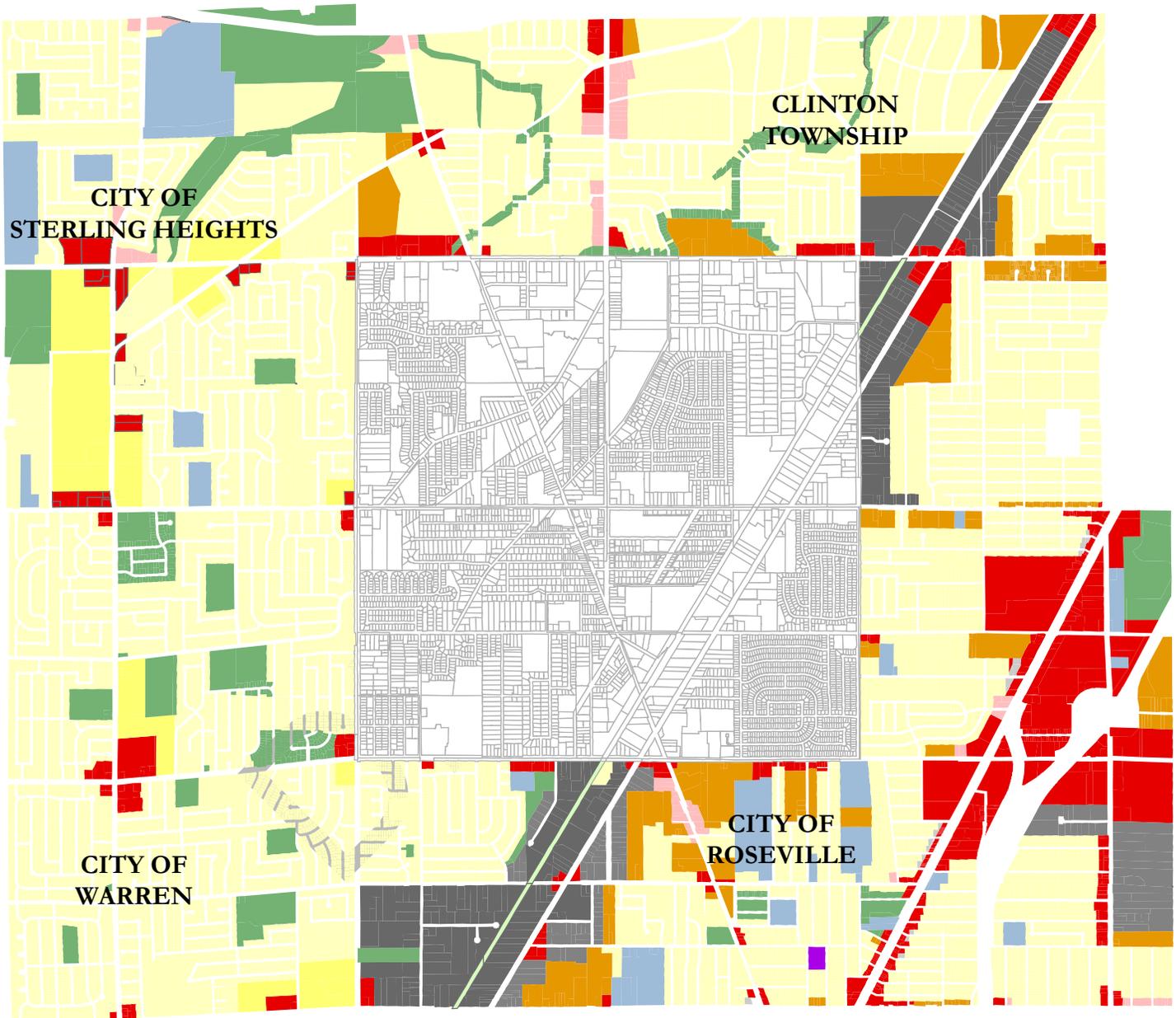
Clinton Township

Clinton Township and Fraser share a common boundary along 15 Mile Road and Kelly Road. The widest range of uses are planned along 15 Mile Road. Commercial development is proposed for that portion of 15 Mile Road between Hayes and Utica Road. Single-family units are planned along this boundary between Garfield and Utica Roads, with a flood area also shown in the vicinity. The remainder of this frontage is planned for multiple-family, office, single-family and commercial purposes. The entire length of Kelly Road adjacent to the City of Fraser is planned for industrial purposes.

City of Warren

Hayes Road, between 13 and 14 Mile Roads, separates the cities of Warren and Fraser. Nearly the entire west side of Hayes Road in Warren is planned for single-family purposes (60-foot lots). Exceptions to this pattern include small areas of convenience commercial at the intersection of both mile roads.

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SURROUNDING COMMUNITY'S MASTER PLANS

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MIDDLE SCHOOL

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Section 2

DEMOGRAPHIC ANALYSIS



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INTRODUCTION

The characteristics of a community's population are among the key ingredients given consideration in the long-range planning process. Historical and current population trends have several useful applications. They are especially relevant in identifying the need for various types of community facilities. Future land use and public utility demands are also related to population growth trends and demographic characteristics. Conclusions and the potential planning policy implications of this data are also noted.

The following items are important to a fuller understanding of the characteristics of Fraser's total population. These individual topics include the following:

- Population change over time
- Age characteristics
- Household characteristics
- Population projections

The most current available population data for the City of Fraser is employed in the examination of each of the topics. Wherever possible, comparable data for Macomb County is also included. Information for the County is provided for the purpose of understanding the relationship of the City to the larger geographical areas of which it is a part within southeast Michigan.

POPULATION CHANGE

At the national level, the U.S. population exceeded the two hundred million mark for the first time in 1970. An increase to 226 million was recorded in 1980. This rose to 248 million in 1990, according to the U.S. Bureau of the Census. In the year 2000, the population of the United States topped the 280 million mark at 281,421,906. This proved to be a substantial population increase as compared to the previous decade. Michigan's share of the national population has remained a stable four percent since 1930.

During the 50-year period between 1930 and 1980, Michigan's population nearly doubled from 4.8 million to 9.2 million. The State's greatest periods of population growth over these five decades occurred between 1940 and 1970. During this thirty-year period, Michigan gained more than one million people for each ten-year census interval. Between 1970 and 1990, however, population growth has slowed considerably. Michigan grew by 380,252 persons during the 1970's and 33,219 persons between 1980 and 1990. Since 1990, the State has seen an increase in population of 643,147 persons to 9,938,444.

Population change for the City of Fraser and its neighboring communities exhibited over the 60 year period from 1940 to 2000 is shown in Table 2-1. During this period, the City's population increased by 13,920 persons, from under 1,000 in 1940 to 14,667 in 2000. Four communities share a common boundary with Fraser. Each of these communities experienced population growth exceeding Fraser during this period. Both Sterling Heights and Warren had increases of over 100,000 persons.

The rate of population growth experienced by Fraser for each decade during the past 60 years is shown in Table 2-1. This measurement offers a more meaningful basis of comparison with neighboring communities since Fraser's land area is geographically smaller than each of its neighbors. Except for the last twenty-year period, the percent of population increase in Fraser exceeded that for Macomb County as a whole.

*Table 2-1
Comparative Population Growth*

Community	1950	1960	1970	1980	1990	2000	2010
City of Fraser	1,379	7,027	11,868	14,560	13,899	14,667	14,480
Sterling Heights	6,509	14,622	61,365	108,999	117,810	119,922	129,699
Clinton Township	10,076	25,668	48,865	72,400	85,866	92,708	96,796
Warren	42,653	89,246	179,260	161,134	144,864	132,238	134,056
Roseville	15,816	50,676	60,529	54,311	51,412	47,808	47,299
Macomb County	184,961	405,804	625,309	694,600	717,400	770,995	840,978

The City's greatest percentage increases occurred during the 1940's and the 1950's. For example, between 1940 and 1950, the City's population increased by 84 percent. Warren was the only neighboring community to experience a greater increase. Over the course of the next decade, Fraser's population increased by over 400 percent, far exceeding the rate of neighboring communities. This rate subsequently declined to 68 percent during the 1960's, and 22 percent the following decade. Between 1980 and 1990, the City's population declined by four percent. The past decade shows an increase of 5.5 percent of the population in the City.

*Table 2-2
Population Growth Rates*

Community	1950-60		1960-70		1970-80	
	Number	%	Number	%	Number	%
Fraser	5,648	409	4,841	68	2,692	22
Sterling Heights	8,113	124	46,473	319	47,634	77
Clinton Twp.	15,592	154	23,197	90	23,535	48
Warren	46,593	109	90,014	100	-18,126	-10
Roseville	34,860	220	9,853	19	-6,218	-10
Macomb County	220,843	119	120,505	29	69,291	11
Community	1980-90		1990-2000		2000-2010	
	Number	%	Number	%	Number	%
Fraser	-661	-4	768	5.5	-817	-5.3
Sterling Heights	8,811	8	2,112	1.8	5,228	4.2
Clinton Twp.	13,466	18	6,842	8	1,148	1.2
Warren	-16,270	-10	-12,626	-8.7	-4,191	-3.0
Roseville	-2,899	-5	-3,604	-7	-830	-1.7
Macomb County	22,800	3	53,595	7.5	52,829	6.7

Fraser's greatest period of population growth occurred during a 20-year timeframe between 1950 and 1970. During the decade of the 1950's, the City gained 5,648 persons. One decade later, the City added another 4,841 persons. These increases coincide with the first wave of suburbanization impacting southeast Michigan. Those communities located proximate to the City of Detroit were among the first to experience this population growth. More dramatic population increases were reported for the neighboring communities of Warren and Sterling Heights.

Since 1970, the pace of population growth in Fraser has declined. For example, during the 1970's, the City had an increase of 2,692 persons. Results from the 1990 Census indicate that Fraser lost population during the 1980's. This decline was consistent with the trend impacting the adjoining communities of Warren and Roseville. While Sterling Heights and Clinton Township continued to report population increases over the decade of the 1980's, the rate of increase has slowed. Fraser's loss of population during the 1980's appeared to be the result of declines in the size of the average household and not due to migration out of the City. However, the decline of the 1980's was reversed during the 1990's when the City experienced a modest growth rate of 5.5%.

AGE

Age characteristics are among the more important demographic variables. They are useful as an indicator of anticipated demand for various types of municipal services and programs, including parks, employment needs, job training, day-care, schools, and services to various other age groups, including the elderly. The City's future land use needs are also related to its age configuration.

Median Age

The steady aging of this Nation's population was among the more important trends dimensioned by the 1980 census. After reaching a high of 30.2 years in 1950, the median age for the Nation declined the following two decades to 29.5 years in 1960, and 28.3 years in 1970. These declines were largely a response to the high birth rates that occurred during the baby boom years following World War II. The aging of the baby boom generation, during the 1960's and 1970's, partially explains the rise in median age revealed in the 1980 U.S. Census. Lower fertility rates and increasingly longer life spans have also contributed to the increase.

The aging trend is clearly reflected in the median age figures noted in Table 2-3. Each of the different geographic areas included below experienced an increase in median age levels between 1970 and 1980. The Nation's population reached a level of 30.0 years in 1980, according to the U.S. Census Bureau. Both Michigan and Macomb County reported median age levels approaching the National level in 1980. While Fraser also reported an increase in median age from 22.0 years in 1970 to 28.3 years in 1980, it remained below the levels reported by its larger parent geographic areas. Continued increases are reflected in 1990 and 2000 Census data. Fraser's median age rose to 34.5 years in 1990 and 38.5 years in 2000. This is higher than the County, State and Nation.

Population by Age

By reviewing the various age categories that make up Fraser's population, it is possible to determine how various segments of the City's population have changed over time and what impact these changes have had on the City's growth.

Geographic Area	1980	1990	2000	2010
City of Fraser	28.3	34.5	38.5	42.9
Macomb County	29.1	33.9	36.9	39.9
Michigan	28.8	32.6	35.5	38.9
United States	30	32.9	35.3	37.2

Table 2-3
Median Age

The distribution of Fraser's population into designated age categories for 1970, 1980, 1990 and 2000 is shown in Table 2-4. The population gain experienced by Fraser between 1970 and 1980 is largely a result of an increased number of persons over the age of 18. Each of the age categories between 18 and 75+ increased during this ten-year period. The total increase of these categories was 3,517 persons. These gains, however, are offset by a decline in children under the age of 17. The number of children under 17 declined by 825 persons during this ten-year interval. These trends indicate a gradual maturing of the City's population. It also suggests that the City is at a different stage in its life cycle.

Between 1980 and 1990, the City's population declined by 661 persons. This loss can be explained by declines in the number of residents under the age of 25. The single greatest decline occurred in the 5-17 age category, which lost 992 persons. A loss was also experienced for the 45-54 age group, which declined by 127 persons. At the upper end of the age spectrum, residents over the age of 55 increased by 873 persons since 1980. This increase helps explain the City's significant median age increase of 6.2 years, from 1980 to 1990.

Between 1990 and 2000 the City's population increased by 1,398 persons. The greatest increase took place in the 44-55 age category. Persons over the age of 65, for the third straight decade increased substantially (+494 persons).

Age by Life Cycle Category

A more meaningful picture of the Fraser's population age distribution is possible when the individual age categories shown on the previous table are combined into a smaller number of groups, which more closely resemble identifiable stages of a normal human life cycle. Selected categories and the age intervals that they represent include: preschool (0-4), school (5-17), family formation (18-44), middle-age (45-64), and seniors (65+). The percent of the City's population that falls into each of these categories is shown below in Table 2-5. Similar data for Macomb County is also provided for comparison purposes. Each of the life cycle stages reflected in Table 2-5 has important meaning for planning.

Table 2-4
Population By Age

Age	1980		1990		Change 1980-90	2000		Change 1990- 2000 Number
	Number	%	Number	%		Number	%	
Under 5	1,026	7	862	6.2	-164	867	5.7	5
5-17	3,543	24.3	2,551	18.4	-992	2,838	18.6	287
18-20	817	5.6	623	4.5	-194	385	2.5	-238
21-24	1,044	7.2	728	5.2	-316	828	5.4	100
25-44	4,170	28.7	4,429	31.8	259	4,450	29.1	21
45-54	1,617	11.1	1,490	10.7	-127	2,234	14.6	744
55-59	658	4.5	731	5.3	73	747	4.9	16
60-64	453	3.1	625	4.5	172	594	3.9	-31
65-74	693	4.8	1,027	7.4	334	1,139	7.5	112
75+	539	3.7	833	6	294	1,215	7.8	382
Totals	14,560	100	13,899	100	-661	15,297	100	1,398

Table 2-4 Cont'd
Population By Age

Age	2000		2010		Change 1990-2000 Number
	Number	%	Number	%	
Under 5	867	5.7	687	4.7	-180
5-17	2,838	18.6	2,415	16.7	-423
18-20	385	2.5	378	2.6	-7
21-24	828	5.4	745	5.1	83
25-44	4,450	29.1	3,475	24	-975
45-54	2,234	14.6	2,467	17	413
55-59	747	4.9	1,069	7.3	322
60-64	594	3.9	896	6.2	302
65-74	1,139	7.5	1,144	8	5
75+	1,215	7.8	1,204	8.4	-11
Totals	15,297	100	14,480	100	

The pre-school and school-age categories, for example, offer useful indicators of future school enrollment trends and the adequacy of existing facilities to meet these needs. The percentage of the City's pre-school population has declined steadily since 1970. In 1970, children under the age of five comprised over 10 percent of the City's population. By 2000, this declined to 5.7 percent. A sharper decline is evident when 1960 population percentages are considered. In 1960, approximately 20 percent of the City's population were under the age of five. A similar trend is observed for Macomb County as a whole.

The percentage of children in the school-age category also declined between 1970 and 2000. When the 1970 Census was conducted, children between the ages of 5 and 17 accounted for roughly one-third of the City's population. This figure has continued to decline through the 1980's and 1990's. The year 2000 Census reflects a modest increase in the percentage of school aged children. Macomb County experienced a similar increase and subsequent decline during this 30-year period.

Table 2-5
Population By Life Cycle

City of Fraser				
Category	1970	1980	1990	2000
Pre-School (0-4)	10.2	7	6.2	5.7
School (5-17)	35.2	24.3	18.4	18.6
Family Formation (18-44)	37.4	41.5	41.5	37
Middle-Age (45-64)	13.7	18.7	20.5	23.4
Seniors (65+)	3.5	8.5	13.4	15.3
Macomb County				
Category	1970	1980	1990	2000
Pre-School (0-4)	10.3	6.7	6.8	6.5
School (5-17)	30.5	23.2	17.1	19.9
Family Formation (18-44)	36.9	41.6	43.2	37.1
Middle-Age (45-64)	17.5	20.8	20.6	22.8
Seniors (65+)	4.8	7.7	12.3	13.6

Collectively, the family formation and middle-age categories comprise the foundation of the community. They are the largest segment of property owners and taxpayers. They are also among the largest consumers of goods and services and, therefore, provide a catalyst for economic growth.

These two categories comprised slightly more than one-half of the City's total population in 1970. This increased to 60.2 percent in 1980 and 62.0 percent in 1990. The percentage then declined to 60.4 percent in 2000. This trend mirrors changes that occurred on a County-wide basis.

The remaining category includes all residents over the age of 65. Improved medical care and longer life expectancy are responsible for the increasing number of seniors nation-wide. Continued increases will generate demands for a variety of services targeted to this population category, including health care, transportation, housing and recreation, among others. In 1970, residents over the age of 64 accounted for 3.5 percent of Fraser's population. This increased to 8.5 percent in 1980 and 13.4 percent in 1990. The year 2000 Census shows that the trend has continued with a further increase in the percentage of seniors in the community. In 2000, the figure stood at 15.3 percent, which is slightly higher than the County total of 13.6 percent.

HOUSEHOLDS

Household Growth Trends

The U.S. Census Bureau has two categories that it uses to describe living arrangements: households and families. A household is one person or a group of persons occupying a housing unit. The number of households and occupied housing units are, therefore, identical. Families, on the other hand, consist of two or more persons, related to each other, living in a household.

Household characteristics, in general, and the rate of new household growth have become increasingly important indicators of demographic change within a community. Changes in the number of households and their composition are recognized as a more valid measure of community growth and vitality than absolute changes in the number of persons. Several reasons account for this view.

At the local level, households generate property tax revenues regardless of how many people are living within the household. Households also generate a demand for durable goods, including cars and appliances, as well as energy (electricity, gas and telephone services) which serve to stimulate local and regional economic growth. Local governmental services are impacted by household growth trends, especially the need for public utilities (water and sewage disposal), police and fire services, and solid waste disposal, among others. The number of households also influence traffic levels and the need for future transportation system improvements.

Even though Michigan's population grew by only 4.3 percent between 1970 and 1980, approximately a half million new households were created during this period, for an increase of 20 percent. Between 1970 and 1980, 1,760 new households were formed in Fraser, for an increase of 56.8 percent. This was higher than the County-wide increase of 33.9 percent. In the years between 1980 and 1990, the City experienced an increase of 468 new households, or 9.9 percent, over 1980 levels. Macomb County's household growth rate over the same ten years was somewhat higher than the City's increase. During the 1990's the City experienced an increase of 16.6 percent, which is slightly lower than that of the County.

Household Size

Accompanying these increases in household growth was a decline in the size of the average household. At the State level, household size has declined steadily since 1950, when it stood at a level of 3.27 persons per household. By 1980, it had declined to 2.85 persons per household and by 2000 there has been a decline to 2.56 persons per household.

Consistent with broader national and regional trends, average household size in Fraser declined over the past three decades. In 1970, the size of the average household was 3.95 persons. This declined to 3.01 persons in 1980, to 2.63 persons in 1990 and again to 2.38 persons in 2000. Similar declines are observed for Macomb County and Michigan.

*Table 2-6
Household Change
1970-2000*

			Change	%			Change	%			Change	%
	1980	1990	1980-90	Change	2000	1990-2000	Change		2010	1990-2000	Change	
City of Fraser	4,712	5,180	468	9.9	6,042	862	16.6		6,105	63	1.0	
Macomb County	229,805	264,991	35,186	15.3	309,203	44,212	18		331,667	22,464	7.3	

Several factors are responsible for this decline which include birth rate patterns, the distribution of the population on the age spectrum, and life style changes. The first of these factors is referred to as the baby-boom echo. America experienced a well-documented population growth period following the Second World War, commonly known as the baby-boom. Children born during this period have reached the child-bearing years and are starting their own families, creating an echo of the earlier baby-boom. This baby-boom echo is not producing the same number of persons that occurred earlier due to significant declines in the birthrate. Women today are having fewer children than their mothers did. Fewer children mean smaller families and reduced household sizes.

Population distribution patterns also impact household size declines. The aging of the baby-boom generation has begun to increase the proportion of those persons that are no longer considered to be likely candidates for parenthood.

Finally, the increasing number of single-person households has contributed to this trend. Improved medical care has resulted in an increasing number of persons over the age of 65, many of whom are widows or widowers creating single-person households. Young persons have also shown a tendency to marry later and delay having children until later in their lives. Another consequence of this delay is a corresponding decision to have fewer children. Increases in the divorce rate has also increased the number of new households and contributed to the decline in their overall size.

Household Characteristics

Important changes are occurring to the composition of the average household. The traditional family household is not as dominant as it once was. Single-parent households are more common today than they were in the past.

Approximately fifty-one percent of the City's 6,042 households consist of married couple families. Nearly thirteen percent of the City's households have a female head. A total of 912 children live in families with a single parent. Approximately twelve percent of all households in the City are headed by someone over the age of 65.

*Table 2-7
Household Size*

	1980	1990	2000	2010
City of Fraser	3.01	2.63	2.38	2.36
Macomb County	3.00	2.68	2.44	2.51
Michigan	2.84	2.66	2.56	2.59

HOUSING CHARACTERISTICS

*Table 2-8
Household Characteristics - 2010*

Number of Units/Housing Type

Over the past 30 years, Fraser’s housing supply increased by 3,113 units. More than one half of this increase occurred during the 1970’s, when more than 1,700 new housing units were built in the City, for an increase of 57.8 percent. This growth rate exceeded the County-wide figure of 34.1 percent for the same period.

Total Households	6,105
Family Households	3,954
Married Couple Families	2,834
Percent of all Households	46.4
Female-Headed Households	858
Female-Headed Households with Children	434
Children in One-Parent Households	1120
Households with Householder Over 65	1,784

The pace of new housing construction slowed after 1980. A total of 510 units were constructed between 1980 and 1990, for an increase of 10.6 percent. For Macomb County as a whole, the supply of housing grew by fourteen percent.

Since 1990, the total number of housing units has increased a total of 836, representing a growth rate of approximately 15.6 percent. As the City’s available supply of vacant land for development draws to an end, the growth rate will slow. This may be offset somewhat by planning for the redevelopment of properties at a higher density.

*Table 2-9
Housing Unit Change 1980-2010*

Year	Number	Change	Percentage
1980	4,832	-	-
1990	5,342	510	
2000	6,178	836	
2010	6,261	83	

Housing Tenure

Home ownership is generally a good indicator of community stability. Home purchases often represent the single largest investment that a family will make and, therefore, usually signifies a long-term commitment to community.

The occupancy characteristics of the City’s housing units changed noticeably between 1970 and 1980, however, when the percentage of owner-occupied units declined from 89.6 percent to 69 percent. This was likely due to the number of apartment type multiple-family units constructed during the decade. The rate of home ownership leveled out in 1980 and 1990 at a rate of approximately 69 percent.

Over the last decade (1990-2000) the City’s rate of home ownership has been rising. From a steady 69 percent in 1980 and 1990, the City’s home ownership rate has increased to approximately 73.5 percent.

Housing Value

The value of housing units is another useful measure of the quality of a community's housing supply. Fraser's 2000 median housing value of \$139,000 has fallen below that of the County's median value of \$169,300. This is likely due to the influx of high valued housing in the northern communities of the County which have median housing values well over \$200,000. Prior to the 2000 Census, the City's median housing value was typically slightly above that of the County as a whole.

Table 2-10
Housing Tenure 1970 - 2000

	1980		1990		2000		2010	
	No.	%	No.	%	No.	%	No.	%
Owner-occupied	3,272	69	3,591	69.3	4,454	73.5	4,305	70.5
Renter-occupied	1,472	31	1,589	30.7	1,608	26.5	1,800	29.5
Total	4,744	100	5,180	100	6,062	100	6,105	100

As shown, the City of Fraser's owner-occupied housing units are rather evenly distributed between \$100,000 and \$300,000. Approximately one percent of the City's housing stock has an estimated value of over \$300,000. In terms of the entire County, Macomb County has a greater percentage of lower and higher valued housing units than the City of Fraser.

Table 2-11
Median Housing Value 1970 - 2000

	Fraser	Macomb County
1980	\$54,500	\$51,000
1990	\$77,800	\$76,800
2000	\$139,000	\$169,300
2010	\$149,200	\$157,000

PROJECTIONS

Projections provide a basis for anticipating future land use and various community service demands. As noted in the previous discussion, the factor that will have the greatest influence on these demands is the anticipated number of new households. While there is no precise way of absolutely predicting the future, past trends offer a useful method of anticipating expected changes in the number of households and the number of residents.

Table 2-12
Housing Value

	Fraser		Macomb County
	Number	Percent	Percent
Less than \$50,000	384	8.7	11.2
\$ 50,000 to \$ 99,999	1,121	25.5	21.9
\$100,000 to \$149,999	1,302	29.6	23.4
\$150,000 to \$199,999	929	21.1	21.0
\$200,000 to \$299,999	592	13.5	15.9
\$300,000 and over	66	1.5	6.6
Specified Owner-Occupied Units	4,394	100	100

Southeast Michigan Council of Governments (SEMCOG) Small Area Forecasts

Every five years, SEMCOG prepares a series of Small Area Forecasts for each of 223 local units of government in the southeast Michigan region. The forecasts include the anticipated number of persons and households within each community for each five-year interval between 2005 and 2035. The most recent series of projections were adopted by SEMCOG’s General Assembly in 2008. The SEMCOG forecasts, including the projected number of households and persons per household, are included in Table 2-13.

Table 2-13
SEMCOG Population & Housing Forecasts

	2000 Census	2005 SEMCOG	2015 SEMCOG	2025 SEMCOG	2035 SEMCOG
Population	15,297	15,167	14,919	15,091	15,365
Households	6,062	6,159	6,304	6,447	6,654
Persons per Household	2.49	2.46	2.37	2.34	2.31

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Section 4

EXISTING LAND USE ANALYSIS

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INTRODUCTION

Land use characteristics and relevant physical features are among the most perceivable aspects of the land use planning process. These features establish the observable setting upon which the future of the community will be based. They also influence the development potential of the community.

The character of our physical environment is influenced by many factors. Chief among these is the use of land, its distribution within the community, and the relationship of these uses to one another. These ingredients strongly influence the overall character and image of the community. They also influence quality of life and our relative degree of satisfaction with our surroundings.

The main feature of this chapter is an examination of the City's land use characteristics on a classification basis. Each of the City's individual land use categories are discussed, including the amount of land devoted to each category and the distribution of the uses within the community. Current information will also be compared to previous land use surveys to illustrate trends.

METHODOLOGY

Fraser has a total land area of four square miles, or 2,662 acres. The City's land area forms a square. Its boundaries are 15 Mile Road on the north, 13 Mile Road on the south, Hayes Road on the west, and Kelly Road on the east. At this time, nearly the entire City has been developed. Only several smaller parcels remain vacant for new green site development.

Existing land use data for Fraser was gathered using the base information provided by the Macomb County Planning Department and then verified using aerial photography as well as field surveys of the City. The previously gathered land use data was confirmed by field surveys in 2014. Land use features are recorded on a parcel-by-parcel basis on a City base map. Each land use category was measured to determine the amount of land area occupied by each individual land use class. The results of these tabulations are shown on the following table and described in the following pages.

For analysis purposes, the City can logically be divided into four identifiable planning areas. Each planning area is approximately one square mile and corresponds to the four major quadrants of the City.

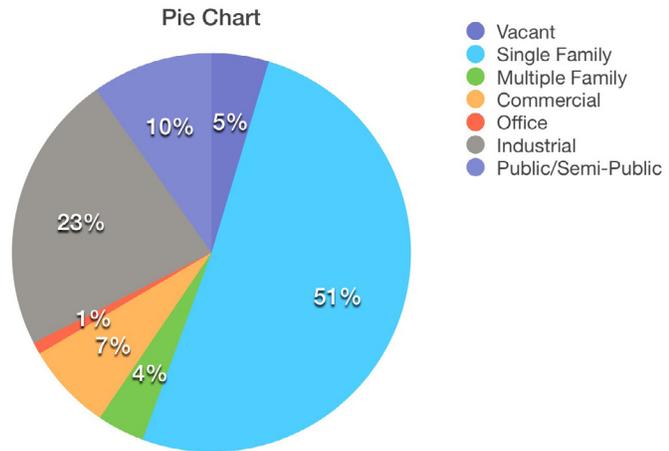
MAJOR LAND USE RANKING

Tables 4-1 illustrates the City's land use characteristics on a more generalized basis. Table 4-2 offers a summary of Fraser's land use features by major categories. The subsequent Table describes developed land by major category.

Residential land is the most prominent land use in Fraser. Slightly less than one-half of the City's total developed acreage is being used for residential purposes. More than one-third of Fraser's total land area is occupied by dwelling units.

*Table 4-1
Existing Land Use*

Category	Acres	Percent
Vacant	105	4.6
Single Family	1,153	51
Multiple Family	87	3.8
Commercial	160	7.1
Office	22	1
Industrial	513	22.7
Public/Semi-Public	222	9.8
Total	2,262	100



COMPARATIVE LAND USE

The Existing Land Use survey conducted for the City was broken into four main planning areas to further depict land use trends throughout the City. The following table provides a breakdown in terms of land use by planning area.

*Table 4-2
Existing Land Use by Planning Area*

Land Use Category	Planning Area #1	Planning Area #2	Planning Area #3	Planning Area #4	TOTAL	
	Acres	Acres	Acres	Acres	Acres	%
Vacant	2	57	34	12	105	4.6
Single Family	124	271	512	246	1,153	51.0
Multiple-Family	12	24	39	12	87	3.8
Office	3	6	6	7	22	1.0
Commercial	12	90	15	43	160	7.1
Industrial	331	0	47	135	513	22.7
Public	14	24	10	25	73	3.2
Semi-Public	80	29	26	14	149	6.6
Total Area	578	501	689	494	2,262.00	100.0

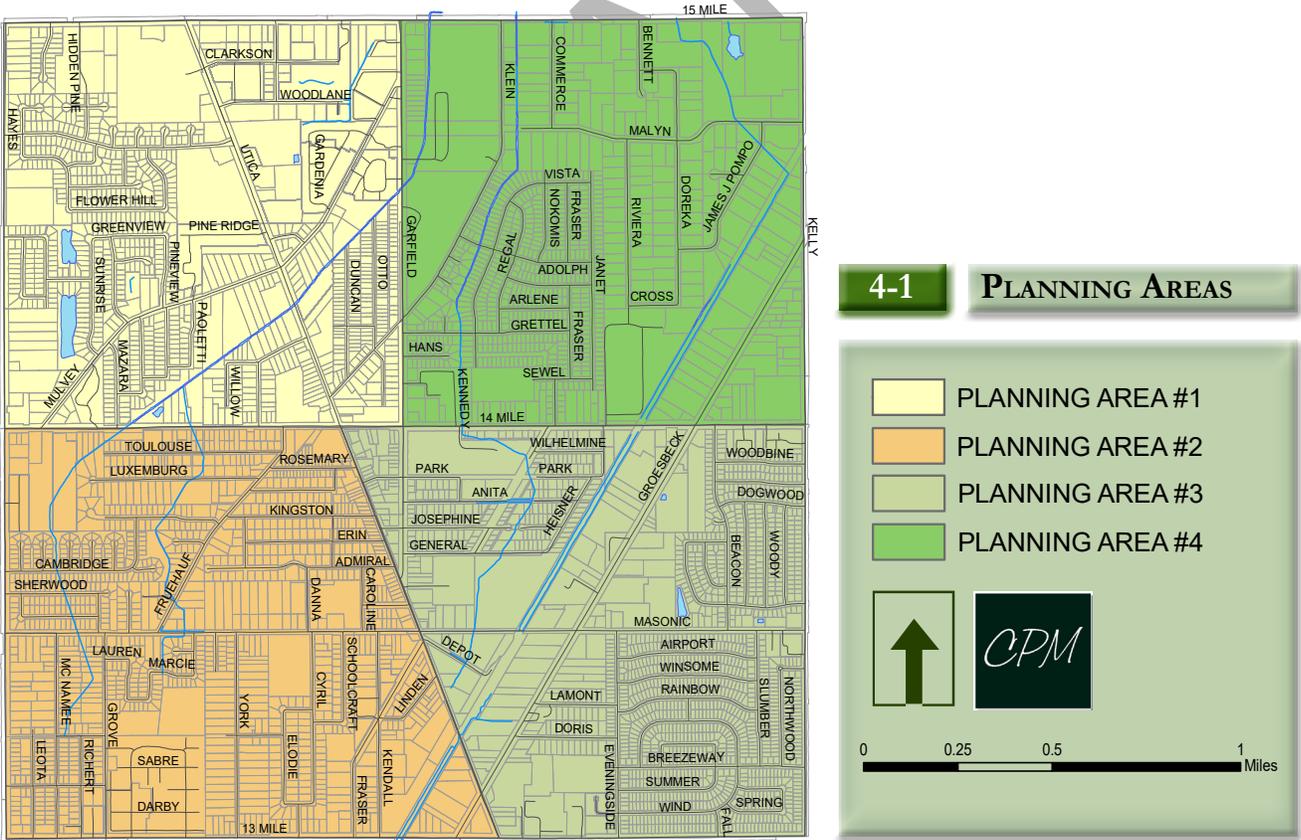
Based on the Existing Land Use survey, a total of approximately 105 acres of land is still vacant within the City's boundaries. This represents approximately 4.6 percent of the City's total land area. Most of this acreage is located within planning areas #2 and #3 - the two predominate residential areas.

The City currently contains approximately 1,150 acres of land for single family residential purposes. By far the largest residential area is located within the southwest corner of the City. The amount of residential property in this area of the City is nearly double that of any of the other three planning areas. Planning Area #1 contained the least amount of single family residential property with only 124 acres dedicated for residential purposes.

Commercial land use is spread throughout the City. These uses include all types of commercial land use ranging from convenience commercial to high intensity uses such as gasoline service stations. The relatively equal distribution of commercial land reflects the City's planning policies to provide convenience commercial uses immediately adjacent to residential neighborhoods. Most general commercial uses are located along Utica Road and Groesbeck Highway, while most neighborhood commercial uses are located at minor intersections and as a transition between more significant commercial areas and residential neighborhoods. The City only has a small amount of land use utilized for office purposes. Much like the commercial land use category, offices are spread evenly throughout the City.

As would be expected, the majority of the City's industrial land uses lie within planning areas #1 and #4. These two planning areas contain the City's industrial park as well as the majority of Groesbeck Highway. No industrial land uses are found within the City's northwest quadrant.

A total of approximately 73 acres of property are publicly owned for either municipal facilities or for public parks. An additional 149 acres is dedicated for semipublic use. This includes school district property, churches, etc. In total, this represents nearly ten (10) percent of the total City.





Single-Family

Single-family home sites occupy the largest share of the City's total land area. Over 1,150 acres of land are being used for this purpose, representing slightly over fifty (50%) percent of the City's area. Residential neighborhoods are located in each of the City's four quadrants. A greater quantity of residential development is evident, however, in the southern half of the City.

The largest amount of single-family development is in the southwest quadrant, which contains 512 acres. This is approximately three quarters of the quadrant's total area. The northwest quadrant contains 271 acres of single-family development. The northeast and southeast sections of the City contain 124 and 246 acres of single-family development, respectively.

The overall density of single-family residential development in the northeast section of the City is approximately 4.6 dwelling units per acre, while the density in the northwest section is 3.23 dwelling units per acre. The densities in the southwest and the southeast sections are 2.24 dwelling units per acre and 5.96 units per acre, respectively. The overall City density is equal to 3.5 dwelling units per acre. At the time of the last existing land use survey in 1990 the density was approximately 4.6 units per acre, previously the density was 3.6 units per acre in 1970.



Multiple-Family

Multiple-family residences occupy approximately 87 acres of land, or 3.8 percent of the City's area. The greatest concentration of multiple-family development is found in the northwest and southwest quadrants of the City. Within recent years however, the City has seen an increase in the demand for higher density residential housing. The need for additional areas planned for higher density residential development will be addressed in the plan section.



Commercial & Office

Two categories of commercial development were mapped: commercial and office. Each category has distinct land use characteristics and requirements. Collectively, these two categories contain approximately 180 acres of land in Fraser. Commercial uses occupy the largest share, with 160 acres; office uses contain slightly over twenty (20) acres. The majority of the commercial uses are located along the Utica Road corridor.

Office uses occupy a relatively small share of the City's total area. Only 22 acres of office development were recorded. No large office complexes are located in the City. Most existing office development consists of freestanding buildings for professionals (doctors, dentists, attorneys, etc.), travel agencies and insurance agents. The greatest concentration of office development is located in Fraser's Central Business District, near the Utica Road/14 Mile Road intersection. Office uses have also been used as a transition higher intensity commercial uses and lower intensity residential uses.



Industrial

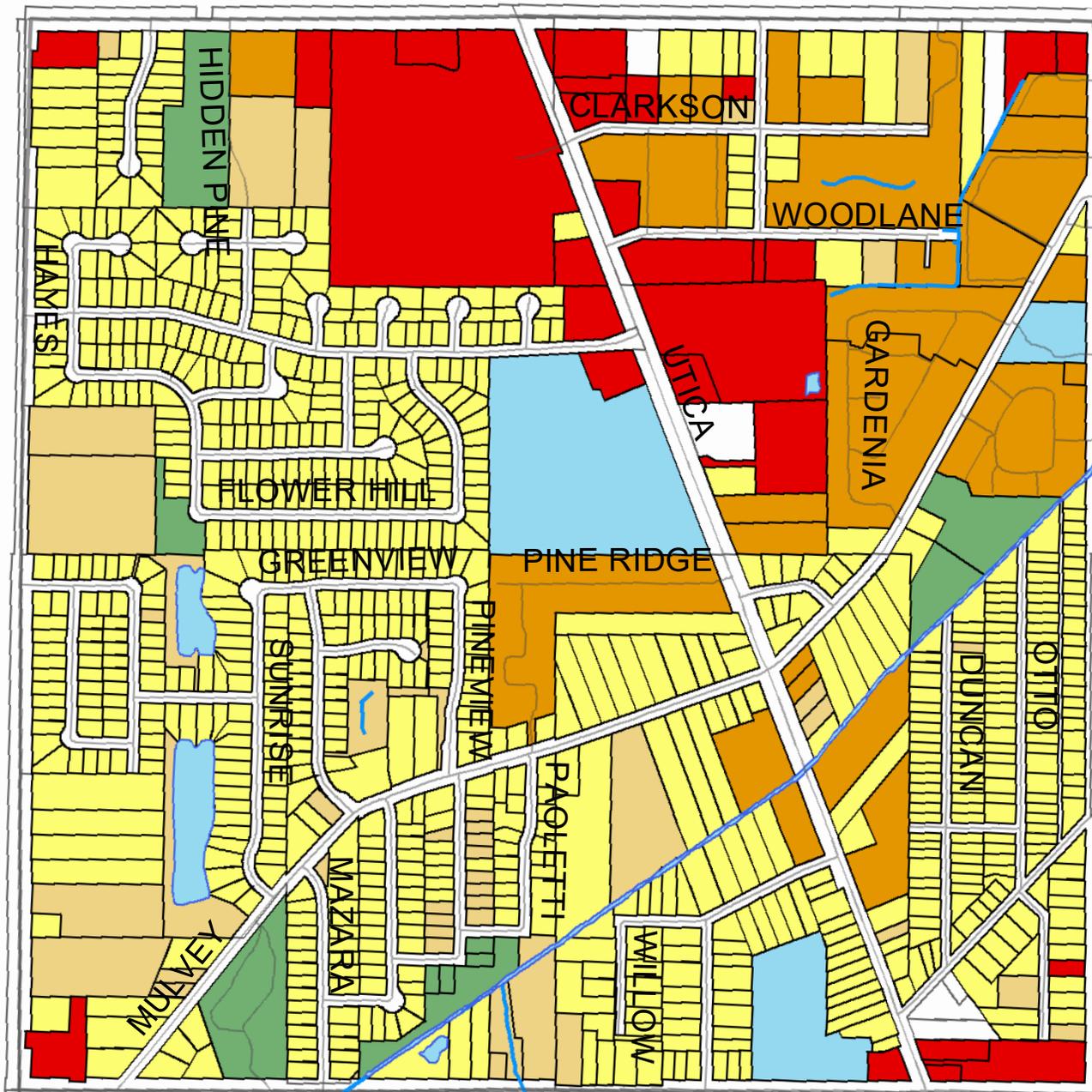
Industrial uses occupy a prominent role in the City's total land use pattern. Over 500 acres of land are being used for industrial purposes in the City, representing over twenty (20%) percent of the Fraser's total land area. Industries are concentrated in the City's northeast quadrant and along Groesbeck Highway. The amount of industrial land use has been relatively stable for several decades.



Public/Semi-Public

Public uses include schools, parks and other municipal uses. Approximately 220 acres of land are being used for this purpose in the City of Fraser. The greatest concentration of public uses is found in the northeast portion of the City, where 94 acres of land are being used for this purpose. These public uses are concentrated at the high school site, extending the full length of Mulvey Road from 15 Mile Road to Garfield Road. Fraser City Hall and the adjoining park site are located to the south at the intersection of Garfield and 14 Mile Roads.

Several uses are included within the semipublic classification, the most common of which are churches. Other uses include fraternal organizations, cemeteries, a golf course, and a nursing home. These uses occupy 55.5 acres of land and are distributed somewhat unevenly throughout the City. For example, the northwest portion of the City includes 39.7 acres of semipublic uses. None are located in the northeast quadrant.



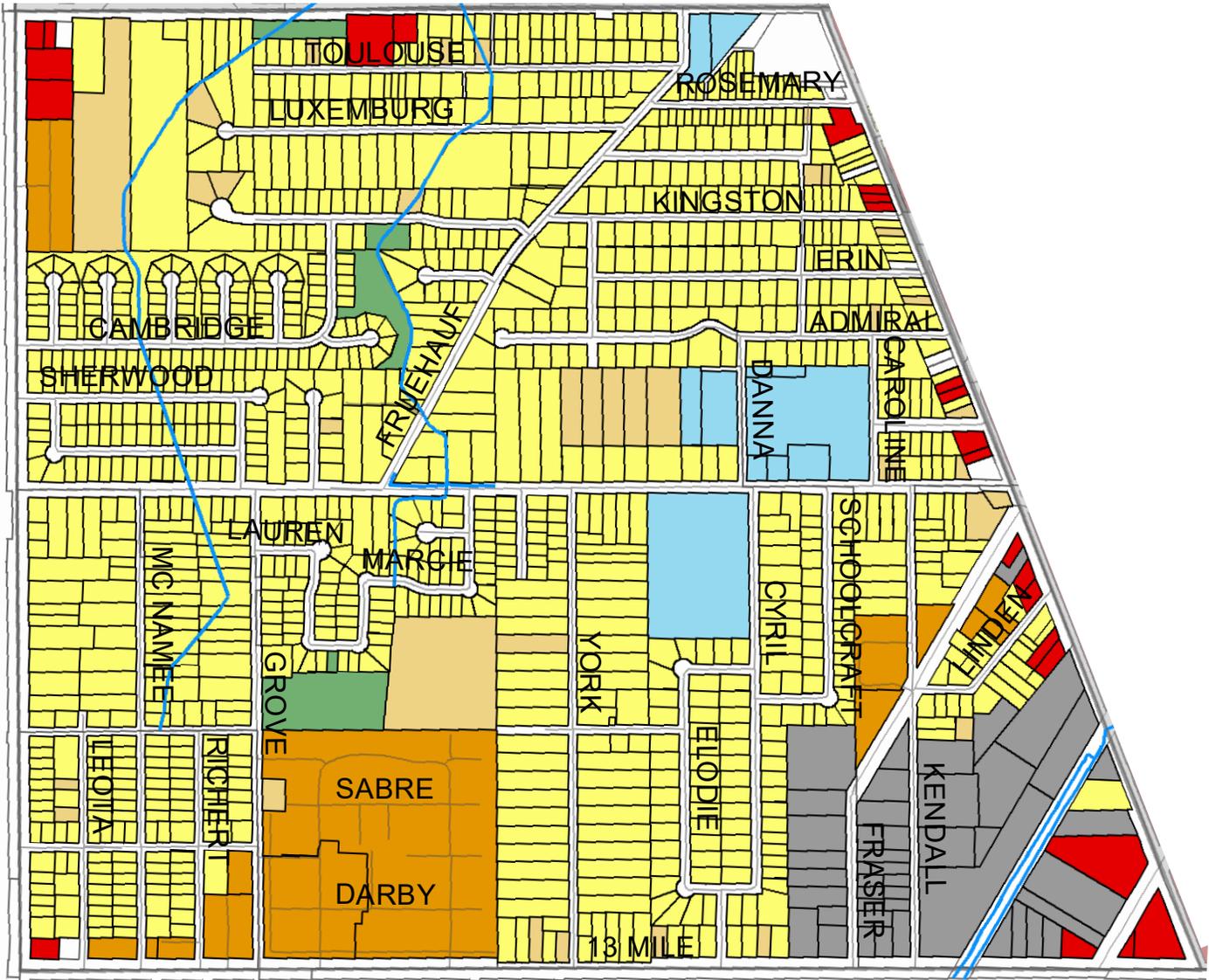
GENERALIZED EXISTING LAND USE - PLANNING AREA #1

4-2

	VACANT		COMMERCIAL
	SINGLE FAMILY RESIDENTIAL		INDUSTRIAL
	MULTIPLE FAMILY		PUBLIC
	OFFICE		PUBLIC-SEMI-PUBLIC

0 500 1,000 2,000 Feet

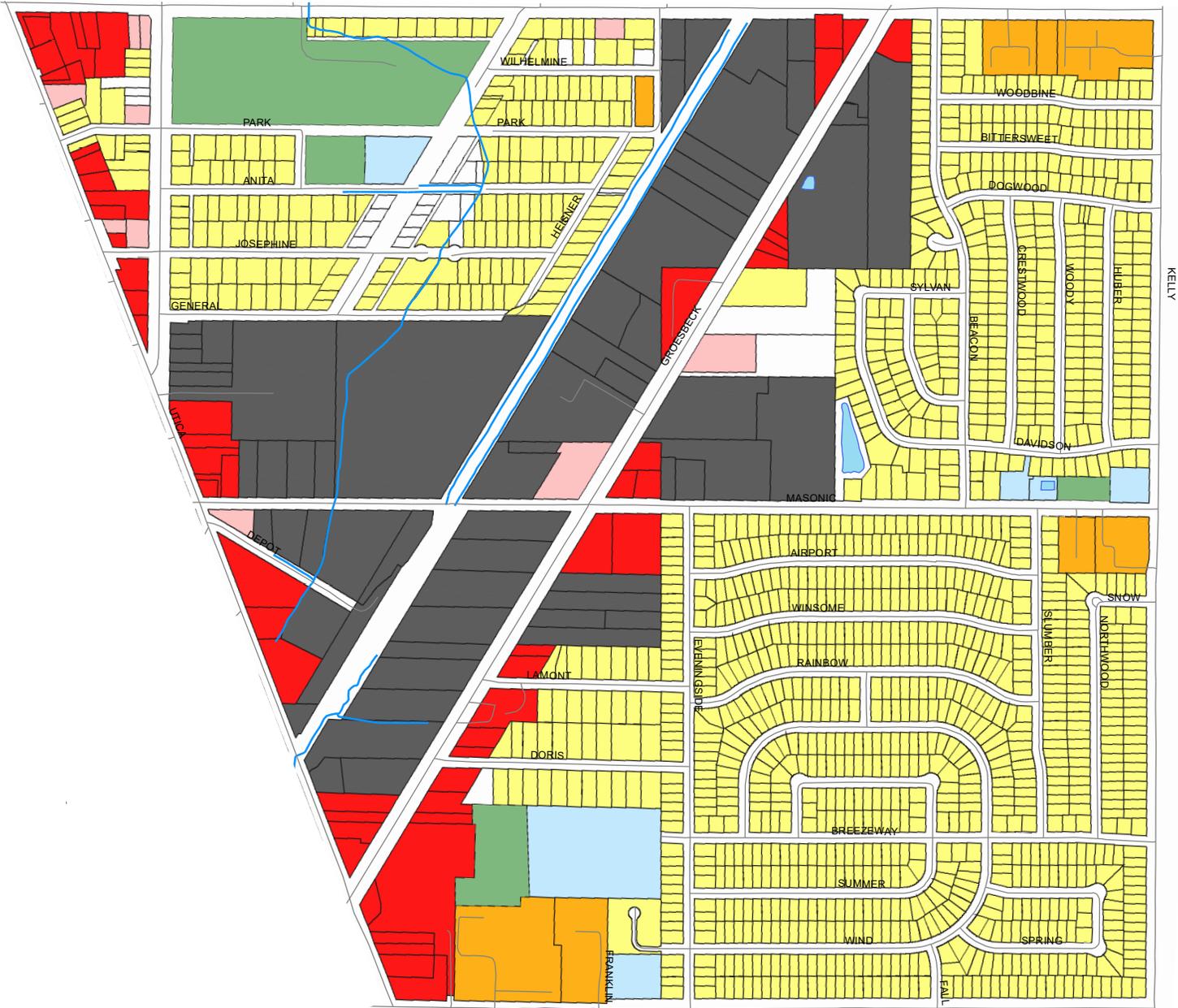


4-3

GENERALIZED EXISTING LAND USE - PLANNING AREA #2



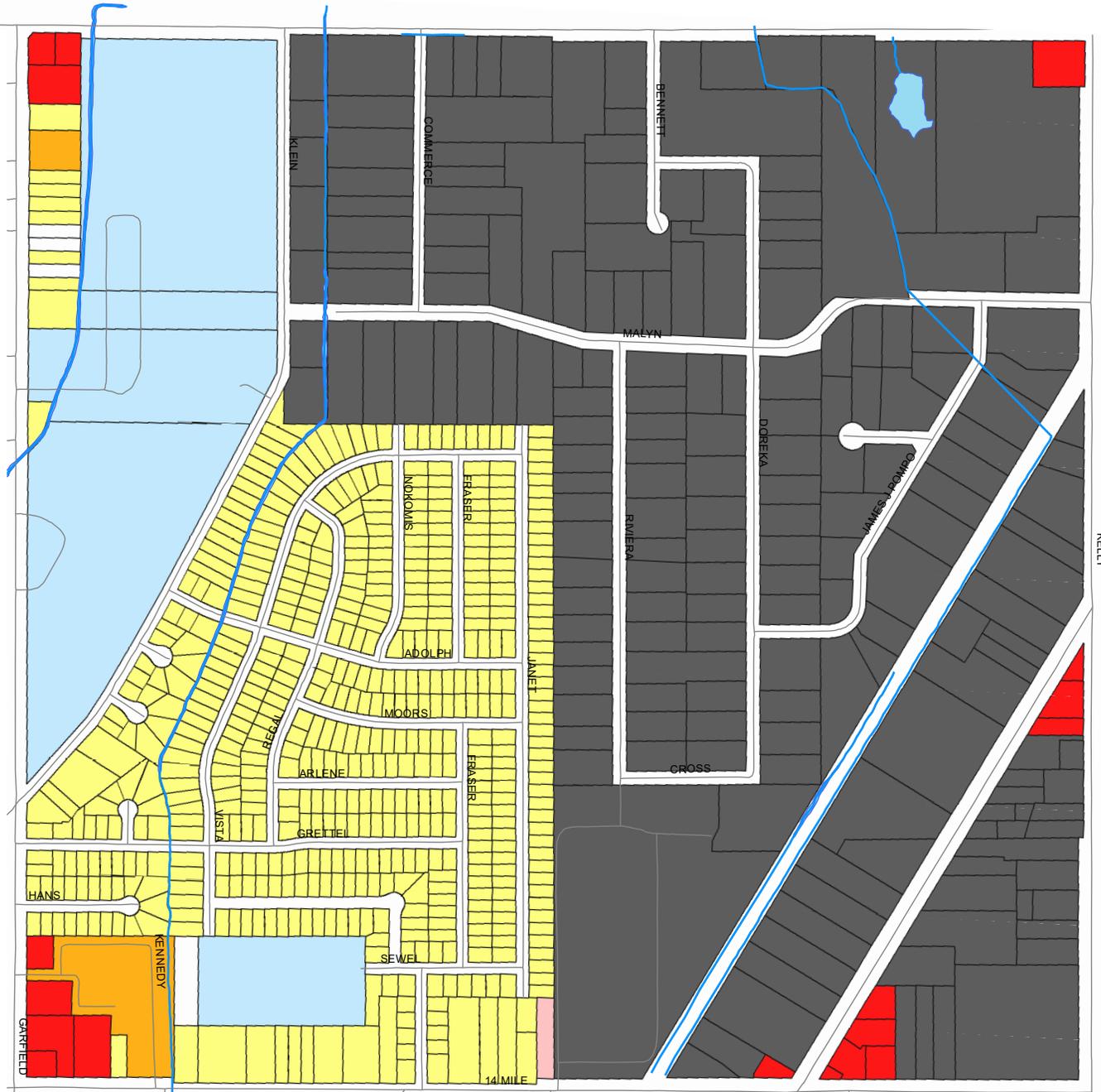


GENERALIZED EXISTING LAND USE - PLANNING AREA #3

	VACANT		COMMERCIAL
	SINGLE FAMILY RESIDENTIAL		INDUSTRIAL
	MULTIPLE FAMILY		PUBLIC
	OFFICE		PUBLIC-SEMI-PUBLIC

0 500 1,000 2,000 Feet



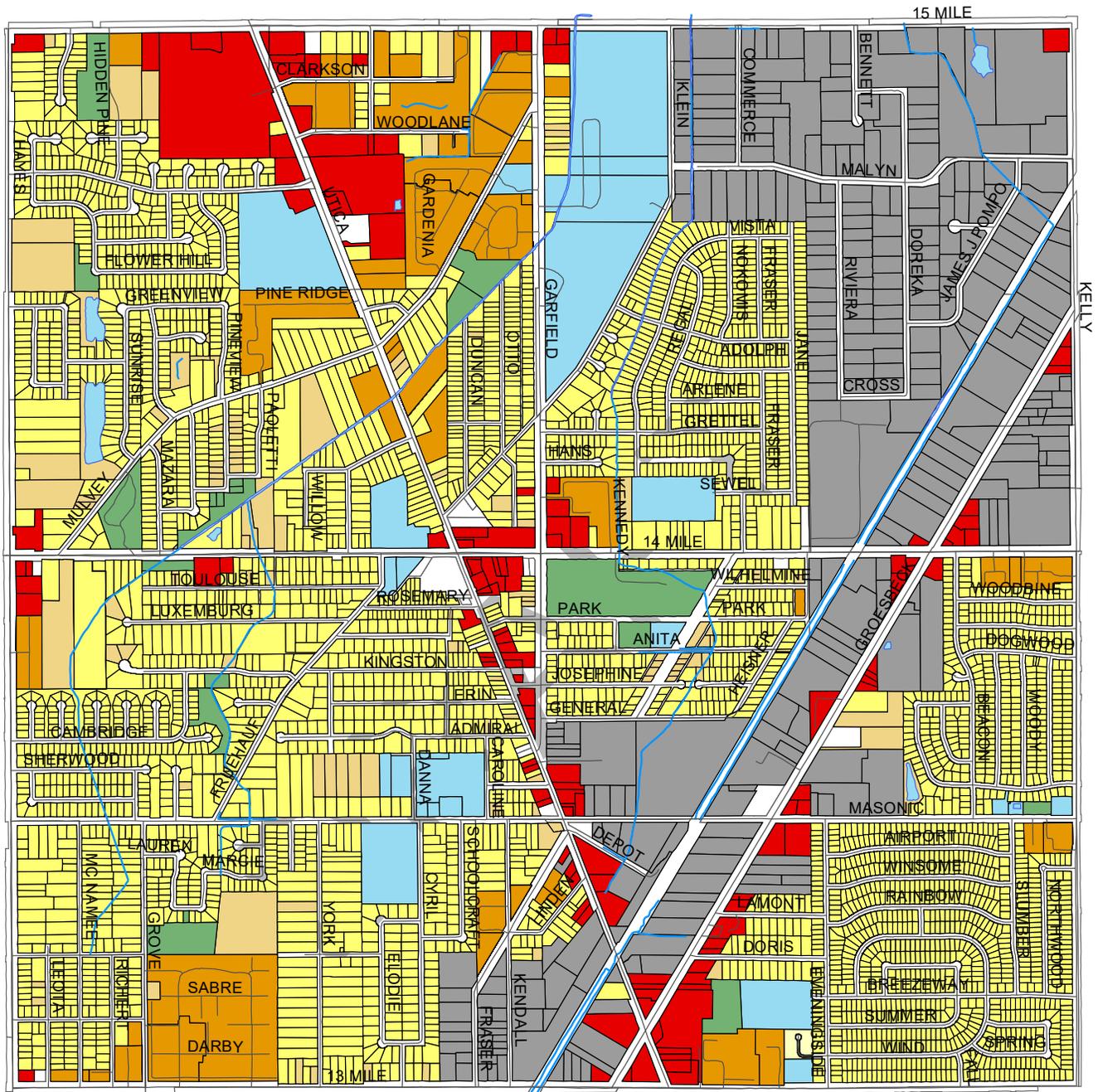
4-5

GENERALIZED EXISTING LAND USE - PLANNING AREA #4

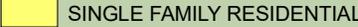
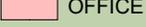
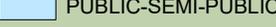
	VACANT		COMMERCIAL
	SINGLE FAMILY RESIDENTIAL		INDUSTRIAL
	MULTIPLE FAMILY		PUBLIC
	OFFICE		PUBLIC-SEMI-PUBLIC

0 500 1,000 2,000
 Feet



GENERALIZED EXISTING LAND USE - 2006

	VACANT		COMMERCIAL
	SINGLE FAMILY RESIDENTIAL		INDUSTRIAL
	MULTIPLE FAMILY		PUBLIC
	OFFICE		PUBLIC-SEMI-PUBLIC

0 0.25 0.5 1 Miles




ZONING

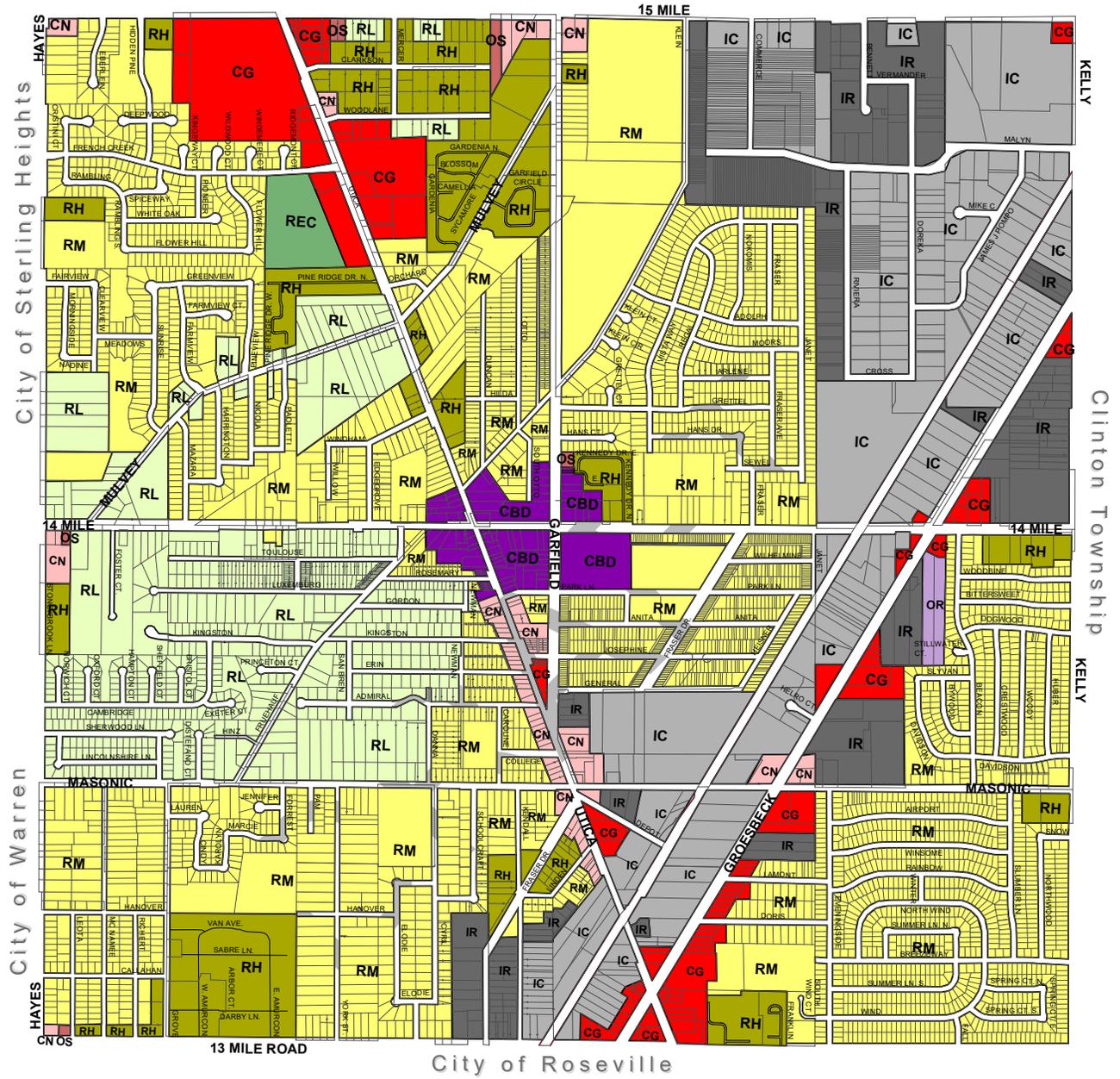
Zoning is a form of policy adopted by a municipality that often creates the City's land use pattern. All of the various zoning districts and regulations should add up to a statement of policy regarding how land is to be used. Sometimes, this does not happen. Land use policy may become the result of the sum of many individual rezonings, each approved separately over time. Elections have the effect of changing the persons who establish policy and such changes may make the charting of a consistent direction quite difficult, unless a Master Plan is followed.

Over the last 25 years, Fraser zoning has been guided by an ordinance with essentially eleven (11) zoning categories. The quantity of land within each of Fraser's eleven (11) zoning categories is shown in the following table. Nearly two-thirds of the City's area, or 1,475 acres, is zoned for residential purposes. Fraser's two single-family zoning districts account for 87 percent of this residentially zoned land. The City's three commercial zoning districts encompass approximately 170 acres of land. A total of 511 acres are zoned for industrial purposes which accounts for approximately twenty-five (25%) percent of the City's area.

*Table 4-3
Zoning Acreage*

Zoning Classification	Acreage
REC - Recreational	19.6
RL - Residential Low - One Family	283.7
RM - Residential Medium - One Family	1,005.1
RH - Residential High - Multiple Family	186.2
CN - Commercial - Neighborhood	33.9
CBD - Community Business District	26.4
CG - Commercial - General	111.2
OS - Office Service	3.8
OR - Office Research	6.2
IR - Industrial Restricted	162.5
IC - Industrial Controlled	349.4
Total	2,187.9

Clinton Township

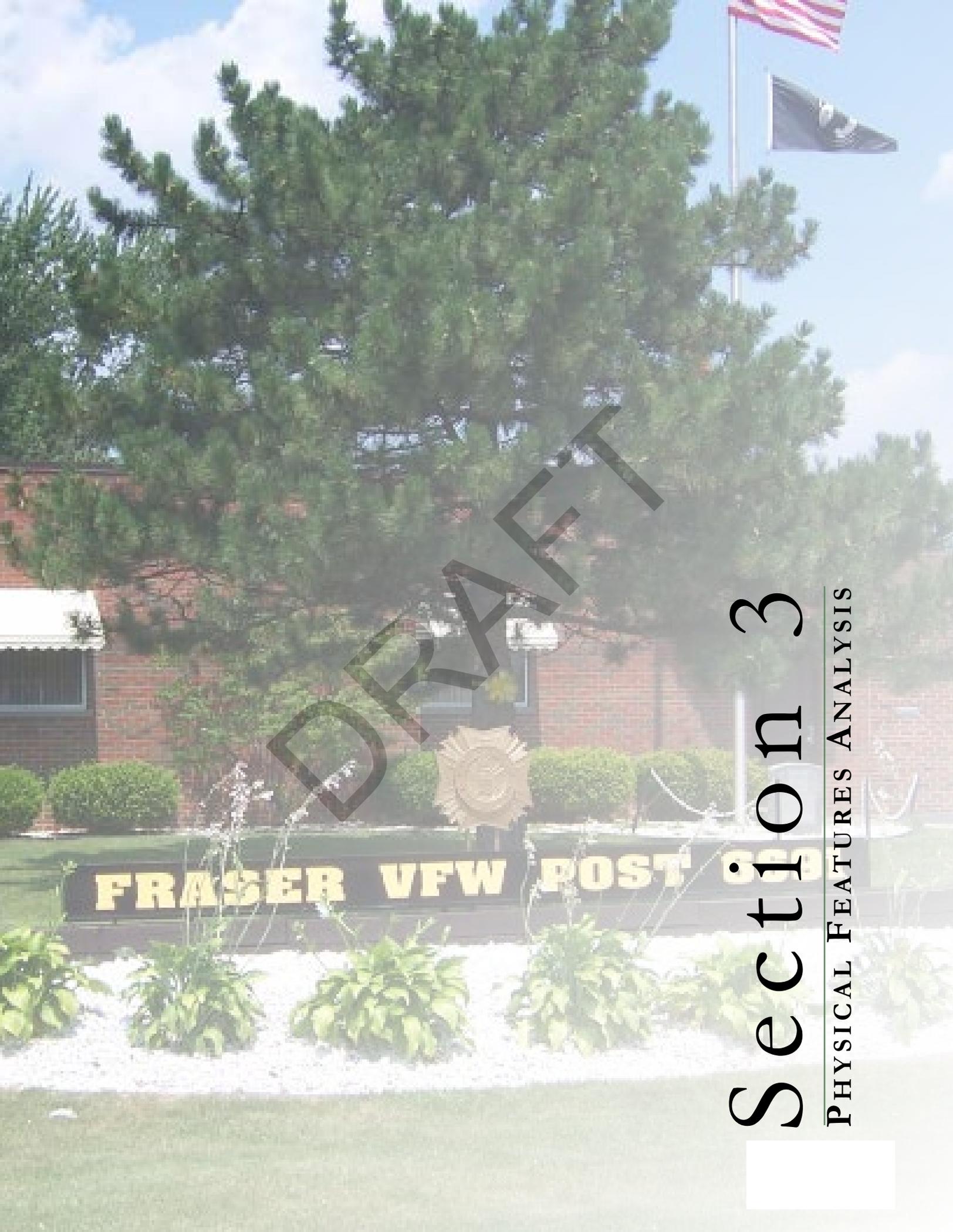


GENERALIZED ZONING - 2008

- REC - RECREATIONAL
- COMMERCIAL NEIGHBORHOOD
- OR - OFFICE RESEARCH
- RL - RESIDENTIAL LOW - ONE FAMILY
- COMMUNITY BUSINESS DISTRICT
- IR - INDUSTRIAL - RESTRICTED
- RH - RESIDENTIAL HIGH - MULTIPLE
- CG - COMMERCIAL GENERAL
- IC - INDUSTRIAL - CONTROLLED
- RM - RESIDENTIAL MEDIUM - ONE FAMILY
- OS - OFFICE SERVICE



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Section 3

PHYSICAL FEATURES ANALYSIS



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INTRODUCTION

The purpose of this study is to discuss the inventory of physical features in the City of Fraser that have the potential of influencing the location and character of development. Specific topics covered in this inventory include geology, topography, soils, water, woodlands and wetlands.

Existing physical features exert important influences in shaping the development of any specific area. They are nature's contribution to the City's environment. Collectively, these features can determine the overall physical character of the community.

When integrated thoughtfully into development proposals, physical features serve to enhance the character and appearance of the constructed environment. Conversely, ignoring physical features, or misusing them, can have significant, long-term negative consequences. Some well-defined physical features serve as a barrier to development and may be difficult to overcome, except at considerable expense. It is usually better to design with nature than to attempt to substantially change an area's physical environment.

GEOLOGY

Michigan's physical setting, as we know it today, including the Great Lakes that surround the State, is the result of the interaction of glacial action on the bedrock formation that underlay the State. These bedrock formations consist largely of sandstone, limestone and shale, which were particularly vulnerable to the weight and movement of the glaciers. The movement and weight of the glaciers depressed the land mass surrounding Michigan, forming basins that eventually became the Great Lakes.

The City of Fraser is located within a large geographic region, known as the Erie-St. Clair plain. This plain extends along the shoreline of Lake Huron, Lake St. Clair and the Detroit River, approximately 25 miles inland. It also extends into Canada, encompassing the entire "panhandle" portion of southern Ontario. This plain is nearly level, rising gradually to the northwest. It is crossed by numerous water channels which empty into the Great Lakes.

The movement of the glaciers across southern Michigan are evident in the water-laid moraine that crosses through the eastern portion of Macomb County, including the City of Fraser. Moraines are created as the glaciers melt equal to the rate of their forward progress, thereby depositing soil in a line parallel to the leading edge of the glacier. This water-laid moraine that crosses the City does not share the significant changes in topography that is true for the more prominent Birmingham Moraine located in the northwest portion of Macomb County. The northwest and southeast corners of Fraser consist of glacial lake deposits, which were laid down when the area was submerged as the bottom of an ancient lake.

TOPOGRAPHY

Topographic conditions can have a significant influence on land development patterns. Topography, for example, can impact the site location, orientation and design of buildings, roads and utilities. Where topography is extreme, slopes become an important consideration due to concerns relating to the ability of the land to bear the weight of buildings and the danger of erosion. Sometimes, topographic variations offer opportunities to appreciate the scenic environment. The absence of significant changes in topography can result in the need for man-made drainage improvements.

Fraser’s level of topography is the result of its location on the relatively flat, previously described Erie-St. Clair lake plain. Most of the community has a consistent elevation of 615 feet above sea level. No significant changes in physical relief exist in the community that would have an impact on land use planning within the City.

SOILS

Soil characteristics have an important influence on the ability of land to support various types of land uses, including roads, buildings, utilities and agriculture. Four specific soil characteristics influence their ability to be used for various purposes. These include the following:

- Bearing Capacity — the ability to support the weight of roads, buildings or vehicles.
- Erodibility/Stability — the susceptibility of the soils to erosion hazards and the ability to accept weight, without causing mass movements such as mud flows and slides.
- Drainage — the capacity of soils to transit and receive water. This characteristic is especially important for determining the ability of soils to accept on-site waste water treatment systems. Soil drainage characteristics are influenced by particle composition and water content.
- Resource Value — the economic worth of the soil for agricultural purposes, or as a fill or mined material.

Fraser’s soil characteristics were identified as part of the larger Macomb County Soil Survey conducted in 1967 by the United States Department of Agriculture Soil Conservation Service. Categories of soils with different characteristics and physical properties were identified as part of the survey. This process resulted in a patchwork, or jigsaw-like pieces that fit together to portray a larger overall picture of existing soil characteristics. A large number of individual soils types are present in the City. These individual categories are grouped together into several generalized classifications of soils that share similar characteristics. A total of nine of these grouped categories are located in Macomb County. Three of these cover the City of Fraser. The characteristics of these categories are described as follows:

Conover-Parkhill-Locke Association

This association is comprised of soils with generally poor drainage characteristics occurring on nearly level to gently sloping soils formed in glacial till consisting of loam, silt loam and sandy loam. In Fraser, these soils occur in two locations. The most extensive area is located in the northeast quadrant of the community, between Garfield Road and the railroad tracks. A smaller area is evident along Fraser's eastern boundary with the City of Roseville.

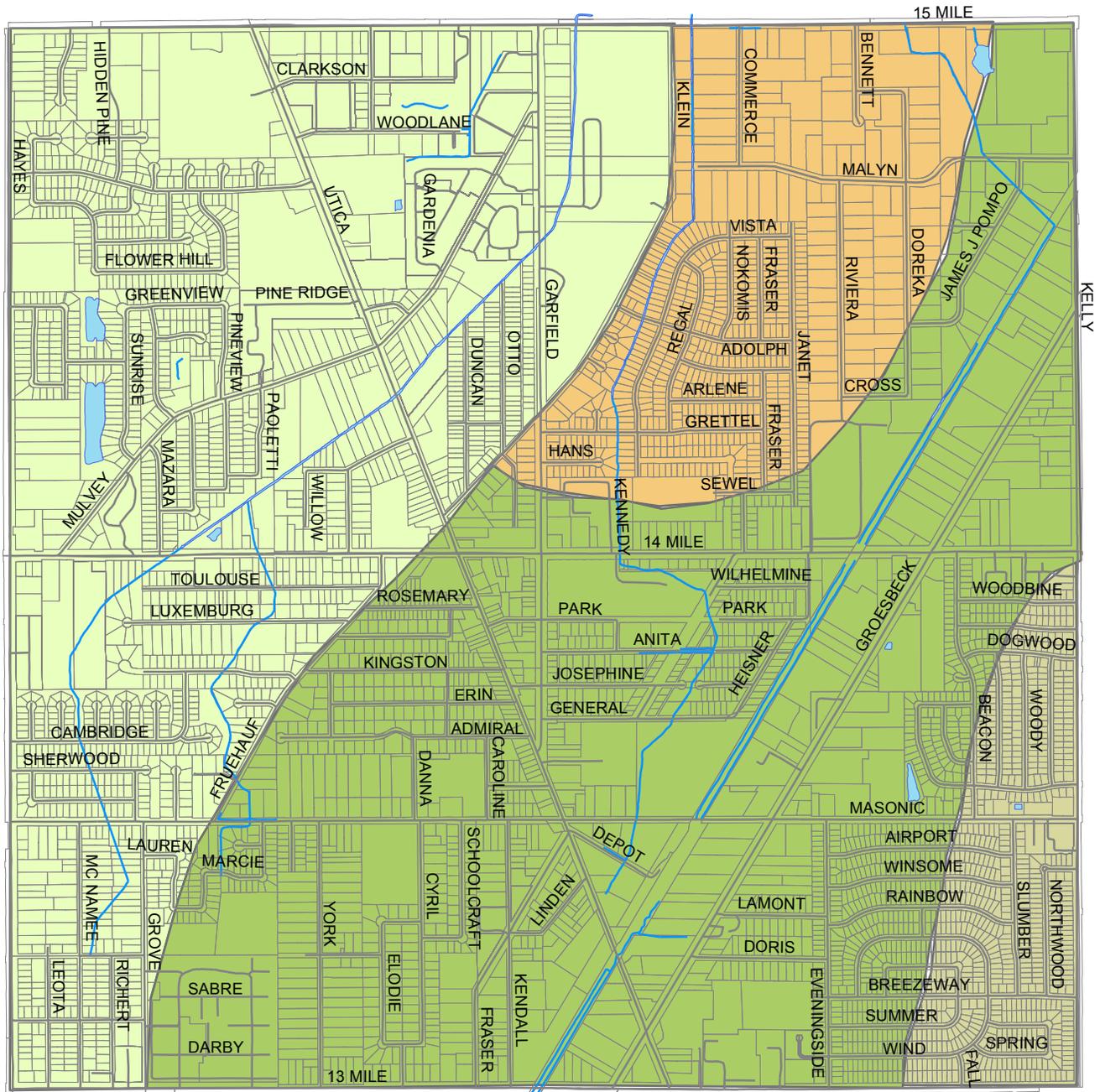
Soils in this association are among the best in the County for farming. They have medium to high fertility and respond readily to management improvements. Excessive wetness is the main limitation for agricultural purposes. Wetness and slow runoff are also limitations for residential development. Roads constructed on these soils tend to break up due to frost heaving and excessive wetness.

Lenawee-Corunna-Lamson

These soils occur most prominently in the northwest and western portions of the City, along both sides of the Harrington Drain. Poor drainage characteristics are the chief limitation of these soils for urban development. A high water table and poor surface drainage characteristics pose limitations for the construction of buildings, roads and utility lines.

Hoytville-Sims-Nappanee-Blount

This category of soils is located in the central portion of the City and within the M 97/Railroad corridor which crosses the City diagonally. This association is made up of poorly drained and somewhat poorly drained, nearly level to gently sloping soils that formed in glacial till consisting of clay loam, silt clay loam, or clay. These soils are found on glacial till plains and moraines and water-laid moraines. Soils within this association are also characterized by poor drainage, which offers limitations for urban uses.



ILL-3-3 SOIL ASSOCIATIONS

Legend		City of Fraser Planning Commission Base Map Information - Copyright Macomb County	
	LENAWEE CORUNNA LAMSON		
	CONOVER PARKHILL LOCKE		
	CONOVER PARKHILL LOCKE		
	HOYTVILLE SIMS NAPPANEE BLOUNT		

WATER

The City of Fraser is located inland from Lake St. Clair and away from any of the major tributaries that empty into the lake. Several drains, however, cross the City, the largest of which is the Harrington Drain. This drain enters Fraser at 15 Mile Road, east of Garfield. From there it travels in a southeasterly direction across the northwest quadrant of the City. Several smaller tributaries extend south beyond 14 Mile Road.

The Sweeny Drain enters the City immediately to the east of the Harrington Drain and extends in a southerly direction to a point directly north of the City's southern boundary. The Tesk Drain crosses the northeast corner of the City.

DRAFT

WOODLANDS

At the time southeast Michigan was originally settled, the area was covered with dense hardwood forests. As the number of inhabitants increased, these forests were cleared for lumbering and farming purposes. Today, the quantity of land still occupied by mature vegetation has diminished. Where large contiguous woodlands remain, however, they provide benefits that need to be considered in the planning process.

Woodlands are frequently only considered valuable as a visual amenity enhancing the natural or constructed environment. Trees serve many other useful environmental purposes that should be recognized for planning purposes. These include the following:

- Slope stabilization and erosion control
- Conserving water quality
- Maintaining a microclimate
- Filtering pollution from the atmosphere
- Decreasing noise
- Providing a habitat for wildlife.

Recognizing these important physical properties and integrating woodlands into future development can improve the community's overall environmental quality and enhance the visual character of the constructed environment.

Mature vegetation is evident throughout the City. Frequently, these trees provide a canopy of vegetation over the community's residential streets, enhancing the visual character of the neighborhoods. Few remaining large, undeveloped wooded areas remain in the community. This is due, in large part, to the developed character of the City. The only remaining undisturbed woodlots are located in the undeveloped northwest corner of the City.

WETLANDS

Wetlands are an important element of Michigan's landscape. Before experiencing settlement in the late 18th and early 19th centuries, Michigan was thought to contain over 11 million acres of wetlands. Like the extensive forests that once covered the State, the unique physical characteristics of many of these wetlands were permanently altered as a consequence of the settlement of the State. This change occurred as forests were logged and swamps drained for farming purposes. Between 25 and 50 percent of these original wetlands remain in Michigan today.

Wetlands are areas characterized by the presence of water that either saturate the soil or cover the land most or all of the year. Because of this characteristic, wetlands have the ability to support unique varieties of plants and animals. Not all wetlands are similar, however. Several categories of wetlands are found in Michigan. These varieties are the result of differences in climate, bedrock geology, soil characteristics and landforms that are unique to different portions of Michigan. The characteristics of wetland vegetation provide the basis for making a distinction between different types of wetlands. The two basic types of wetlands are forested and unforested. The largest share of remaining State wetlands are of the former variety. Many of these forested wetlands have soils that are seasonally saturated with water during seasonal periods. These wetlands are commonly referred to as swamps. Swamps differ from unforested wetlands more commonly known as marshes, wet prairies, wet meadows, fens and bogs.

Marshes are those areas that normally occur along the edges of lakes and streams. These areas are flooded for much of the year with average depths of under five feet. Commonly occurring vegetation in marshes include emergent plants such as bulrushes, cattails, sedges, grasses and floating or underwater plants.

Wet prairies consist of land located between marshes and abutting farm land. Their existence is a result of fluctuating water levels and Indian fires, which prevented the establishment of more permanent vegetation, including trees and shrubs. Few of these unique wetlands exist today. Many of these areas have been absorbed into the adjoining agricultural acreage. Wet prairies are recognizable by the striking vegetation that inhabit these areas, such as asters, goldenrods, mints, rare milkweed, Indian plantain and assorted prairie grasses.

Fens are a common herbaceous wetland located in areas characterized by saturated, lime-rich soils. Fens are commonly found at the bottom of ridges where poor drainage conditions exist resulting in much soils. Like wet prairies, farming has absorbed many of these wetlands.

The remaining category of non-forested wetlands are known as bogs. The most striking feature of a bog is the thick acidic peat mats that cover these areas. These are formed as a result of the decomposition of sphagnum mosses and sedges. Many bogs have been permanently changed as a consequence of peat mining activities, especially those located in the more populated portions of southeast Michigan.

In spite of these differing characteristics, wetlands share some common physical properties that have important consequences for planning purposes. Wetlands serve a number of necessary environmental functions. These include the following:

- Protecting downstream water supplies by providing clean ground water as a result of the nutrient retention and sediment removal. Wetland vegetation traps these sediments and pollutants, thereby preventing them from being deposited in surface water bodies.
- Functioning as effective natural storage basins for floodwater. Wetlands may be considered large sponges that absorb large quantities of seasonal precipitation, gradually releasing it when the receiving channels are able to accept it.
- Protecting the shoreline from erosion caused by wind and wave action and effectively serving as environmental shock absorbers.
- Providing a habitat for many types of plants and animals that thrive in the type of physical environment created by wetlands. These plants and animals provide an economic and recreational benefit as a result of hunting, fishing and other leisure activities.

Development in or around wetlands are regulated by several State statutes, the most prominent of which is the Goemaere-Anderson Wetland Protection Act (P.A. 203 of 1979). This Act regulates the development of wetlands if they meet one or more of the following criteria:

- Are contiguous to the Great Lakes or Lake St. Clair, an inland lake, pond, river or stream.
- Are not contiguous to one of the water features noted above, but are greater than five acres in area and are located in counties with populations exceeding 100,000 persons.
- Are less than five acres, not contiguous to any water feature, and are considered necessary to the preservation of the natural resources of the State from pollution, impairment or destruction.

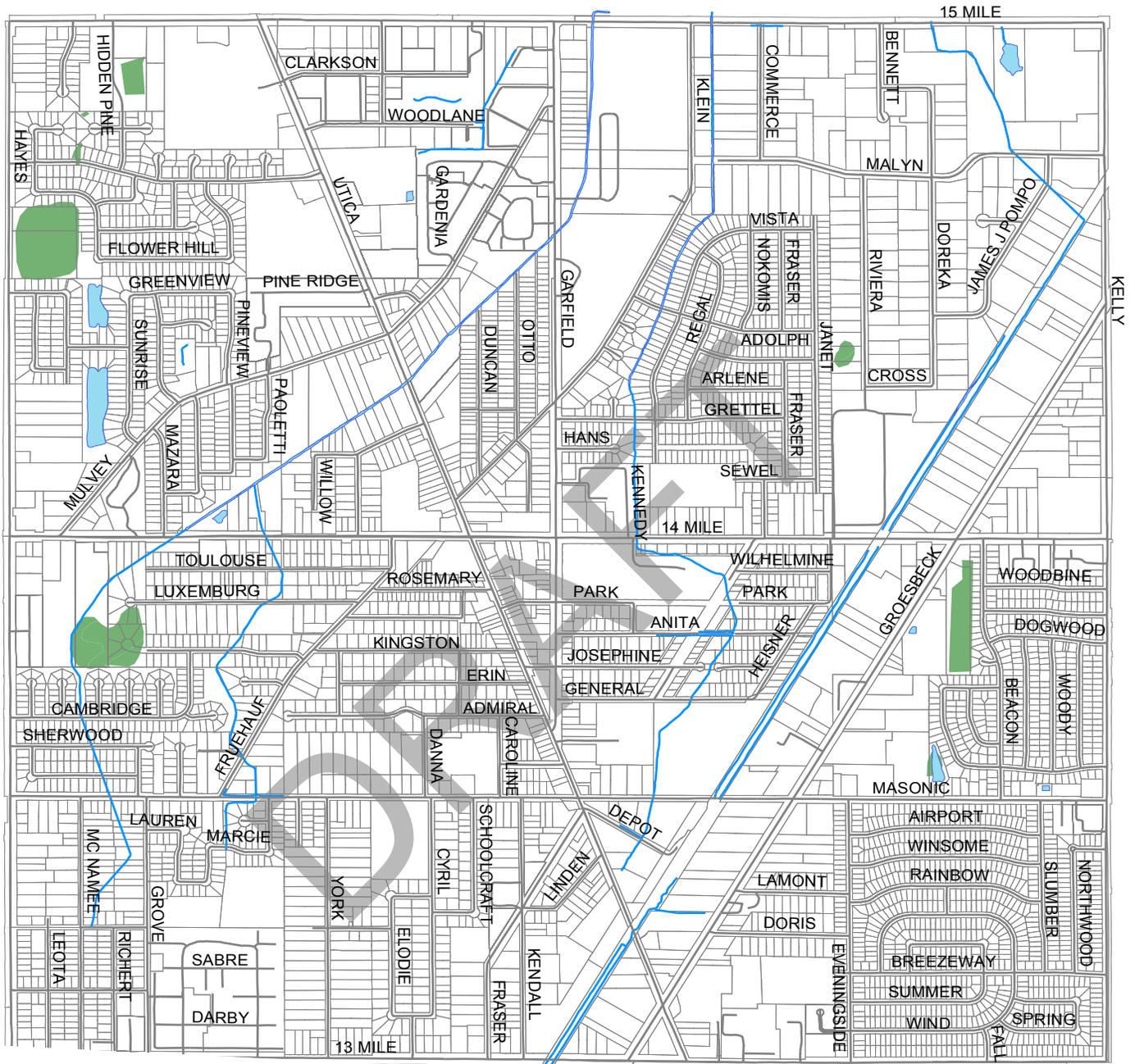
Permits are required by this legislation for the following activities: 1) depositing or placing fill material in a wetland; 2) dredging or removing soil from a wetland; 3) constructing, operating or maintaining any use or development in a wetland; and 4) draining surface water from a wetland. Specific categories of activities are exempt from the requirements of the Wetland Protection Act.



ILL-3-7 GENERALIZED WATERSHEDS - CLINTON RIVER EAST SUBWATERSHED

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ILL-3-6 GENERALIZED WETLANDS

 **POTENTIAL WETLANDS**

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Other State statutes that have the effect of regulating wetland development include the Inland Lakes and Streams Act, the Floodplains Regulatory Act, the Great Lakes Submerged Lands Act, and the Shoreline Protection and Management Act.

Two sources of wetland information are available for Fraser. The first source is the National Wetland Inventory Maps, prepared by the U.S. Department of the Interior. High altitude aerial photographs were used to identify wetlands based on vegetation, visible hydrology, and geography. Aerial photographs were also used by the Michigan Department of Natural Resources to map land characterized by the presence of wetlands. Both sources classify wetlands on the basis of vegetation characteristics. Neither source of information can be considered to offer conclusive evidence on the boundaries or extent of identified wetlands. Onsite field investigation is necessary to verify this information.

Identifiable wetlands in Fraser are confined to two locations. Forested wetlands are noted in the northwest quadrant of the City on the east side of Hayes Road. Another wetland with similar characteristics is located between Utica Road and Garfield Road, south of 15 Mile Road.

CONCLUSION

As this chapter points out, the physical features of the community are nature's contribution to the City's environment. For a variety of reasons, different communities have different endowments. Physical features appear to either enhance or limit development. Until recent times, development limitations were considered an adverse circumstance and engineered solutions were often employed to overcome natural limitations. Experience has proven that cooperation with nature, using imagination and creativity, is preferable to removing and/or paving over natural features. Because the City is now mostly developed, it should carefully examine each opportunity to complete its design in a manner that enhances the community's livability. Planning can best assist in accomplishing this by encouraging designs that respect and work with nature.



Section 5

GOALS & OBJECTIVES

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INTRODUCTION

The Master Plan is a general policy document. It identifies various visions of how and when the Community should develop. These visions are the result of several public workshops and public hearings designed to collect a variety of ideas from Fraser residents, business owners and other stakeholders to guide this Community's development. Each vision is supported by strategies designed to serve as a guide to consistent and rational public and private decisions in the use and development of land and public improvements. Where possible, the strategies are further supported by programs that may promote the supported strategy and vision.

PURPOSES OF THIS MASTER PLAN

The purposes of this Master Plan are:

1. To improve the physical environment of the Township as a setting for human activities to promote the general health, safety and welfare by making the City more functional, beautiful, healthful, interesting and efficient.
2. To promote the public interest and the interest of the City at large, rather than the interests of individuals or special groups within the City.
3. To facilitate the democratic determination and implementation of City policies and physical development. By placing the responsibility for researching and assisting in determining policies with the Planning Commission and providing an opportunity for citizen participation, the Plan facilitates the democratic process.
4. To affect political and technical coordination in community development.
5. To inject long-range considerations into the determination of short-range actions.
6. To bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the City.

As an expression of desirable physical development, the Master Plan is an affirmation of visions and strategies (goals and objectives). The Plan constitutes a declaration of short and long-range strategies necessary to achieve stated visions. The strategies and programs are designed to make the vision a future reality.

POLICY BASIS

Only through careful analysis of existing conditions and the forces which have brought them about, can the City understand their interrelationship, identify their underlying purpose, anticipate future problems, and devise solutions. Accordingly, the Master Plan identifies a vision. The vision is then analyzed for implementation. In essence, what assets are available for implementing the vision, and further, what hurdles or road blocks may prevent the vision from becoming reality? The City, based on existing conditions, future estimates and projections, and local knowledge must identify all current and anticipated future issues which must be addressed to facilitate the vision. No strategies or set of objectives, however carefully and analytically developed, will be equally relevant at all times. Movements of people and the stimulation of activities relieve one set of problems and leave others in their wake. For example, when the automobile replaced the horse, the streets became cleaner but the air dirtier. As our production rises, distribution, rather than production of consumer goods, becomes the problem. As urbanization continues, flooding becomes a problem in previously well-drained areas because of increased water run off. Increases in population and income affect recreation demand and create weekend traffic congestion in areas usually free of such conditions.

This section attempts to reflect the community structure and quality of community life which the City desires. Decisions cited in this report and the resulting objectives are translated in a Master Plan that reflects Fraser's key decisions in selecting future development patterns.

POLICY PURPOSE

Administration by City Officials, legislative action by the City Council, quasi-judicial rulings by the Zoning Board of Appeals, and administrative action and recommendations by the Planning Commission are sometimes criticized as being capricious and arbitrary. Clear-cut statements of policy can go far to minimize the perceived arbitrariness of certain planning and planning-related actions. They can guide and substantiate honest, intelligent decisions. They can also serve the community planner and the Planning Commission as an anchor of objectivity. Another useful function performed by visions and strategies is in the area of informing the public about the thinking of the Planning Commission with regard to land use decisions.



Recreation

EXPAND UPON THE NETWORK OF EXISTING HIGH QUALITY PARKS AND RECREATION FACILITIES, BOTH PUBLIC AND PRIVATE.

Vision:

A community with a user-friendly, accessible recreation system that is well-maintained, safe and actively utilized by residents.

Strategy:

Continue to implement the recommendations within the City's Parks and Recreation Master Plan.

Strategy:

Require sidewalks in new developments and identify and target existing areas without sidewalks for sidewalk development.

Programs:

1. Conduct a gap analysis study.
2. Identify financing mechanisms such as special assessment districts, downtown development authorities, corridor improvement authorities and grant opportunities.
3. Continue to implement the City's sidewalk maintenance/replacement program.
4. Work with the Fraser Community Schools to develop "Safe Routes to School".



Recreation

Strategy:

Create and maintain multi-use pathways in areas that are identified in the City's Master Plan as well as the County's Trailways Plan.

Programs:

1. Implement the pathway plan currently adopted in the City's Recreation Plan.
2. Identify financing mechanisms and grant opportunities available to the City.

Strategy:

Provide a welcoming and aesthetic environment for both pedestrians and bicyclists through the development of nodes of interest.

Programs:

1. Develop Ordinance provisions that require landscaping and pedestrian and bicycle amenities.

Strategy:

Link residential subdivisions and areas with commercial nodes, parks, and regional attractions.



Residential

PROVIDE A WIDE ARRAY OF HOUSING OPTIONS FOR RESIDENTS WITHIN THE CITY.

Vision:

Preserve, enhance and create high-quality and well-maintained residential neighborhoods that the City of Fraser residents are accustomed to.

Strategy:

Continue to identify appropriate locations for multiple family development.

Programs:

1. Review the potential for building and site reuse for multiple family or loft style development.
2. Provide multiple family development within and adjacent to the downtown area.
3. Encourage mixed uses within the Downtown area such as live work units and higher density townhouse developments.

Strategy:

Promote development that attracts first-time home buyers, as well as mid and high income markets.



Residential

Strategy:

Ensure that single family residential neighborhoods are protected from the encroachment of multiple family or non-residential use.

Programs:

1. Consider requiring landlord licenses or rental inspections to ensure maintenance of rental units.
2. Continue a high level of code enforcement for all residential properties.
3. Prevent existing vacant pieces of land from developing at densities that exceed the surrounding residential densities.
4. Require adequate screening between single family residential neighborhoods and multiple family/non-residential developments.



Commercial

PROVIDE A VISUALLY APPEALING, FUNCTIONAL RETAIL ENVIRONMENT THAT PROVIDES NECESSARY SHOPPING OPPORTUNITIES FOR CITY RESIDENTS

Strategy:

Require enhancements to aging commercial sites when improvements are proposed.

Programs:

1. Promote the use of high quality, durable materials for new construction and the rehabilitation of existing facades through amendments to the Zoning Ordinance.
2. Develop Ordinance provisions that increase the amount of landscaping along commercial road frontages.
3. Review sign ordinance standards to reduce the overall height and size of signage along road frontages.
4. Require cross-access easements between adjoining commercial users.
5. Eliminate excessive curb-cuts where feasible.
6. re-examine parking requirements for commercial users.



Commercial

Strategy:

Review land use relationships between commercial and residential areas.

Programs:

1. Promote transitional uses such as office and local commercial development between general commercial and single family residential uses.
2. Develop Ordinance provisions that increase the level of landscape screening between residential and commercial development.
3. Re-examine setbacks between commercial uses when adjacent to residential.
4. Re-examine performance standards to ensure that residential areas are protected from commercial nuisances.

Strategy:

Promote a strong and vibrant business environment.

Programs:

1. Work with the County and the State to secure economic development grants.
2. Ensure that the City maintains a qualified employee solely dedicated to promoting business development and retention in the City.
3. Promote businesses which draw from and enhance the existing sports "atmosphere" in the City.



Downtown

Create a vibrant, attractive, viable downtown area for living, shopping, entertaining, and relaxing, that creates a sense of place in a park-like setting.

VISION:

Create a sense of place that draws in both residents and visitors from nearby communities.

STRATEGY:

Provide a multitude of planning tools designed to revitalize the downtown area.

Programs:

1. Adopt and implement a Downtown Development Plan.
2. Coordinate Zoning Ordinance provisions and changes, including maximum setbacks and minimum heights, with the adopted Downtown Development Plan.
3. Work with the DDA to encourage development and redevelopment within the Downtown.
4. Amend zoning ordinance to allow residential development within the downtown.
5. Identify and develop coordinated public parking areas in the downtown area.

Vision:

Create a park like atmosphere with uses that promote a destination with a full days worth of activities.

Strategy:

Create a physical environment that encourages pedestrian activity.



Downtown

Programs:

1. Create a recognizable entranceway into the downtown.
2. Work to redesign the Utica Road/Garfield intersection to facilitate additional traffic flow in a safe manner.
3. Provide pedestrian/streetscape amenities along 14 Mile, Garfield, and Utica.
4. Work with businesses to encourage façade improvements through DDA grants or low-interest loans.
5. Provide City or DDA funded architectural services to businesses looking to locate within the downtown area.
6. Encourage the placement of local artwork within public spaces throughout the downtown.
7. Work with the MDOR to introduce on-street parking along 14 Mile Road.
8. Examine creating a link between Downtown businesses and Steffen Park events.

Strategy:

Encourage a business mix that brings a diverse cross-section of residents to the downtown and builds from the existing core uses.

Programs:

1. Identify those market areas which are currently being underserved within the downtown.
2. Work with the Chamber of Commerce to establish a downtown Fraser promotional campaign.
3. Create a wireless internet environment within the downtown area to encourage new businesses to locate in the area.
4. Develop unified way-finding and directory signage to assist existing businesses in downtown.
5. Develop a web-site to identify businesses, events and parking areas in the DDA.



Industrial

DEVELOP A STRONG AND HEALTHY ENVIRONMENT FOR INDUSTRIAL GROWTH.

Vision:

Promote, restore and maintain the economic viability and aesthetics of the City's industrial corridor.

Strategy:

Identify assets and liabilities of aesthetics, function and location.

Programs:

1. Reassess setbacks, storage areas and lot use limitations.
2. Develop increased landscape and screening requirements in return for decreased setbacks and increased building and storage areas, in an effort to improve community aesthetics.
3. Re-examine setbacks between industrial uses when adjacent to residential.
4. Re-examine performance standards to ensure that residential areas are protected from industrial nuisances.
5. Improve site access and visibility from 15 Mile Road by removing visual impediments and adding entrance features to the subdivision.
6. Review existing zoning standards to allow for the adaptive reuse of vacant industrial buildings including retail and recreation.
7. Work with MCPED to promote the City's industrial district.
8. Eliminate excessive curb-cuts where feasible.
9. Consider the development of a Corridor Improvement Authority along Groesbeck Highway.



Community Facilities & Thoroughfare

DEVELOP AND MAINTAIN COMMUNITY FACILITIES & ROADS IN A SAFE AND FULLY FUNCTIONAL STATE.

Strategy:

Prepare standards to mandate that adequate infrastructure exists to handle proposed and existing demands.

Programs:

1. Require concurrency of all infrastructure improvements relative to requests for increased land use intensities or densities.

Strategy:

Provide a safe, efficient & accessible transportation network throughout the City.

Programs:

1. Work with the RCMC to achieve and maintain a level of service of "C" to facilitate existing and future traffic flow. Where levels exist below "C", such levels should be maintained or elevated to a minimum level of service of "D".
2. Develop zoning ordinance provisions which require traffic impact studies and minimum level of service requirements.



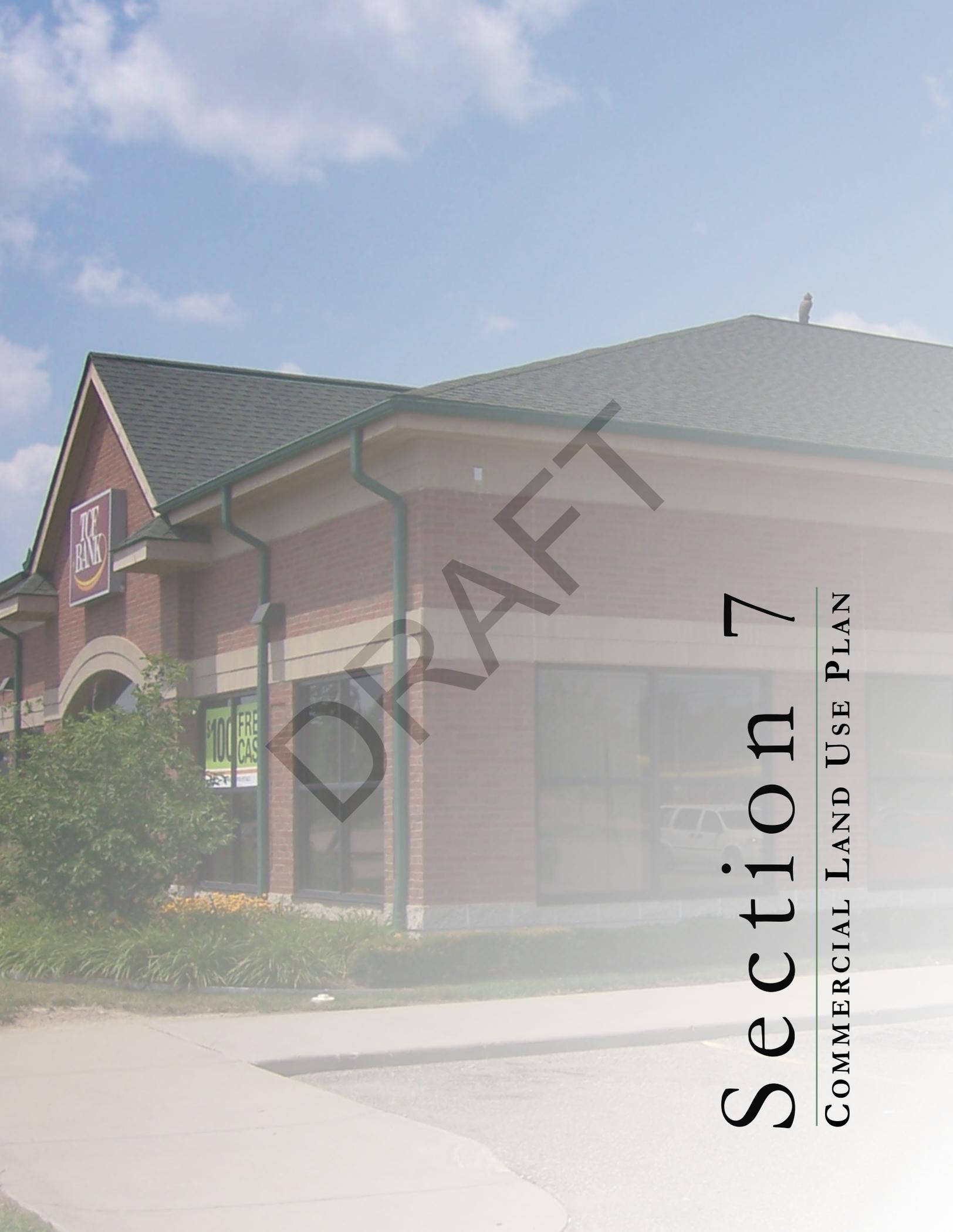
Community Facilities & Thoroughfare

Strategy:

Improve and maintain the thoroughfare network to ensure safety and function.

Programs:

1. Reassess right-of-way needs based on the distinct characteristics of each specific area in the City.
2. Develop design standards and ordinances to facilitate safe and functional circulation within the City, such as: access management standards, traffic calming techniques, cross access and marginal access drives.



Section 7

COMMERCIAL LAND USE PLAN

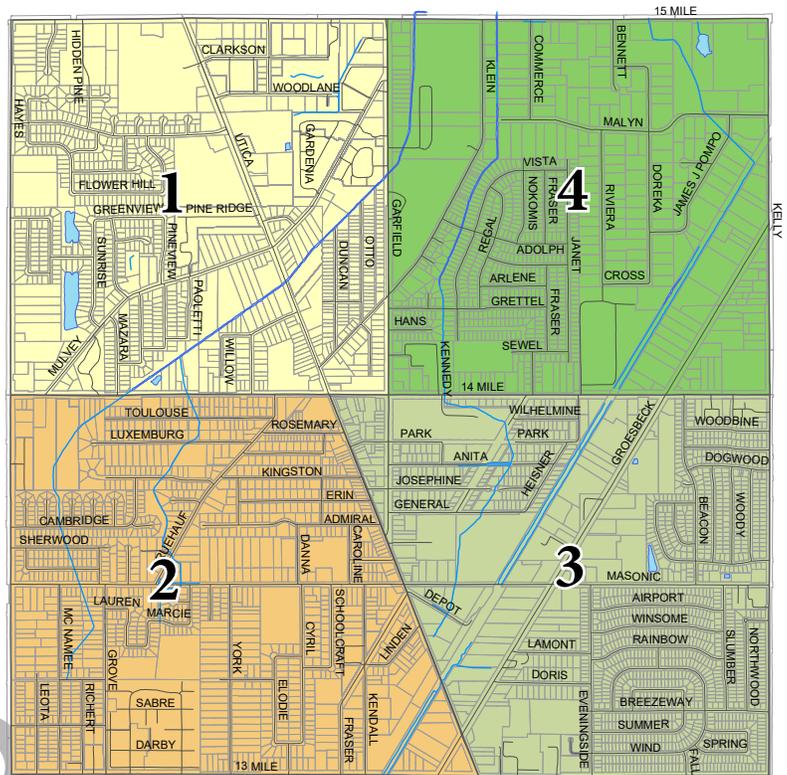
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INTRODUCTION

Much like the existing land use section of this Plan, the future land use plan section for commercial use has also been broken into four (4) major planning areas defining the City. These four areas include:

- **Planning Area #1** - Hayes to Garfield Road, 14 to 15 Mile Road.
- **Planning Area #2** - Hayes to Utica Road, 13 Mile Road to 14 Mile Road.
- **Planning Area #3** - Utica Road to Kelly, 13 Mile Road to 14 Mile Road
- **Planning Area #4** - Garfield Road to Kelly, 14 Mile Road to 15 Mile Road

Specific assessments are made for existing uses as well as recommendations of the Master Plan for different land use designations, that changes to the City's Zoning Ordinance should be made to address the planned uses, or that no changes is foreseen.



COMMERCIAL

Local Commercial uses and buildings are important to provide for the everyday shopping needs of the residents of the City as well as provide additional employment opportunities and tax base. These uses are intended to have less impact than General Commercial uses by being much less traffic and activity orientated as well as not being physically as large.

Local commercial uses are designed in some areas to provide a transition between more intense General Commercial or even Industrial uses. However, Local Commercial uses may stand alone in those areas of the City where traffic and potential customer base is not as high or in those area surrounded by residential land use.

General Commercial uses are designed to not only provide shopping opportunities for Fraser residents but also serve a larger number of persons through either providing a destination use or that their location is either along or at the intersections of major transportation routes. These uses typically create more intense impacts than Local Commercial uses by allowing drive thrus, larger buildings, and have more traffic and allow uses with more activity and therefore more nuisance potential.

7-1 PLANNING AREAS

- PLANNING AREA #1
- PLANNING AREA #2
- PLANNING AREA #3
- PLANNING AREA #4

General Commercial uses are typically located at major intersections of the City or along the City's main transportation routes where the largest number of potential customers are easily accessible. Ideally, these types of uses would be buffered from residential uses by lower intensity commercial or office uses or even multiple family developments. However, that is not always possible, therefore assurances must be made that appropriate on site screening and buffering are provided between the General Commercial designation and adjacent residential uses.

Land Uses

In the Local Commercial designation, appropriate uses would include daily convenience shopping such as convenience stores, jewelry stores, phone stores, banks, professional offices, restaurants, and the like.

In the General Commercial designation most Local Commercial uses would be permissible. In addition, uses which are more intense or impactful would also be permitted. These would include fast food restaurants with drive thru's, automobile repair facilities, large big box retailers, uses with a large amount of outdoor sales area and the like.

General Redevelopment Issues

One of the largest issues within the City's commercial land use areas is the excess number of access drives along the thoroughfares upon which the commercial site front. As the sites are modified and/or redeveloped, the City needs to work with the individual land owners to reduce the number of drives by eliminating multiple drives on a site, sharing driveways, etc.

In addition, the amount of greenspace for each site should be increased. Landscaped areas should be provided within the parking lots or along the road frontages wherever feasible as well as adjacent buildings. This will increase the aesthetic of the site will also reducing the overall stormwater runoff.

Further, reevaluate parking requirements to lower the number of parking spaces required to allow for either redevelopment opportunities (infill or building expansions).

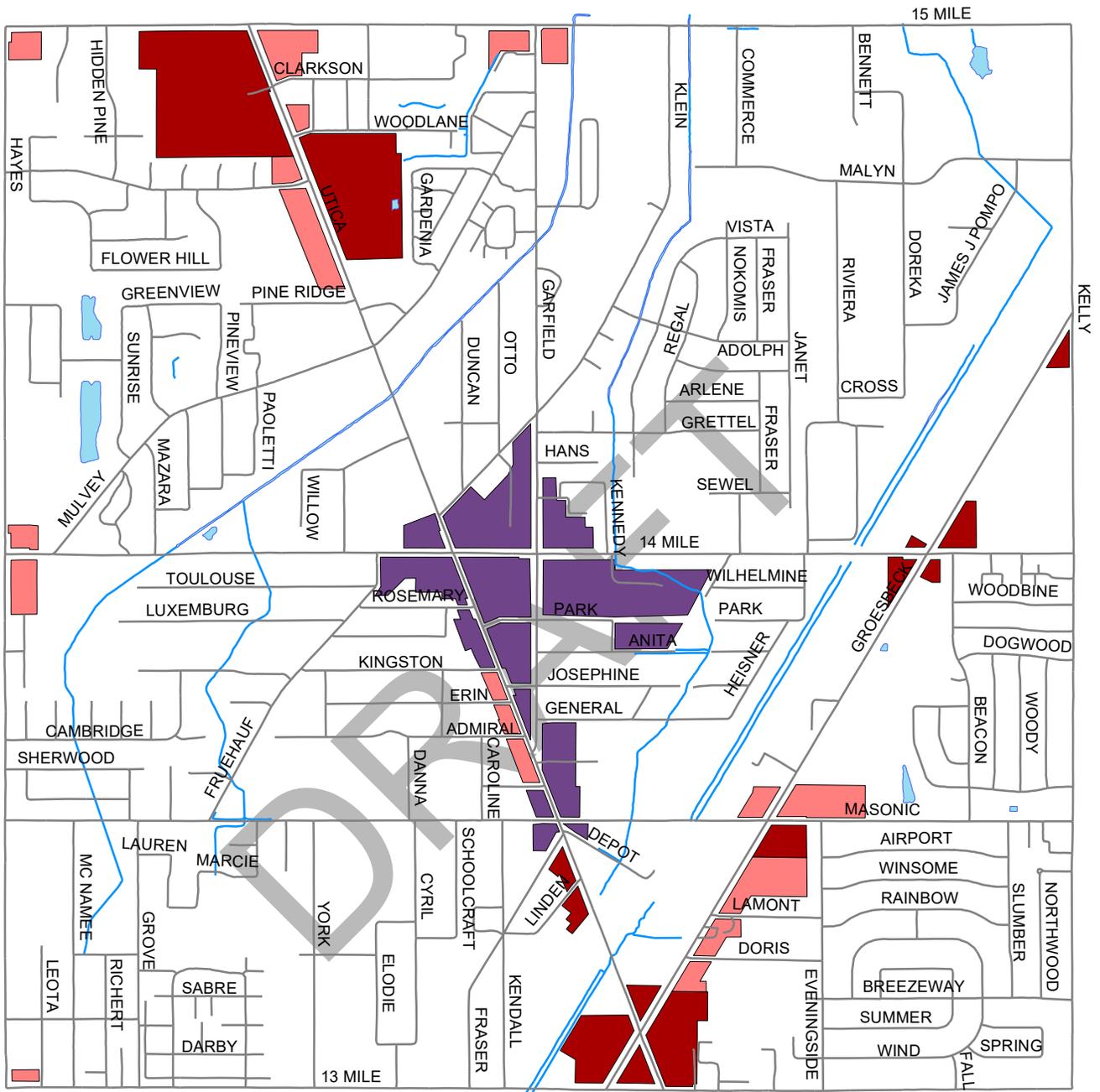
Finally, assurances should be made that the commercial uses are adequately screened and buffered from the adjoining properties that are used and zoned for residential purposes. This will require flexibility and creativity since the commercial sites are already developed and the buffering would occur as a part of the retrofitting of the site.

PLANNING AREAS

Planning Area #1

Local Commercial

15 Mile Road and Hayes Road – The property located at the immediate intersection of 15 Mile Road and Hayes is planned for local commercial. The planned area is abutted by Eberlein Drive to the east and a number of individual single family homes to the south. Additional expansion of this planned area is not anticipated to the south. One property does exist to the east which may be appropriate for potential commercial expansion. Proper assurance should be provided for the screening and buffering of Eberlein to the east.



ILL-7-2 COMMERCIAL LAND USE

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14 Mile Road and Hayes Road (northeast corner) - The City has previously approved a use change at this corner through the granting of a use variance. The site is currently utilized for a drug/convenience store. The surrounding zoning and uses are single family residential and suggest no further expansion of this site for commercial purposes.

French Creek Drive and Utica Road – As a transition to the larger General Commercial designation to the north at the intersection of Utica and 15 Mile Road, this local designation consists of a single shopping center. The immediate land use to the west is a developed residential subdivision. The only potential expansion of this designation may be to the south, across French Creek to the golf course area. If redevelopment of the golf course occurs some local commercial land uses may be appropriate as a part of an overall mixed use development.

General Commercial

15 Mile Road and Utica Road - The largest commercial area in the City, this General Commercial designation contains the Meijers center, fast food restaurants, additional shopping centers, banks, etc. To the west is both multiple and single family residential development. To the south is the residential housing associated with French Creek Drive. With the existing development surrounding this area, no expansion is foreseen. Some additional properties and outlots are still available along both Utica and 15 Mile Roads within the planned designation area.

Woodlane and Utica Road - This general commercial area contains the City's two main sports facilities including Fraser Hockeyland and Total Soccer. In addition, a shopping center located in front of the ice arena and a bank in front of the soccer building complete the planned area. The area is bounded by multiple family development to the east and to the south. The Fraser Lions Club is located at the corner of Woodlane and Utica. No further expansion of this area is foreseen, redevelopment/infill development along the frontage may be feasible and/or desirable.

Planning Area #2

Local Commercial

14 Mile Road and Hayes Road (southeast corner) - The southeast corner is developed with several different uses including a small shopping center, an office use, a car wash and a convenience commercial shopping opportunities to residents in both Fraser and Sterling Heights. The local commercial designation is bounded by multiple family residential to the south which provides a transition, and the noted office use above provides a transition to the east. Cross access between the northern two sites and the southern two may be beneficial as redevelopment occurs to provide access to 14 Mile Road from the southern two sites.

13 Mile Road and Hayes Road - Two small local commercial uses exist along 13 Mile Road between Hayes Road and Leota. Being located at a major intersection of the City, the Plan recognizes their continued commercial existence. However, the established residential pattern in this area does not suggest an expansion of the planned land use.

General Commercial

Groesbeck and Utica - The west side of the intersection of Utica and Groesbeck has been redeveloped to a certain degree with additional general commercial uses, mainly a substantial gasoline service station, car wash and convenience store use. Uses closer to the intersection would likely benefit from redevelopment or infill development in general. The planned general commercial area is bounded by industrial uses as well as the existing railroad tracks.

The triangle located on the south side of Utica and Groesbeck is a single property and is currently developed as a drug/convenience store. This property having three (3) frontages (Utica, Groesbeck and 13 Mile Road) as well as the fact that the properties to the west and east are planned for general commercial purposes justify a general commercial designation.

Linden and Utica - From the south side of Fraser Ave. to just south of Linden Street, the plan designates the properties for General Commercial purposes. This area abuts the southern tip of the identified downtown development area. Further, the current land uses and building configurations contain a mixture of office, commercial and quasi industrial uses. The location of this general commercial area between the identified downtown area as well as the industrial area to the south, provides a needed transition between the two.

As part of the gateway to the downtown area, care must be given to the appearance of these properties. This includes building appearance, location of dedicated parking and maneuvering areas, landscaping, and signage. Of particular importance in this area is the defining of access drives, increased connectivity of the sidewalks as well as an increase in the amount of greenspace along Utica Road.

Planning Area #3

Local Commercial

Utica and Doris/Lamont - This planned area is from just south of Masonic to just south of Doris. The depth of the designation is nearly to Eveningside at the north end and significantly less between Lamont and Doris. A number of different building uses and configurations are contained in this area including commercial and industrial. As these sites redevelop, a more unified building configuration and use pattern should be implemented, consistent with the local commercial designation. Doris and Lamont are both developed with residential land uses, therefore no further expansion of the local commercial designation is foreseen to the east and suggest a lower intensity commercial land use pattern.

Groesbeck and Masonic - A significant local commercial area is located at the northeast corner of Groesbeck and Utica Roads. Several existing commercial buildings and uses are located at this intersection. The commercial node is surrounded by industrial type uses and buildings. Several office or potential commercial sites are located further to the north along Groesbeck, however, being a local commercial node, significant expansion is not planned. However, with general commercial to the south and industrial to the east and north, a potential increase in intensity to the general commercial designation may be feasible if such is necessary for aiding the redevelopment of the site.

General Commercial

Groesbeck and Masonic - The southeast corner of this intersection is planned for General Commercial and currently has a shopping center developed. Immediately to the east is Eveningside which is a part of a significant residential development. The site is built right to the property line and provides a screen wall against the residential uses. Additional buffering may be appropriate should the site redevelop. Further, the building relationships to the adjacent roadways should be improved.

14 Mile Road and Groesbeck – The west and east side of the intersection have been planned for general commercial land uses. These corner properties can provide auto orientated land uses due to their location at such a highly traveled intersection. The planned southwest corner is planned at a larger size since this property is more likely to service the southbound Groesbeck traffic as well as the eastbound 14 Mile Road traffic. The size of these properties limits the amount of development which may be constructed. If additional property is necessary to facilitate redevelopment, the surrounding industrial land uses can be incorporated into the overall commercial development. However, an extensive conversion of planned industrial properties is not foreseen.

Groesbeck and Utica - One of the largest shopping centers in the City is located on the east side of the intersection of Groesbeck and Utica. This shopping center is developed on approximately ____ acres of land. This commercial designation is located at one of the largest intersections of the City. The site when redeveloped should include additional outlot buildings, defining the streetscape along the Utica and Groesbeck frontages. Further the site should also include extensive greenspace enhancements, including parking islands, defined aisles, landscaping along the road frontages, etc. To the south at the immediate intersection of Utica and 13 Mile Roads contains a number of individual buildings with little connection to one another. As redevelopment occurs these sites should be developed in conjunction. To the east of this planned general commercial designation is a substantial multiple family development as well as Fraser School facilities. These two uses would suggest that no expansion of the planned general commercial uses is foreseen to the east.



The north side of the intersection provides a unique property configuration in that the planned general commercial sites have access to both Utica and Groesbeck roads. All four sites planned for commercial purposes have this form of access. A limiting of the access drives in the future may be appropriate, reducing the number of conflict points close to the intersection. Again, these properties are located at one of the busiest intersections of the City, providing justification for a general commercial designation. The current uses include auto repair/maintenance as well as fast food restaurants further suggesting this designation.

Both of these previously described areas are part of the overall gateway to the designated downtown area. As part of the gateway to the downtown area, care must be given to the appearance of these properties. This includes building appearance, location of dedicated parking and maneuvering areas, landscaping, and signage.

Planning Area #4

Local Commercial

15 Mile Road and Garfield Road – The southeast corner of the intersection contains several small shopping centers providing convenience shopping uses. Should redevelopment occur on these properties, a cohesive building layout should be sought, unifying the overall site development. No expansion of this area is foreseen to either the east or south due to existing land use patterns.

General Commercial

14 Mile Road and Groesbeck – The west and east side of the intersection have been planned for general commercial land uses. These corner properties can provide auto orientated land uses due to their location at such a highly traveled intersection. The planned northeast corner is planned to be larger size since this property is more likely to service the northbound Groesbeck traffic as well as the westbound 14 Mile Road traffic. The size of these properties limits the amount of development which may be constructed. If additional property is necessary to facilitate redevelopment, the surrounding industrial land uses can be incorporated into the overall commercial development. However, an extensive conversion of planned industrial properties is not foreseen.

Kelly Road and Groesbeck – The southern intersection of Kelly and Groesbeck is planned for general commercial purposes. The uses to the north, west and south are all industrial. The fact that the site is located at the intersection suggests a more intense commercial use due to higher traffic volumes.

OTHER PLANNING RECOMMENDATIONS

Commercial / Industrial Recommendation

Even though the City of Fraser is not an official Michigan Redevelopment Ready Community, some of the requirements of that program may be transferred to the practices of the City. One of these requirements is that the City maintains an up to date record of those properties in the City's industrial and commercial corridors. This list would then be available for potential developers and investors either through the City or the web. Pertinent information should include building size and location, acceptable uses based on zoning, parking availability, unique building features (cranes, building soundproofing, etc), and the like.

Corridor Improvement Authority

One of the newer planning tools within the State of Michigan is the Corridor Improvement Authority. Acting much like a downtown development authority, the CIA allows municipalities with large stretches of nonresidential property (not in a downtown setting) to form an authority to capture tax revenues to fund improvements within the defined authority area. The City may wish to review the potential of developing a CIA along the Groesbeck corridor or even along the southern portion of Utica Road.

Some of the requirements for a CIA include: being serviced with municipal water and sewer, being planned and zoned for commercial, residential or industrial for thirty (30) years, etc. The one issue that will need to be considered heavily is that the act requires the property have a mixed use zoning scheme. This may not be totally feasible or desirable with the intensity of uses traditionally found along Groesbeck. However, as the new economy transitions the area, it may be more feasible.

Further, the City will need to study the effects on their overall budget if an authority is created which is in addition to the DDA. If two authorities are created including large portions of the City's nonresidential tax base, the amount of tax revenue to the City's general fund will be limited since the operation of the authority will capture any increases in taxable value and the City's revenue will be frozen at the value when the authorities were developed.

While the funding and taxing structure must be specific to the municipality, the City may wish to develop a joint plan with adjacent Groesbeck Corridor communities to provide for a better business environment along a larger stretch of Groesbeck to draw additional businesses, jobs and investment to the region and build from that.



ILL-7-3 POTENTIAL CORRIDOR IMPROVEMENT AUTHORITY AREA

City of Fraser Planning Commission
 Base Map Information -
 Copyright Macomb County



DOWNTOWN PLAN

At the same time that the City undertook the development of the Master Land Use Plan, the City also began work on an updated Downtown Development Plan. The DDA plan was part of an overall revamping of the DDA which included redrafting the Ordinance and establishing a new baseline for the tax increment. However, the DDA Plan was never adopted and the current DDA is inactive. The City should consider reestablishing an active DDA and updating and adopting a DDA Plan.

The limits of the DDA are shown in the following map. The Master Plan carries the established DDA boundaries as the overall Downtown land use designation.

Intent

The downtown land uses are important in defining the character of the City of Fraser while providing a mixture of uses including residential, commercial, office and public. While not as impactful as industrial uses, the downtown land uses will likely be the most intense from a usage standpoint due to the compactness and stacking of uses.

Land Uses

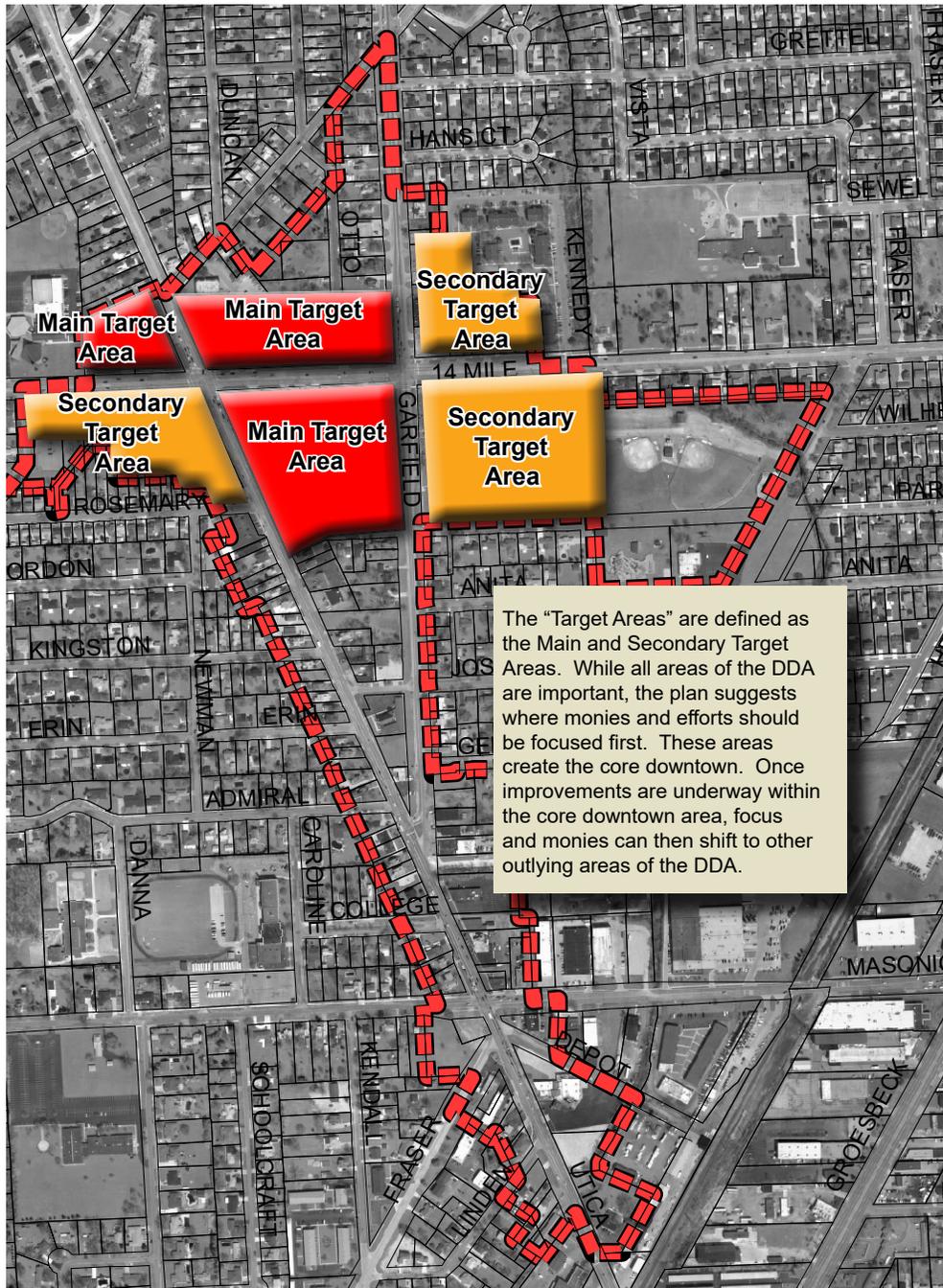
The acceptable uses within the downtown would include residential uses on the second of downtowns buildings and in a townhouse form in those areas surrounding the immediate downtown area, all traditional retail uses including sales, restaurants and bars, entertainment, as well as offices, and finally public uses including municipal buildings and uses along with schools and post offices, etc.

General Development Issues

Several of the main issues with the continued development and/or redevelopment of the downtown area is the configuration and relationship of building locations to the roadway and pedestrian areas as well as the overall building massing and character. The Zoning Ordinance will need be amended to further regulate the setbacks of buildings (develop build to line or maximum setback).

The mixture of uses will need to be addressed within the Zoning text. Mainly the allowance of residential land uses on the second floor and above within the downtown area as well as townhouse development in those areas surrounding the downtown. Further, the types of uses will need to reflect more current land use trends as well as make provisions for outdoor activities.

The relationship between which site improvements will be required as a part of private development and those which will be provided as a part of the proposed DDA improvements. Those amenities which are required to be provided as a part of private development will need to be amended into the zoning text.



ILL-7-4 DDA TARGET AREAS

City of Fraser Planning Commission
Base Map Information -
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Desired Uses - Downtown Plan**Eating Establishments**

- Bistro
- Coffee House
- Bakery
- Candy/Ice Cream/Yogurt Shop
- Pub/Taverns
- Ethnic Foods
- Health Food Store

Entertainment

- Live Theater
- Entertainment in Restaurants - i.e. piano player, guitarist, dancing

Specialty Retail

- Antiques
- Art Galleries, Framing, Crafts, and Supplies
- Cameras and Photo Supplies
- Casual Apparel
- Computers and Software
- Consignment Shop
- Florist
- Gift and Card Shop
- Home Decorating Products and Design Services
- Optical
- Small Variety Stores
- Sporting Goods and Sporting Memorabilia
- Stationary and Cards
- Toy, Game and Craft Store
- Traditional and Costume Jewelry Store

Convenience Retail / Select Support Services

- Barber Shops
- Beauty Shops
- Spa
- Dance Studio
- Dry Cleaner / Tailor Shop
- Pharmacy
- Physical Fitness Facility
- Shoe Repair
- DVD Rental

Offices

- Accounting, Auditing, Bookkeeping
- Advertising
- Commercial Bank
- Computer and Data Processing
- Dentist Office
- Doctor Office
- Engineering, Architecture and Planning Offices
- General Government
- Health Services
- Legal Services
- Library
- Insurance Offices
- Management and Public Relations offices
- Travel Agent
- Photographic Studio
- Post Office
- Real Estate Agent
- Investment Offices
- Tax Services
- Title and Insurance Offices

Housing and Other

- Churches
- Hotels
- Housing above first floor in core
- Housing on first floor and above in designated areas
- Museums



Section 6

RESIDENTIAL LAND USE PLAN



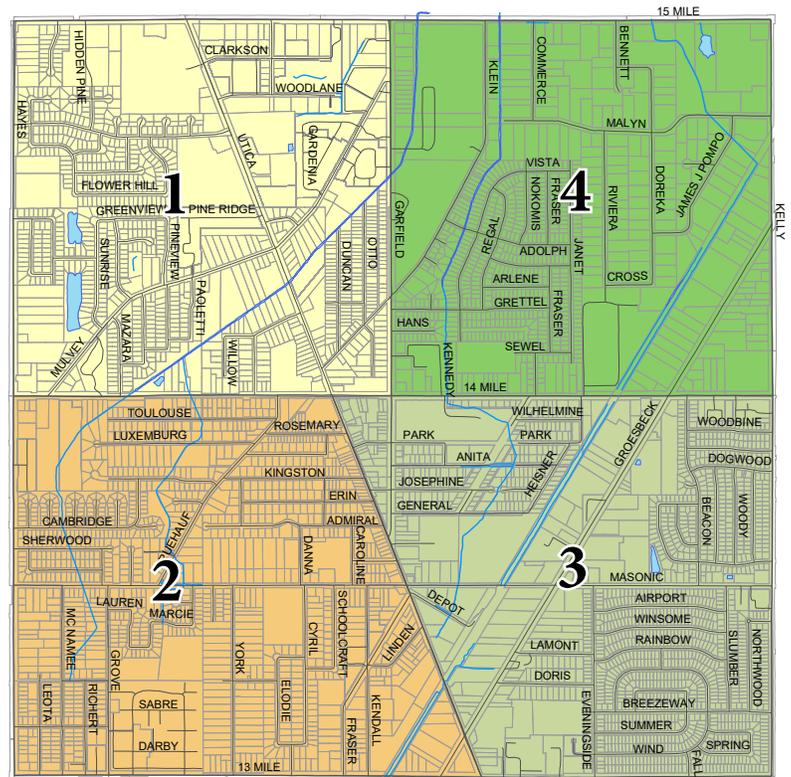
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INTRODUCTION

Much like the existing land use section of this Plan, the future land use plan section has also been broken into four (4) major planning areas defining the City. These four areas include:

- Planning Area #1 - Hayes to Garfield Road, 14 to 15 Mile Road.
- Planning Area #2 - Hayes to Utica Road, 13 Mile Road to 14 Mile Road.
- Planning Area #3 - Utica Road to Kelly, 13 Mile Road to 14 Mile Road
- Planning Area #4 - Garfield Road to Kelly, 14 Mile Road to 15 Mile Road

Specific assessments are made for existing uses as well as recommendations of the Master Plan for different land use designations, that changes to the City's Zoning Ordinance should be made to address the planned uses, or that no changes is foreseen.



RESIDENTIAL

6-1 PLANNING AREAS

The Master Plan defines two main categories of residential. The first being single family residential and the second being multiple family residential.

- PLANNING AREA #1
- PLANNING AREA #2
- PLANNING AREA #3
- PLANNING AREA #4

Lower Density Single Family Residential: Lower Density Residential development in Fraser contributes to the overall goal of providing a wide variety of housing types and price ranges to accommodate residents in all lifestyle stages, particularly those moving up in house size such as a second or third time home buyer. This variety should include residential development designed to attract young professionals from other areas into Fraser to begin and grow their careers, families, etc.

Intended Land Uses. The intended land uses within the Lower Density Residential areas include single family houses and potentially attached single-family buildings in the form of duplexes. Other accessory and support uses such as churches, parks, schools, day cares and home occupations may also be allowed. Residential densities in these areas shall not exceed four (4) dwelling units per acre.

The Higher Density Single Family Residential development within the City should function much like that of the Lower Density Single Family Residential areas. The main difference in how the Higher Density Single Family Residential Developments differ is that these homes typically will be smaller, due to the smaller lot size and therefore will typically be at a lower housing price to accommodate entry level buyers or those making a second home purchase. The planned density in these areas may be increased to approximately five units per acre.

Single Family residential land uses comprise a majority of the City's land use. The Master Plan designation does remain general and flexible by not specifically delineating the different areas of higher and lower density single family residential on the land use map since the existing zoning patterns and lot sizes of the City are largely established. For those properties which may be redeveloped, the City may wish to evaluate the necessity of a zoning change on a case by case basis after reviewing the existing zoning and land use/lot size patterns of the adjacent properties, amongst other factors.

Multiple Family Residential development in Fraser contributes to the goal of providing a wide variety of housing types and price ranges to accommodate residents in all lifestyle stages. Multiple Family residential development allows for the design of developments of a higher density with close proximity to and with pedestrian connections to nearby commercial, institutional, and civic uses to provide both affordable housing in the City and homes for those seeking low and no maintenance ownership opportunities. These developments may also cater to the growing older age segments of the population.

Intended Land Uses. The intended land uses within High Density Residential areas include higher-density types of multiple family developments. This includes apartments and condominiums, townhouses, and senior housing developments. Other accessory uses such as day cares, group homes, hospitals, and the like may also be permissible.

PLANNING AREAS

Planning Area #1

Most of the existing residential development within this area of the City is zoned RM, which requires minimum lot sizes of 7,800 square feet with a minimum lot width of 65 feet. Most of the lots to the north of French Creek Road generally meet this requirement and some far exceed the requirement. Some of the existing lots do not appear to meet minimum standards, however, this appears to be the exception rather than the normal, therefore it does not appear that any zoning changes are necessary in this area of the City.

South of French Creek, along Flower Hill for instance, the lots are slightly larger, again consistent with the RM Zoning District.

The development immediately south of the golf course, on Pine Ridge is the only multiple family residential development within Planning Area #1 of the City. This area at this time is largely a spot zone of multiple family. The expansion of any multiple family residential development in this area is not foreseen with the exception of a transitional zone of multiple family should the golf course be developed for other uses than the current course.



The properties along Mulvey are substantially larger than most of the other lots found within Planning Area #1. These residences are built on lots ranging from 12,000 square feet close to Utica to well over one (1) acre further to the west. Some redevelopment has already occurred with the subdivision on the south side of Mulvey, east of Paoletti. Several other properties in this area could accommodate similar redevelopments.

This particular area though is zoned RL Residential Low, the City's least dense zoning classification requiring lots of 10,200 square feet and 85 feet of frontage.

Several other properties are also zoned RL along Mulvey which appear to be somewhat spot zones of the lower density residential district. These properties as a part of a zoning map clean up may be included within the RM District, however, no major change in the use or density of the area is foreseen as these properties are small in nature and have no significant re-development potential.

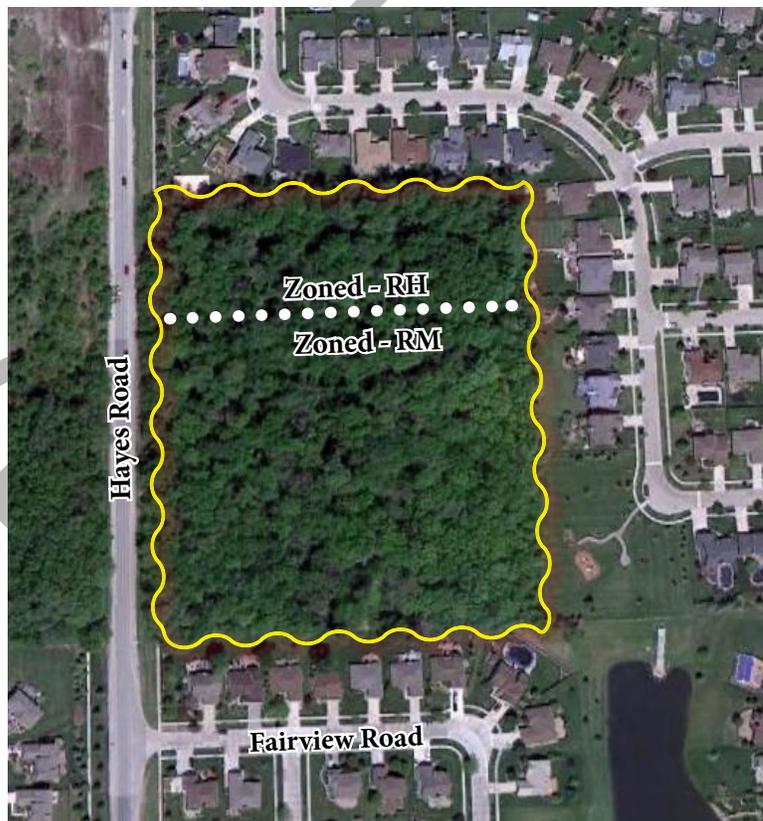
Where Mulvey intersects 14 Mile Road, the properties are also zoned RL. These properties are all developed with single family residential and also includes the cemetery located immediately west of Mazara. In addition, the City has granted a use variance for a pharmacy/drug store at the northeast corner of 14 Mile Road and Hayes within the RL District. The Master Plan recognizes this commercial use, rather than an extension of the RL District for those properties.

Redevelopment Potential

Within Planning Area #1 there are several developable properties which may bring additional tax base to the City. Two of these properties abut one another along Hayes Road, half way between 14 and 15 Mile Road. One of these properties is zoned RM and contains slightly over seven (7) acres of property. The other is zoned RH Residential High and contains approximately 3.5 acres. Both of the properties together form essentially a square which would make development much easier. However, both properties are completely wooded.

If the properties would be developed together, an open space planned unit development could be utilized to help preserve the wooded area while allowing for acceptable development to occur.

The City has seen a similar type development on the south side of 14 Mile Road, between Utica and Hayes. That development preserved a woody area as a private park/preserve. A similar type of preservation could occur on the two noted vacant properties along Hayes.

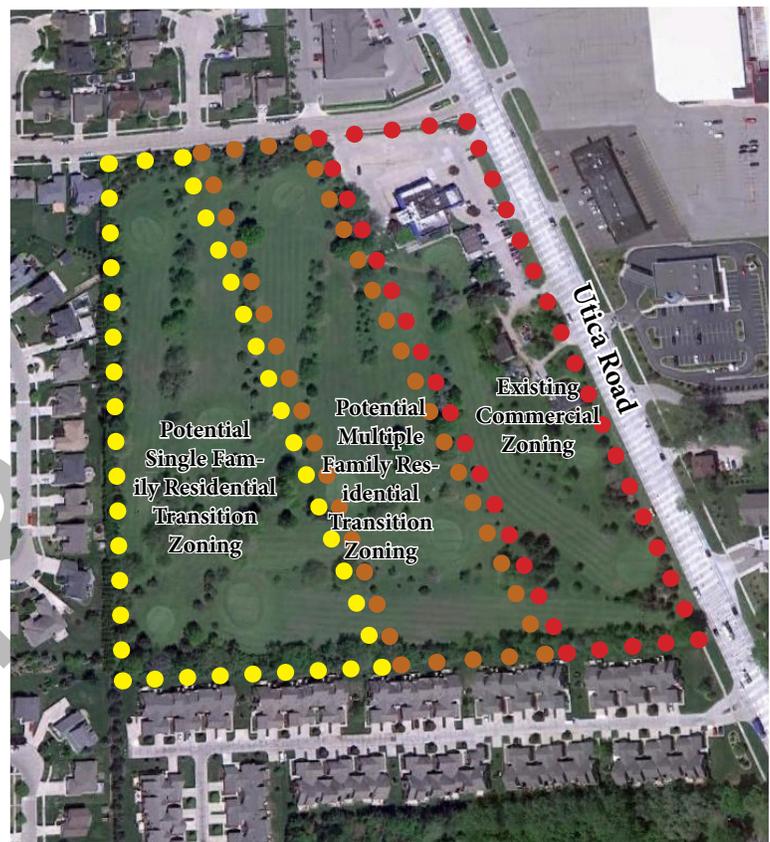


The Zoning Ordinance could be modified to more easily allow for creative development which preserves the City's remaining environmental assets. The Ordinance modification in this instance could allow the density of both the single and multiple family zoned property to be added together and development as narrow lots or attached units in return for the preservation of some of the wooded areas.

Several other larger properties, also along Hayes Road may also be available, for long term redevelopment. Currently the properties are utilized for single family residential purposes, but the potential accumulation of the property may allow a feasible residential development to occur. Again, a planned unit development approach specific for residential purposes may be appropriate.

Finally, it appears that a number of sporadic vacant lots may be available in this section of the City. For instance, Nicola appears to have a number of vacant lots which may be available for the construction of single family residential homes.

The other redevelopment potential may be the golf course property located along the west side of Utica Road. Currently, there are no plans to close the golf course property and the Master Plan promotes the continued presence of the Golf Course, however, should the golf course cease operation a plan for its redevelopment should be in place. The property is zoned REC Recreational and the frontage is zoned CG General Commercial. The Master Plan supports the rezoning of this property to single family residential at this time. Further development options are described below. Other than the actual course, the only development along the 1,000 feet of frontage is the Clubhouse. The property to the south is developed for multiple family residential development, while the property to the west is developed for single family.



A transition of land uses and densities may be appropriate for this property should it be necessary to redevelop it. This may include a mixed use development with some commercial and office uses along the Utica frontage as well as some multiple family townhouses near the center of the property as well as single family residential uses closer to the west property line. Again, the existing natural features of the golf course should be incorporated thought out the development, providing a linked open space system for future residents of the development.

Planning Area #2

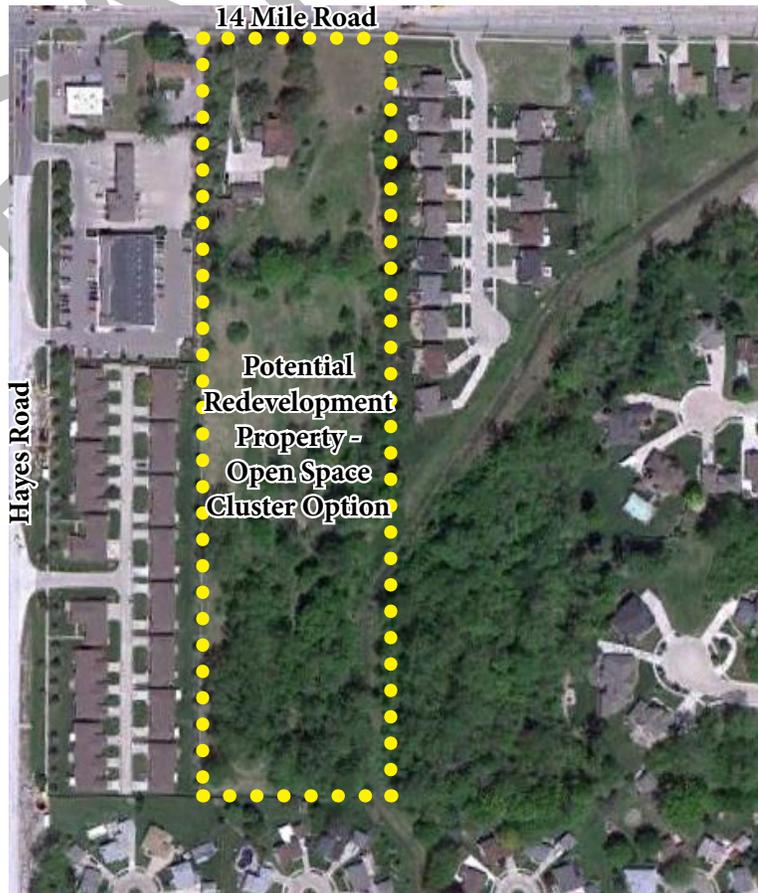
The majority of the residential land area between Masonic and 14 Mile Road in Planning Area #2, is currently zoned RL Residential Low, again the City’s lowest density single family residential district. That area near Danna and Caroline is zoned RM, most of that area however is the school property. The area along College does have several smaller lots, with sixty (60) feet of frontage ranging in size from 7,500 square feet on the south side of College to nearly double that on the north side. The Stoneybrook development is the only multiple family zoned property in this area. This property totals approximately 4.5 acres. The Master Plan does not envision any further expansion of multiple family zoning outward from the Stoneybrook development.

South of Masonic, however, the zoning and development pattern is much more dense. Most of the area is zoned RM the higher density single family residential district. The area near Flodie, York, and Cyril, actually has lots which are more consistent with the City’s RL Zoning District. Those lots further to the west near Leotta, Richert and Callahan are more consistent with the current RM Zoning. This half of the planning area also contains several multiple family developments. From Leotta to Amurcon along 13 Mile Road is zoned RH. This includes nearly forty (40) acres north of 13 Mile Road, east of Callahan. Further, the intersection of Fraser, Linden and Kendall is also used and zoned for multiple family residential purposes.

Potential Redevelopment

One property exists along the south side of 14 Mile Road, just east of Hayes Road which could be redeveloped for single family purposes. The City saw a similar infill development on the adjacent property within the last 10 years utilizing the City’s Cluster Open Space Provision to preserve a wooded area as well as the natural watercourse which traverses the rear of the property. The remaining vacant property is nearly the same size and configuration and could likely be developed in a similar manner.

Along the immediate north side of Masonic a number of single family homes are located which have substantial vacant property to the rear of them. Some of this property is owned by the school district, however, some remains vacant and could be accessed from an extension of San Bren from the north.



If all properties were assembled approximately twelve acres would be available for development. Much like the other remaining vacant properties in the City, care will need to be taken to ensure that the existing natural features of the site are maintained. Ideally, one of the residences along Masonic which align with one of the opposing roads on the south side of Masonic (York or Pam) could also be purchased and San Bren would be extended to Masonic.

Some redevelopment potential does exist along York, however, the accumulation of property would likely be very difficult and the number of potential units may not justify the acquisition costs. However, the depth of the lots on either side of York Street would allow for a road to be developed splitting the existing rear portions of the lots in half. This additional splitting has already occurred with the development of Pam Ct.



Planning Area #3

Within the southeast corner of the City lies one of the largest residential neighborhoods within the entire City. This area contains approximately 850 lots and many of the residences in this area are post war ranches. Most of these lots contain approximately 6,000 square feet and have a lot width of fifty (50) feet. These lots do not conform to the City's minimum lot standards of the RM District of 7,800 square feet with 65 feet in width. The Master Plan suggests the development of a new zoning district which recognizes the lot size and character of this area.

The residences and lots along Doris and Lamont immediately to the west are on larger lots. This area contains nearly forty (40) lots which consist of lots of approximately 14,000 square feet and widths of between 75-80 feet. This area is currently zoned RM and as noted above requires lots of 7,800 square feet with 65 feet of width. The small number of lots in this area and the currently housing configuration on those lots do not suggest a change in zoning scheme is necessary.

Those residences around the perimeter of Stephens Park including those lots on Park, Wilhelmine, Anita, Josephine, and General are currently zoned RM. The lot character in this area varies greatly, however a number of lots have a lot width of approximately sixty (60) feet with a lot area of approximately 8,500 square feet. Based on the limited number of lots in this area, the Master Plan does not foresee any changes to the zoning scheme in this area of the City.

A small amount of multiple family residential exists at the southwest corner of 14 Mile Road and Kelly Road. This multiple family development is zoned appropriately and the Master Land Use Plan recognizes its long term presence in the area.

Planning Area #4

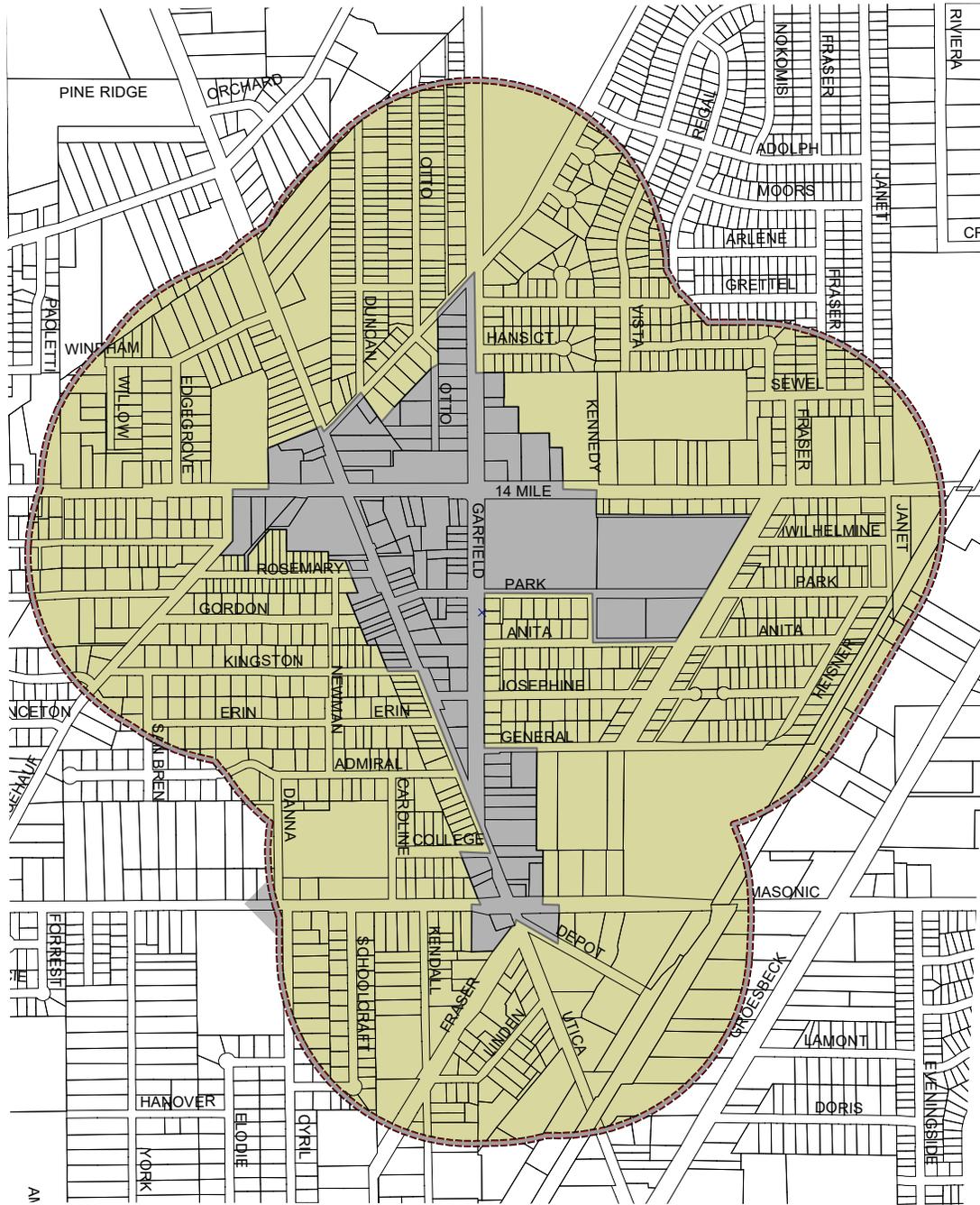
More than one half of the eastern half of Planning Area #4 is dedicated for industrial purposes. However, those areas to the west of Klein and Janet are utilized for single family residential purposes. The vast majority of this area is zoned RM Single Family Residential. The area including Grettel, Janet and Regal among others is fully platted with little area left for further development. However, it does appear that a substantial number of the lots do not meet all of the requirements for the RM District. A zoning amendment may be appropriate to more accurately reflect the lot sizes of less than 7,800 square feet and the lot widths of 60-65 feet.

The only exceptions to the single family residential pattern are apartments near the intersection of 14 Mile Road and Garfield on Kennedy and to the east as well as a small multiple family development to the far north end of the City, on the east side of Garfield. The northern zone is isolated on the east side of the Garfield, however, a significant amount of multiple family zoning is located on west side of Garfield.

The southern zone (14 Mile Road and Garfield) does fall within the designated potential multiple family zoning area around the downtown. If the City determines that the timing for such a rezoning is appropriate and that the proposed rezoning is a logical extension of the existing multiple family zone additional properties could be rezoned in this area.

Redevelopment Potential

Several properties exist along the east side of Garfield Road, essentially in front of Fraser High School. If these properties were in need of redevelopment, it may be appropriate to consider multiple family zoning. The properties back into the school, existing multiple family developments are already located to the north and across the road on the west side of Garfield.



ILL-6-4

POTENTIAL MULTIPLE FAMILY ZONE - 1,250 FOOT WALKING DISTANCE TO DOWNTOWN BOUNDARY

City of Fraser Planning Commission
Base Map Information -
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OTHER PLANNING RECOMMENDATIONS

Multiple Family Residential

The Master Plan in supporting the development of the downtown does recognize the need for locating more residents closer to the downtown area. This can be accomplished through the transition of single family residential housing to multiple family developments, likely some form of townhouse type development.

The potential multiple family zone map indicates those areas which are within 1,250 feet of the designated DDA or downtown boundary. Typically, a 1,250 foot or 1/4 mile walk is deemed as a comfortable walk for those within a downtown setting. Therefore, the Plan recognizes that area where residents may be more likely to walk to the downtown and suggests that multiple family development in that area may be appropriate in an effort to increase the number of users to the downtown.

As with any change in use, in reviewing whether a conversion from single family residential to multiple family residential, the Planning Commission and City Council will need to review the existing land use patterns, the zoning patterns, the Master Plan, the street system, availability of sewer and water infrastructure, etc.

In Planning Area #1, the most logical place for an expansion of multiple family housing may be in the area south of Klein on either side of Otto.

Based on the existing lot configuration and development pattern within planning area #2, the accumulation of property for the redevelopment of these properties to multiple family does not seem likely. However, should the opportunity arise in the area of Toulouse or Rosemary for instance, the Plan generally supports the conversion, most likely through the planned unit development process to assure the remaining single family uses are protected from the new higher intensity use.

The only area where multiple family – townhouse development may be appropriate in planning area #3 may be along the south side of 14 Mile Road from City Hall to Fraser Drive.

Within planning area #4, the north side of 14 Mile Road may be the most appropriate area for future multiple family residential development, similar to the existing multiple family residential in this area. Further, both sides of 14 Mile Road could then have similar land use developments.

Property Maintenance

As with almost any community in the State of Michigan, the issue of foreclosures and/or property maintenance is an issue. The City, to ensure long term property values as well as possible, should work to maintain its residential housing stock so that vacant homes and those on the sales market are attractive to future buyers as the housing market strengthens and home sales increase. The lack of maintenance to these homes will be a detriment to the sales potential of the homes in the competitive housing market.

Continue Sidewalk Maintenance Program

The City has traditionally maintained its sidewalks in a very good and efficient manner, rotating around the City and replacing sidewalk sections as necessary. The Master Plan recognizes the need to maintain sidewalks as part of a healthy residential neighborhood. To promote the residential neighborhoods as active, desirable, family friendly neighborhoods. The maintenance of these sidewalks not only provide an amenity for those living there, they also provide a selling point to prospective buyers looking for safe charming neighborhood.,

Adaptive Reuse

One issue that has arisen in the previous decade as populations migrated northward from the southern portion of the County, and now when populations have simply fallen due to out migration from the State due to economic conditions is the issue of school closures and what to do with the remaining structures. Several schools are located within the City. Adaptive reuses of school facilities may include senior facilities, community centers, school administration facilities, senior housing, multiple family housing, etc. Many of these uses though may require special land use approvals or more likely a rezoning to a more intense use. If the situation occurs, the City should work with the school district to determine appropriate uses and find developers to work with both entities to develop the property as agreed upon. These agreed upon requirements should be included as a part of a conditional rezoning agreement to ensure proper development.

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Section 8

INDUSTRIAL LAND USE PLAN



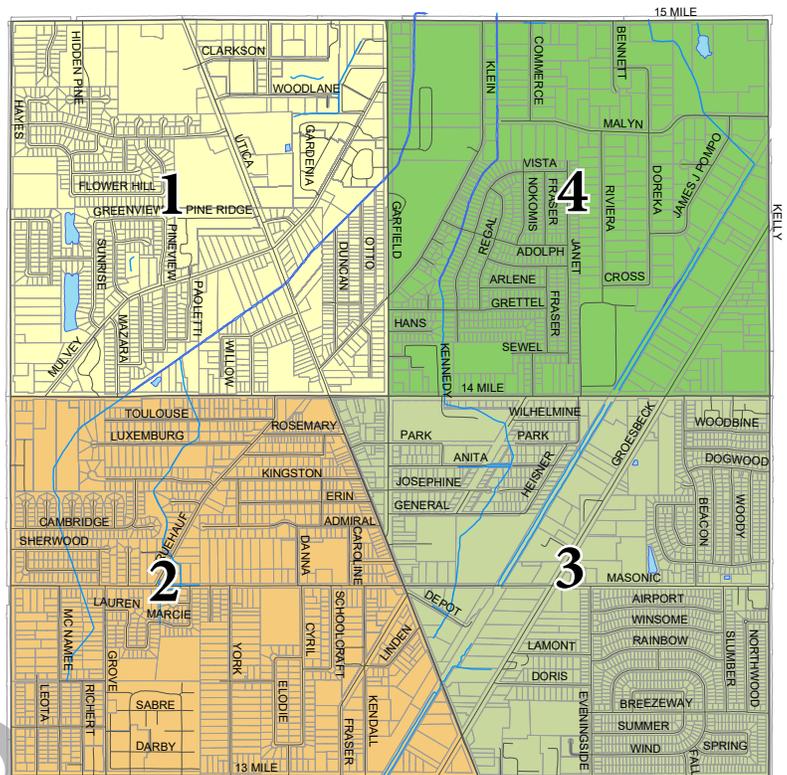
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Introduction

Much like the existing land use section of this Plan, the future land use plan section for industrial land use has also been broken into four (4) major planning areas defining the City. These four areas include:

- Planning Area #1 - Hayes to Garfield Road, 14 to 15 Mile Road.
- Planning Area #2 - Hayes to Utica Road, 13 Mile Road to 14 Mile Road.
- Planning Area #3 - Utica Road to Kelly, 13 Mile Road to 14 Mile Road
- Planning Area #4 - Garfield Road to Kelly, 14 Mile Road to 15 Mile Road

Specific assessments are made for existing uses as well as recommendations of the Master Plan for different land use designations, that changes to the City’s Zoning Ordinance should be made to address the planned uses, or that no changes is foreseen.



Intent

Light industrial uses and buildings are an important source of employment and tax base, for the City and have significantly less impact on surrounding uses than the City’s Heavy Industrial designation. The Light Industrial designation is intended to provide concentrated areas in the City that accommodate coordinated typical industrial land uses with new economy high-tech, low-intensity industrial uses.

8-1 PLANNING AREAS

- PLANNING AREA #1
- PLANNING AREA #2
- PLANNING AREA #3
- PLANNING AREA #4

Existing light industrial uses located outside of these districts, especially those that are isolated or located within obsolete facilities, are encouraged to relocate to the more concentrated planned Industrial areas shown on the future land use map when the opportunity arises.

Heavy Industrial – Heavy Industrial areas include high-intensity industrial uses that require special buffering and consideration in the surrounding areas due to excessive noise, vibration, smoke, traffic or outdoor activities. These areas are not intended to expand beyond their current boundaries.

Land Uses

Appropriate uses within the Light Industrial district would include high-tech industries, research laboratories, light assembly operations and corporate offices. In addition, some commercial uses which support the existing industrial activities can also be approved in these areas.

Heavy, smokestack industries and large warehouse operations dependent on heavy trucking or rail are not intended for this district. External nuisances, such as noise and odors, should be minimized through design and activity restrictions.

Heavy Industrial areas are those with facilities involving chemical production, heavy assembly, stamping and machining, large warehousing and trucking and significant outdoor storage. Those areas within the Heavy Industrial designations typically require special attention during planning and site design. The operation of these uses may involve heavy truck traffic, outdoor storage, rail access, odors, vibration and noise. Development and redevelopment of these areas should minimize the impacts of these activities by requiring large setbacks from residential uses for machinery generating such potential nuisances and additional screening of loading and outdoor storage areas.

General Redevelopment Issues

Redevelopment of existing Industrial development should include improved site design and greenspace (where appropriate), access management controls to limit excessive driveways while maintaining appropriate truck and business traffic, and updated building facades to establish an overall industrial park-like setting which may attract new businesses to the existing vacant facilities.

PLANNING AREAS

Planning Area #1

Planning Area #1 contains no industrial land uses

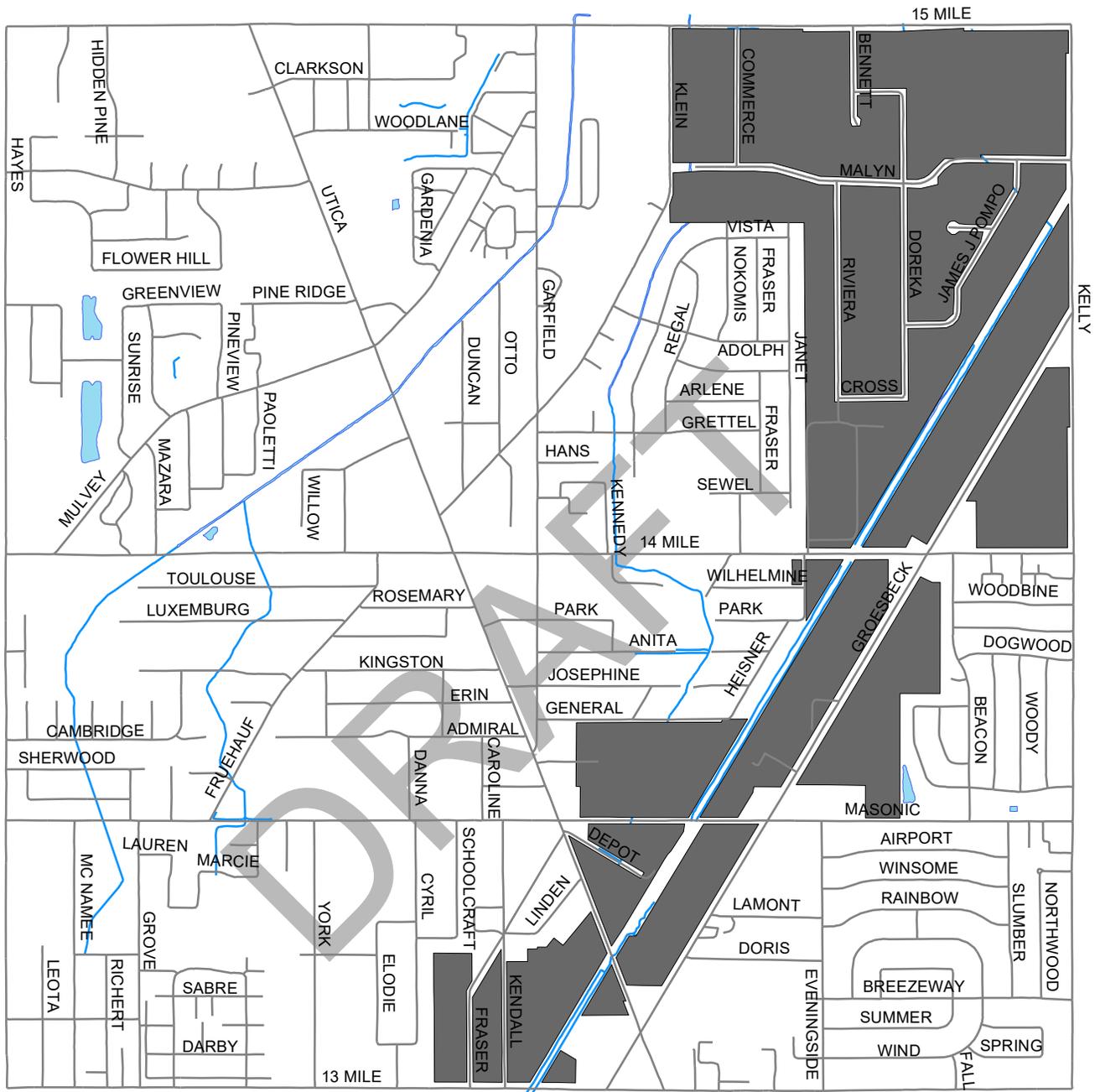
Planning Area #2

The southeast corner of planning area #2 contains a limited amount of industrial land use. These uses are located mainly along Fraser, Kendall and Groesbeck.

Planning Area #3

Within planning area #3, industrial land use lines both sides of Groesbeck with the exception of the east side of Groesbeck south of Masonic and at the intersection with Utica Road. Industrial land uses are also planned south of General from the designated downtown area, the railroad tracks and Masonic. The land area along Depot is also planned for industrial purposes.

The planned industrial land uses along the south side of General should continue to respect the significant setback from the road and maintain the established greenbelts. This provides substantial physical separation from the existing residences on the north side. The railroad tracks separate the planned industrial uses from those homes along Heisner.



ILL-8-2 INDUSTRIAL LAND USE

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The physical separation and relationship between the planned industrial areas and the existing residential land uses along Davidson and Beacon is much closer than that along General. The City had zoned the property which abuts those homes along the north side of Beacon for a lighter intensity industrial use. This property was subsequently developed as an indoor mini warehouse/storage facility. Generous setbacks were required as a part of the development of the site. The industrial properties which abut those residences along Davidson though have not been substantially developed and are zoned for more traditional industrial uses. Care will need to be taken to ensure as the sites are redeveloped that appropriate setbacks and buffering are provided.

The remainder of the industrial development along Groesbeck can function with little impact on other nonindustrial uses. The Plan recognizes that the zoning ordinance will need to be flexible in allowing future uses as the new economy continues to evolve bringing new uses to the corridor. Further, the plan does recognize that some commercial uses are also located in this corridor and promotes their continued existence.

Planning Area #4

Over one half of planning area #4 is planned for industrial land use, totaling approximately 350 acres. The industrial development in this area for the most part is development in a traditional industrial subdivision setting. Industrial sites are also located along both sides of Groesbeck as well as along the south side of 15 Mile Road.

For those industrial sites along the west side of Riviera and Klein as well as the south side of Malyn (west of Riviera) care should be taken in the relationship between proposed industrial land uses and the adjoining residential units to the west and south. The Plan suggests that a process for permitting uses changes in a quick and efficient manner while ensuring impacts from industrial uses are minimized, particularly in these instances. Rezoning to more intense industrial uses is not foreseen by the Master Plan in these areas.

The remainder of the industrial development within the planning area can function with little impact on other nonindustrial uses. The Plan recognizes that the zoning ordinance will need to be flexible in allowing future uses as the new economy continues to evolve bringing new uses to the industrial subdivision. Further, the plan does recognize that some commercial uses are also located in this corridor and promotes their continued existence.

The industrial land use which abuts the planned commercial land uses, particularly at the intersection of 14 Mile Road may be utilized in a flexible manner. If additional commercial property is necessary to facilitate a redevelopment of the commercial properties at the intersection, the Plan recognizes the potential for such.

OTHER PLANNING RECOMMENDATIONS

Macomb County Planning & Economic Development Department

The Macomb County Planning & Economic Development Department provides a number of services which may complement those provided by the City's Economic Development Office. Further, their website (<http://www.macombcountymi.gov/BusinessDevelopment/index.html>) provides a large amount of additional information. Working in coordination with the County will help expand the potential business pool which may find viable buildings, properties and work force members with the City of Fraser. The City can build off of its main asset, an unmatched industrial property base as well as labor force and the County can help promote that.

Re-invest in Industrial Land Use

The economy in southeast Michigan has traditionally been auto-orientated since the early 1900's. However, as the auto industry changes and therefore the Michigan economy changes, each tier of suppliers and general industrial users must also change. The City will need to work with land and building owners in terms of retooling their buildings to allow for the development and assembly of new, greener industries and products. The City can review tax incentives such as IFT's and renaissance zones to provide tax breaks for those bringing in new equipment and technology. It should be noted though that the City must keep close tabs on the number of tax incentives granted so that the City does not

Property Inventory

Even though the City of Fraser is not an official Michigan Redevelopment Ready Community, some of the requirements of that program may be transferred to the practices of the City. One of these requirements is that the City maintains an up to date record of those properties in the City's industrial and commercial corridors. This list would then be available for potential developers and investors either through the City or the web. Pertinent information should include building size and location, acceptable uses based on zoning, parking availability, unique building features (cranes, building soundproofing, etc), and the like.

Flexibility in Alternative Uses

As the economy in Michigan continues to evolve, the traditional car orientated industrial users will likely not be as prominent as they were in the past, when the vast number of industrial buildings in the City were full. The new economy will likely bring new high tech research jobs or niche business which may supply alternative energy business or the expanding movie industry, in addition to a broadened manufacturing base.

With that being said, the Zoning Ordinance should be reviewed to ensure that these new types of uses are recognized to allow for these uses to locate within the City's industrial districts. Further, the manner in which new uses are approved should be reviewed, allowing for expedited review as appropriate while ensuring that all Ordinance requirements are met.

Compatibility with Surrounding Land Uses

With the amount of industrial acreage developed, zoned and planned with the City of Fraser, inevitably industrial land uses will abut some form of residential land use. Therefore, consideration must be given in addressing the relationship between the two typically incompatible uses.

Within the City nearly all of the industrial property is developed in some form or fashion. Therefore, when addressing the compatibility between industrial and residential land uses, the review must take into account the new industrial use(s) proposed, the impacts of such use and its relationship to the existing residential development. In most cases, the City has required a six (6) foot high screen wall between two uses. In a number of cases this type of screening may address the concerns over impacts. However, in some cases the presence of solely a wall may not adequately address all issues such as noise, vibration, etc.

As a part of the implementation of the Master Plan, the review of each use that intends to locate in the planned industrial areas, especially those along the perimeter of the district should be closely reviewed as to their potential to generate noise, vibration, etc., If the uses are generating those impacts at a rate greater than Ordinance requirements, the building should be modified to address such prior to occupancy of the building. Most likely these issues will be addressed as a part of a building modification since the majority of sites within the City are already developed property line to property line. It is important that this review be done in an expedited fashion to not cause undue burden on those industries which may expand or newly locate in the City.



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Section 9

THOROUGHFARE PLAN



DRAFT

INTRODUCTION

A transportation system provides a means to move people and goods among various geographical areas. Because transportation has a significant impact on economic conditions, environmental quality, energy consumption, land development, and the overall quality of life in a community, it is critical that future transportation needs and problems be anticipated and reflected in the Master Plan process.

The Transportation Plan provides the community with an opportunity to coordinate local transportation planning activities with those occurring on a regional or State-wide basis. Roads are the physical improvements that link communities together. Coordinating the planning associated with the regional transportation system offers some opportunities to consider mutually compatible land use policies relating to these needs. Finally, roads make a significant contribution to the community's image and identity. Streets offer an opportunity for urban design improvements in the way of landscaping and monuments. Too often, this opportunity is neglected with streets becoming cluttered with excessive signage and overhead utilities.

Preparation of a Transportation Plan has several practical applications that have important consequences for the community's ultimate development pattern. Through the identification of future right-of-way locations and standards, a community establishes the system of streets and roads that will provide access for future development. Designating right-of-way widths also helps a community establish consistent setback requirements, which are accomplished through the administration of a Zoning Ordinance. This minimizes the potential of having to acquire homes or businesses when road widening becomes necessary.

FUNCTIONAL CLASSIFICATION

Major Roadways

Major roads are the backbone of the grid system. They provide continuity from one community to another, and they can carry long trips when a freeway alternative is not provided. In fact, some major roads resemble mini-freeways by providing a wide median strip, partially-controlled access, and six or eight through lanes. Major roads are intended to serve through traffic volumes while providing some access to abutting properties and intersecting roads. It is this dual function that often leads to congestion and traffic accidents because of turning vehicles conflicting with or impeding through traffic. These problems can sometimes be minimized in business districts by the use of service drives or internal connections between individual sites that allow an overall reduction in the number of driveway connections to the major road.

Collector Roads

The collector road system provides land access and traffic circulation within residential, commercial and industrial areas. The purpose of a collector road is to collect vehicles from the local streets and distribute them to either local destinations or to a major roadway. Collectors can also provide internal circulation and access to non-residential areas.

Local Roads

The sole function of local roads is to provide access to adjacent land. These roads make up a large percentage of total road mileage due to the number of subdivisions in the Township. They will, however, always carry a small portion of the vehicle miles of travel. Local neighborhood roads and industrial district service drives should provide access to collector roads or to longer distance through routes, but in such a manner that through traffic is not encouraged to use the local roads as a shortcut route.



Road Classifications

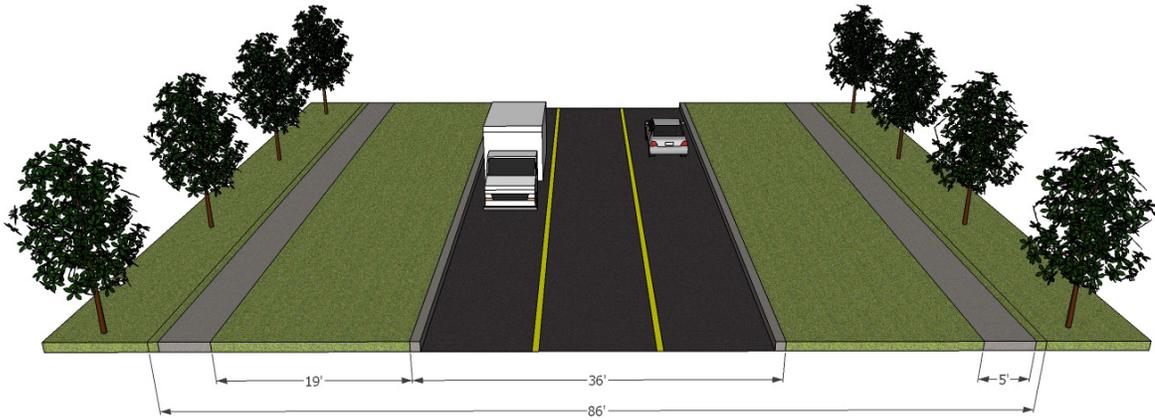
(Planned Right-of-Way Widths)

Based on the functional classification of the roadway, the following right-of-way width is recommended:

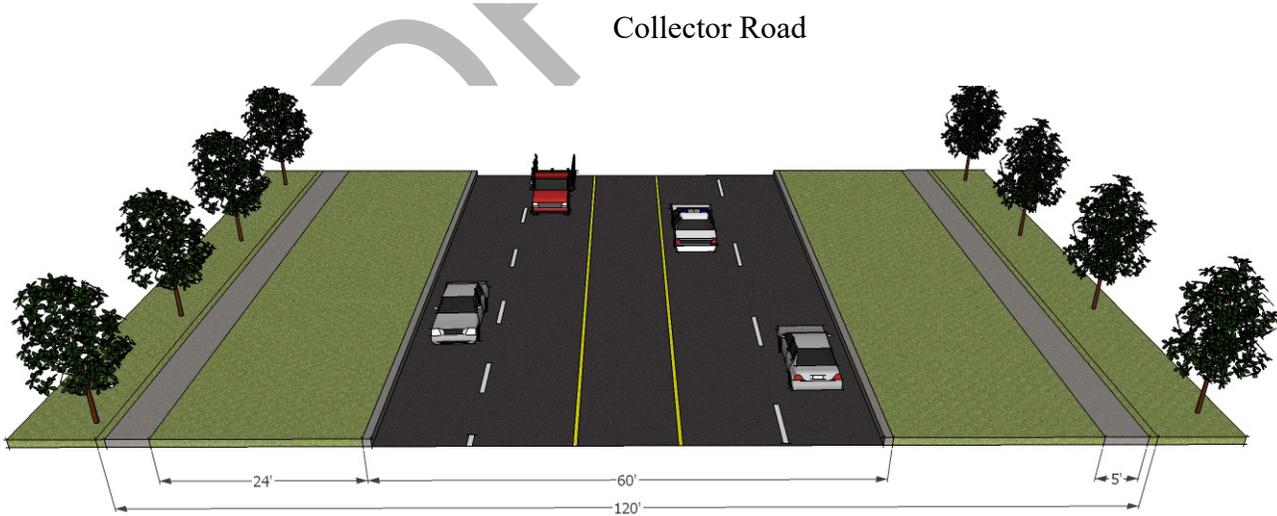
- Local Road - 60 feet
- Collector Road - 86 feet
- Major 5-lane Road - 120 feet
- Major 4-lane Divided Road with Median - 150 feet
- Major Road on National Highway System or 8-lane Divided Road - 204 feet



Local Road



Collector Road



Major Road (5 Lanes)

EXISTING CONDITONS

Traffic Lanes

Traffic Counts

SEMCOG as well as the Macomb County Department of Roads prepare traffic counts for the majority of major roadways within the County. The traffic counts shown on the following map were taken from the SEMCOG database. The traffic counts are generally from 2008. Some of the date was interpolated or based on default values. The data shows that the highest traveled roadways within the City are: Groesbeck, Utica, 15 Mile (east of Garfield), 13 Mile Road, 14 Mile Road, and Hayes Road (south of 14 Mile Road) respectively, with traffic counts ranging from 40,600 to 14,700 vehicles per day.

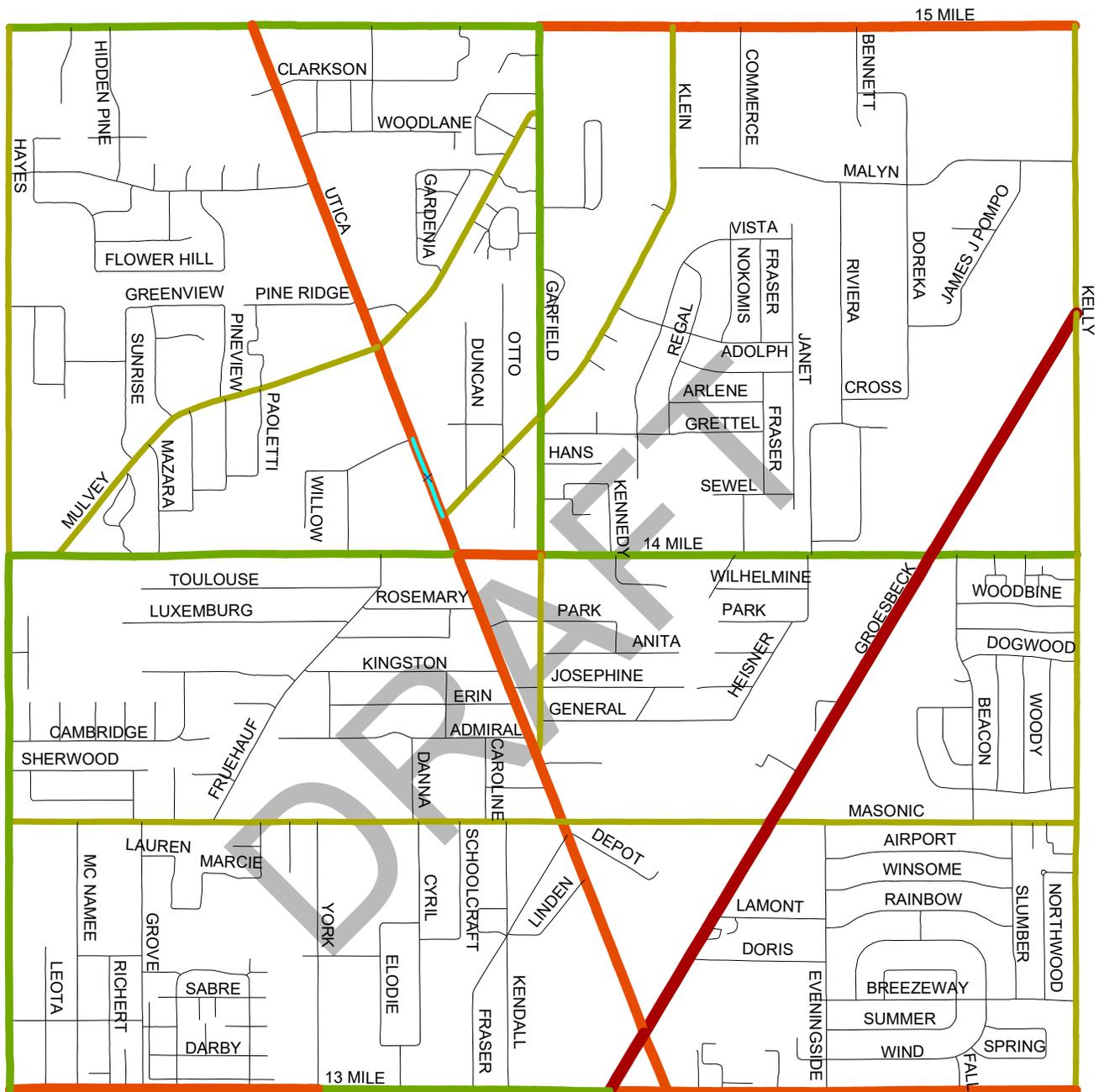
Road Conditions

As part of the their regional planning role, SEMCOG publishes a surface rating for roads within the seven county region that makes up the SEMCOG membership. Each of the major roadways within the City have been reviewed against the SEMCOG assessments and mapped in an effort to visualize the road conditions in the City.

Traffic Crashes

The chart below indicates the top twenty intersections for the total number of crashes both in terms of total number as well as average number per year. The intersection with the most frequent crash rate is Groesbeck and Utica with an average total of 35 accidents per year. The average crash rate is approximately five (5) percent higher than that of the intersection with the second highest rate. The second highest rate is located at the intersection of 14 Mile Road and Groesbeck.

INTERSECTION NAME	TOTAL	2009	2010	2011	2012	2013	Average
Groesbeck Hwy @ Utica Rd	175	33	23	47	36	36	35.0
14 Mile Rd E @ Groesbeck Hwy	167	21	41	34	38	33	33.4
15 Mile Rd @ Utica Rd	142	23	30	32	26	31	28.4
15 Mile Rd @ Garfield Rd	140	25	47	22	31	15	28.0
13 Mile Rd @ Groesbeck Hwy	134	24	23	28	26	33	26.8
Groesbeck Hwy @ Kelly Rd	121	29	27	29	15	21	24.2
14 Mile Rd E @ Utica Rd	112	30	29	14	18	21	22.4
13 Mile Rd @ Utica Rd	108	23	17	28	17	23	21.6
15 Mile Rd @ Kelly Rd	82	8	15	26	20	13	16.4
Groesbeck Hwy @ Masonic Blvd	71	13	12	12	15	19	14.2
13 Mile Rd @ Hayes Rd	50	9	10	7	12	12	10.0
Masonic Blvd @ Utica Rd	48	10	7	7	11	9.0	9.6
14 Mile Rd E @ Garfield Rd	47	12	9	8	8	10	9.4
Kelly St @ Masonic Blvd	40	11	8	2	9	10	8.0
14 Mile Rd @ Hayes Rd	37	7	6	5	7	12	7.4
14 Mile Rd E @ Kelly Rd	34	11	8	7	5	3	6.8
13 Mile Rd @ Krieg Dr	33	8	7	7	5	6	6.6
Garfield Rd @ Utica Rd	32	12	6	3	5	6	6.4
15 Mile Rd @ Hayes Rd	32	5	8	6	8	5	6.4
15 Mile Rd @ Bobcean Rd	27	4	9	8	4	2	5.4

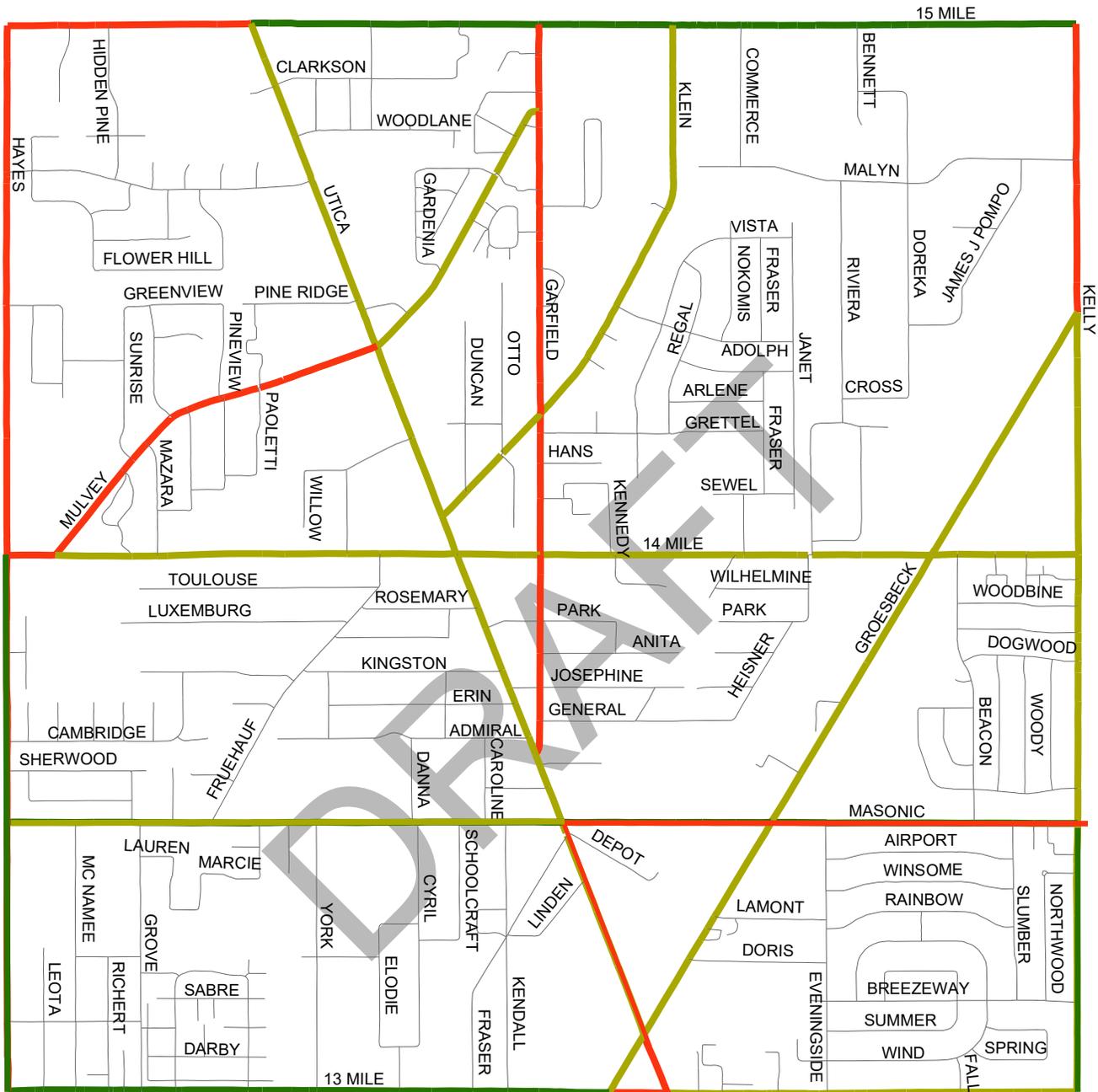


ILL-9-3 TRAFFIC COUNTS - SEMCOG

- Good
- Fair
- Poor

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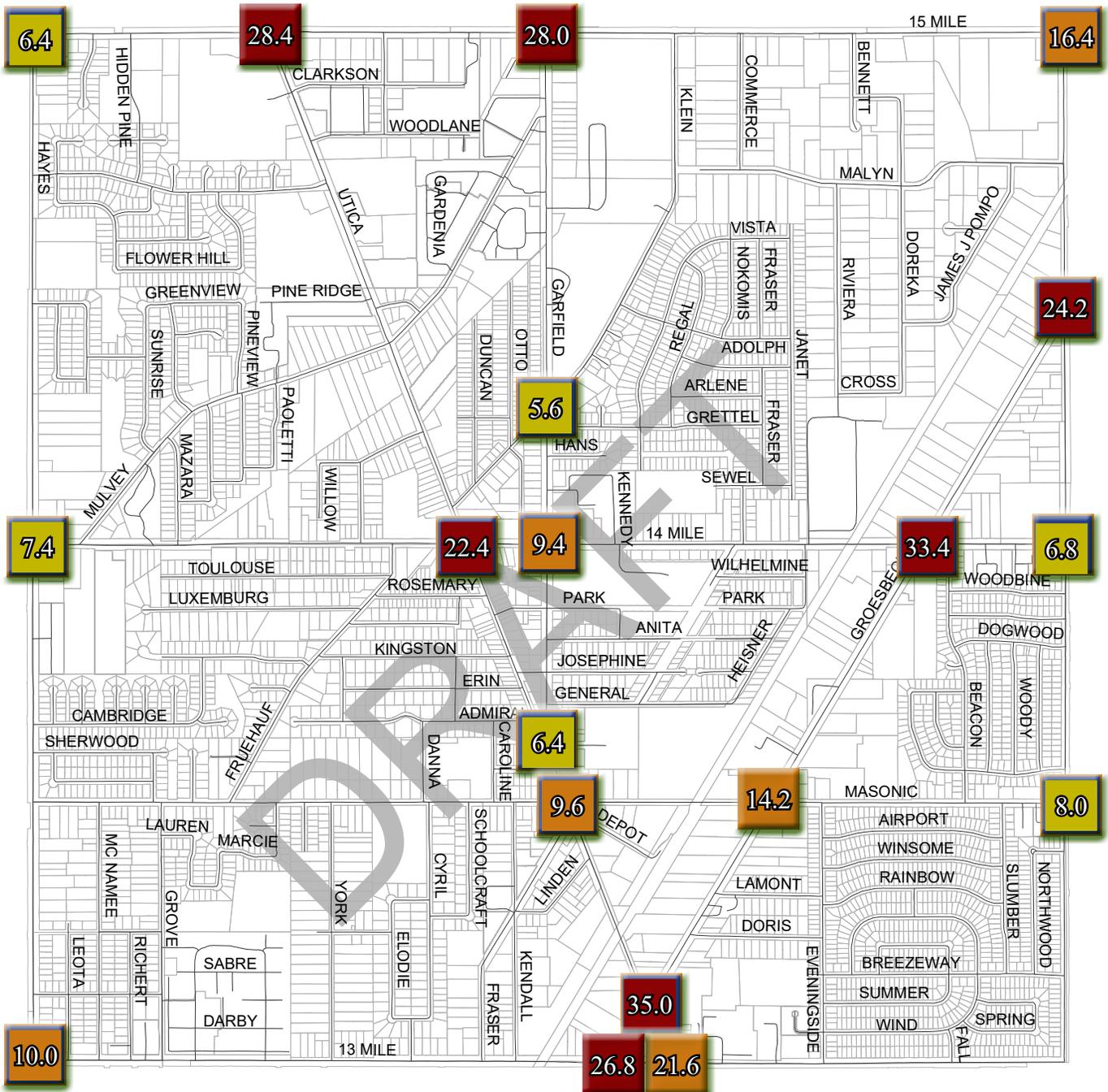


ILL-9-4 ROAD CONDITIONS - SEMCOG

- Good
- Fair
- Poor

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ILL-9-5 TRAFFIC CRASHES (YEARLY AVERAGE) - SEMCOG

22.0 Average Traffic Crashes
2009-2013

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THOROUGHFARE PLAN

Macomb County Thoroughfare Plan

In an effort to coordinate planning efforts between the City and the Macomb County Department of Roads, the City has reviewed the planned right of way designations contained within the Macomb County Department of Roads Long Range Master Plan. The following right of way designations were deemed necessary to accommodate the existing and planned traffic of the County to the year 2030.

The importance of right of way preservation is to ensure the ease of completing road projects, mainly road expansions, without having costly acquisition issues as a result of poorly located structures or improvements. As the City has traditionally done, setbacks for all structures should be based on the future right of way anticipating that the right of way if not already acquired will be at some point in the future.

The Master Land Use Plan for the City also respects these master planned rights of way for the above noted roadways.

SEMCOG TIP

There are no Macomb County Department of Roads projects on the approved TIP for SEMCOG for 2011-2014.

SEMCOG RTP

SEMCOG lists one project on its long term road improvement plan the RTP. This project is the reconstruction of Hayes Road from Common to 14 Mile Road. This project is planned between the years to 2026 and 2030.

Macomb County Department of Roads Long Range Master Plan

The Long Range Plan for the Macomb County Department of Roads identifies several roadways which will likely need to be improved during the timeframe of their Master Plan. The following roadways are recommended for reconstructing or rehabilitating the pavement surface. This is based on the Michigan Department of Transportation pavement rating of fair. While some of these roadways may not need to be rehabilitated, or may need to be rehabilitated sooner, the Department of Roads should review these roadways prior to 2020.

- Masonic – between Utica and Kelly
- Hayes – Between 13 and 14 Mile Roads
- Garfield – Between Utica and 15 Mile Roads

Regional – 150' Right of Way
Groesbeck
Major – 120' Right of Way
13 Mile Road
14 Mile Road
15 Mile Road
Garfield
Hayes
Kelly (15 to 14 Mile Road)
Utica Road
Collector – 86' Right of Way
Beacon
Eveningside
French Creek
Fruehauf
Grove
Masonic
Mulvey
York
Local – 60' Right of Way
All other roadways

Utica Road – Garfield Road Intersection

The DDA Plan suggests that the intersection of Utica Road and Garfield Road be redeveloped to provide a more efficient and safe intersection near the southern end of the designated downtown area. The plan further suggests that an appropriate solution to the intersection redesign is to create a round a bout which would allow for continuous vehicular movement, while creating acceptable road intersection relationships. The introduction of a round a bout would also provide a defined entry to the downtown as well as additional character.

On street Parking along 14 Mile Road

Another recommendation of the DDA plan is to introduce on street parking along 14 Mile Road within the designated downtown area. The on street parking would extend from essentially Fruehauf to Kennedy. As a part of the development of on street parking, it is envisioned that appropriate bump outs be provided to protect those vehicles parked along the roadway. These bump outs would be incorporated into the defined crosswalks noted below.

Defined Crosswalks within Downtown

At a minimum, defined crosswalks have been identified at the following locations:

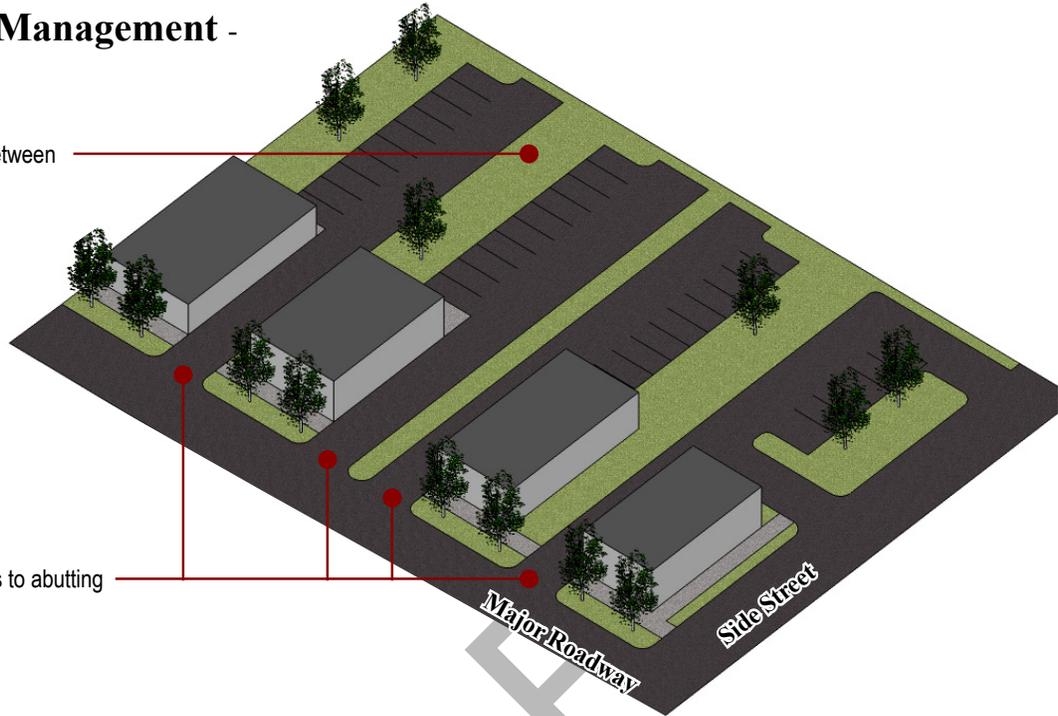
- 14 Mile Road (at the library)
- 14 Mile Road and Utica Road (intersection)
- 14 Mile Road (midblock between Utica and Garfield)
- 14 Mile Road and Garfield Road
- 14 Mile Road (at the fire station exit)
- Utica Road and Rosemary (intersection)
- Utica Road (midblock between 14 Mile Road and Rosemary)

It is envisioned that these dedicated crosswalks would meet all current specifications and ADA requirements. Further, that as the DDA develops these crosswalks would utilize a different surfacing than the actual roadway surface to help distinguish the pedestrian environment versus that of the automobile.

Poor Access Management -

No interconnection between parking areas

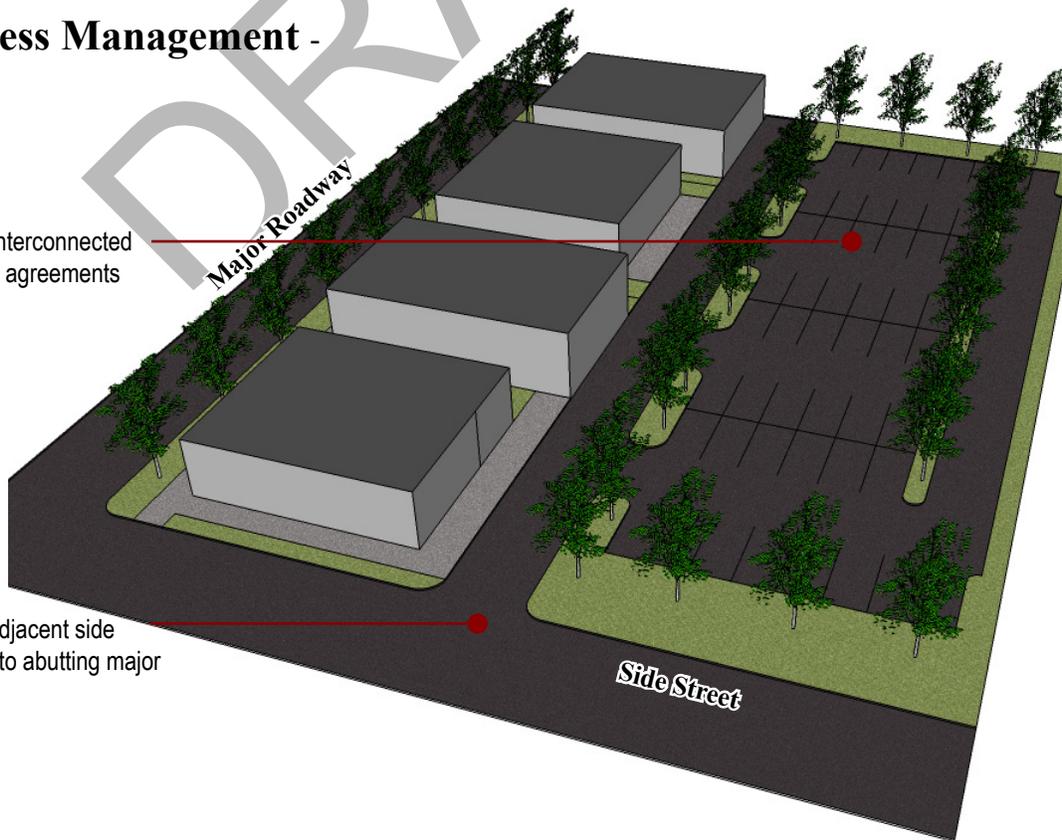
Multiple access points to abutting major roadway



Proper Access Management -

Parking areas are interconnected with mutual parking agreements

Access limited to adjacent side street - No access to abutting major roadway



Access Management Standards		
Posted Speed	Driveway Spacing (in feet)	
	Minimum	Recommended
30	150	185
35	175	245
40	200	300
45	315	350
50	350	455

Access Management

The Master Plan recommends the development of access management standards for all “Major” roadways as defined on the City’s Thoroughfare Plan Map. This includes 15 Mile Road, 14 Mile Road, 13 Mile Road, Hayes Road, Kelly Road, Utica Road, and Garfield Road.



Since nearly all of the properties within the City are already developed, the Ordinance will need to be drafted in a manner which addresses retrofitting sites with acceptable access management standards. Typically in a community which has to retrofit access standards, the process of correcting the location and use of access drives is a much longer process than in a community with many greenfield sites.

The Commission in reviewing site plans for redevelopment should review several key issues relative to access management. These include:

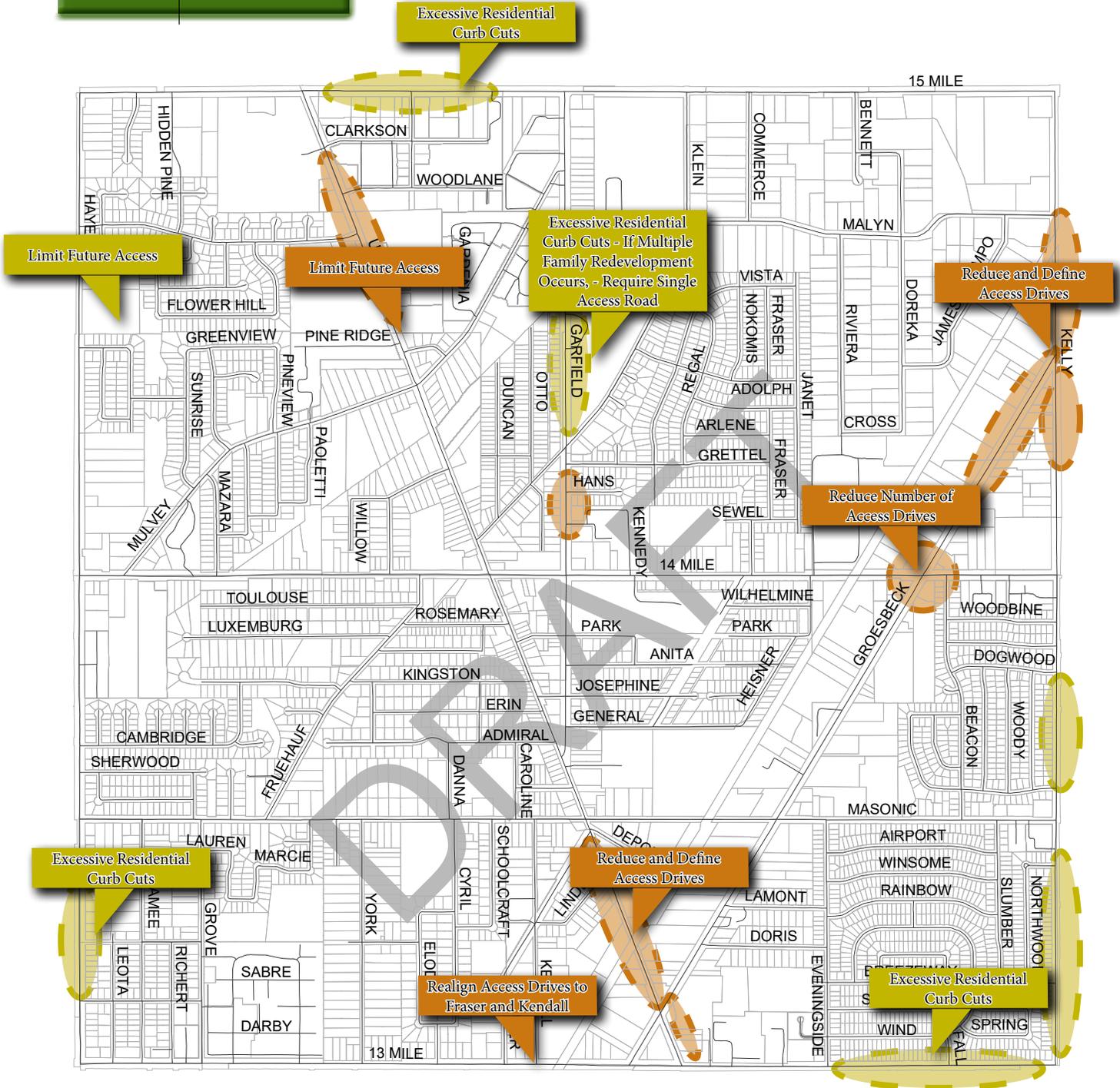


The necessity for multiple drives on a single site. Typically, older sites may have 2 or more access drives for a use which may only need one and still function properly. The removal of these unnecessary access drives will likely eliminate a number of drives with minimal effort.

The presence of access agreements across sites as well as joint access agreements for driveways. Sites requesting approval to redevelop or modify site plans should be made to provide current cross access easements and joint access easements so that when adjacent uses come before the Commission, determinations can be made on potential driveway removal.

Defining of excessively wide curb cuts. Many older sites do not have defined access points or driveways, rather their entire frontage is paved and automobiles can drive onto and off of the property at any point. The defining of access drives to a standard width would provide additional separation between drives where little exists now.

For new / greenfield or substantially vacant properties, the Planning Commission should review the request for any new driveways based on existing separation between driveways on adjacent properties, separation between proposed driveways and adjacent street intersections, and the like.



ILL-9-6

ACCESS MANAGEMENT RECOMMENDATIONS

City of Fraser Planning Commission
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Complete Streets

Streets are a key public space within a City and typically take up much of the physical area of a City as well as provide much of the perceived character. However, conventional design and construction of streets has focused solely on the automobile and not the other users of the street, including the pedestrian, bicyclist as well as mass transit. Further, the appearance or design of the street was an after thought, while the focus was solely on moving automobiles as quickly and efficiently as possible. While the efficiency of automobile travel is important, the concept of complete streets brings the focus of the public right of way back to all potential users and modes of transportation as well as the design and appearance.

Elements

Typical elements that make up a complete street include:

- sidewalks,
- bicycle lanes (or wide, paved shoulders),
- shared-use paths,
- designated bus lanes,
- safe and accessible transit stops, and
- frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions.

Benefits

Complete streets:

- Improve Safety
- Encourage Walking and Bicycling for Health
- Address Climate Change and Oil Dependence
- Foster Stronger Communities

Although the guiding principle for complete streets is to create roadways and related infrastructure that provide safe travel for all users, each complete street has to be customized to the characteristics of the area the street serves. Therefore, all of the above elements may not be included or may not be appropriate for all streets. The assessment of each street will dictate which elements should be incorporated and which should be left out. A complete street also has to accommodate the needs and expectations of the travelers who want to access or pass through the surrounding neighborhood, community, or region.

Recommendations

The Master Plan promotes all of the following recommendations to implement the concepts of complete streets:

- Integrate Complete Streets infrastructure and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.
- Include infrastructure that facilitates safe crossing of the right of way, such as accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.
- Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.

- Ensure use of additional features that improve the comfort and safety of users:
 1. Provide pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transportation stops and facilities.
 2. Encourage street trees, landscaping, and planting strips, including native plants where possible, in order to buffer traffic noise and protect and shade pedestrians and bicyclists.
 3. Reduce surface water runoff by reducing the amount of impervious surfaces on the streets.
- Ensure that complete street infrastructure is included in planning, design, approval, construction, operations, and maintenance phases of street projects.
- Revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets; coordinate with related policy documents.
- In collaboration with the Macomb County Department of Roads, SEMCOG and MDOT, integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs and agencies to encourage connectivity between jurisdictions.
- Identify intersections and other locations where collisions have occurred or that present safety challenges for pedestrians, bicyclists, or other users; consider gathering additional data through methods such as walkability/bikeability audits; analyze data; and develop solutions to safety issues.
- Encourage mixed-use development, in those areas where infill development is encouraged, to allow siting of residential, retail, office, recreational, and educational facilities within close proximity to each other to encourage walking and bicycling as a routine part of everyday life.
- Work with the Fraser School District in implementing “Safe Routes to School”, as well as providing education and promotion of the identified routes.

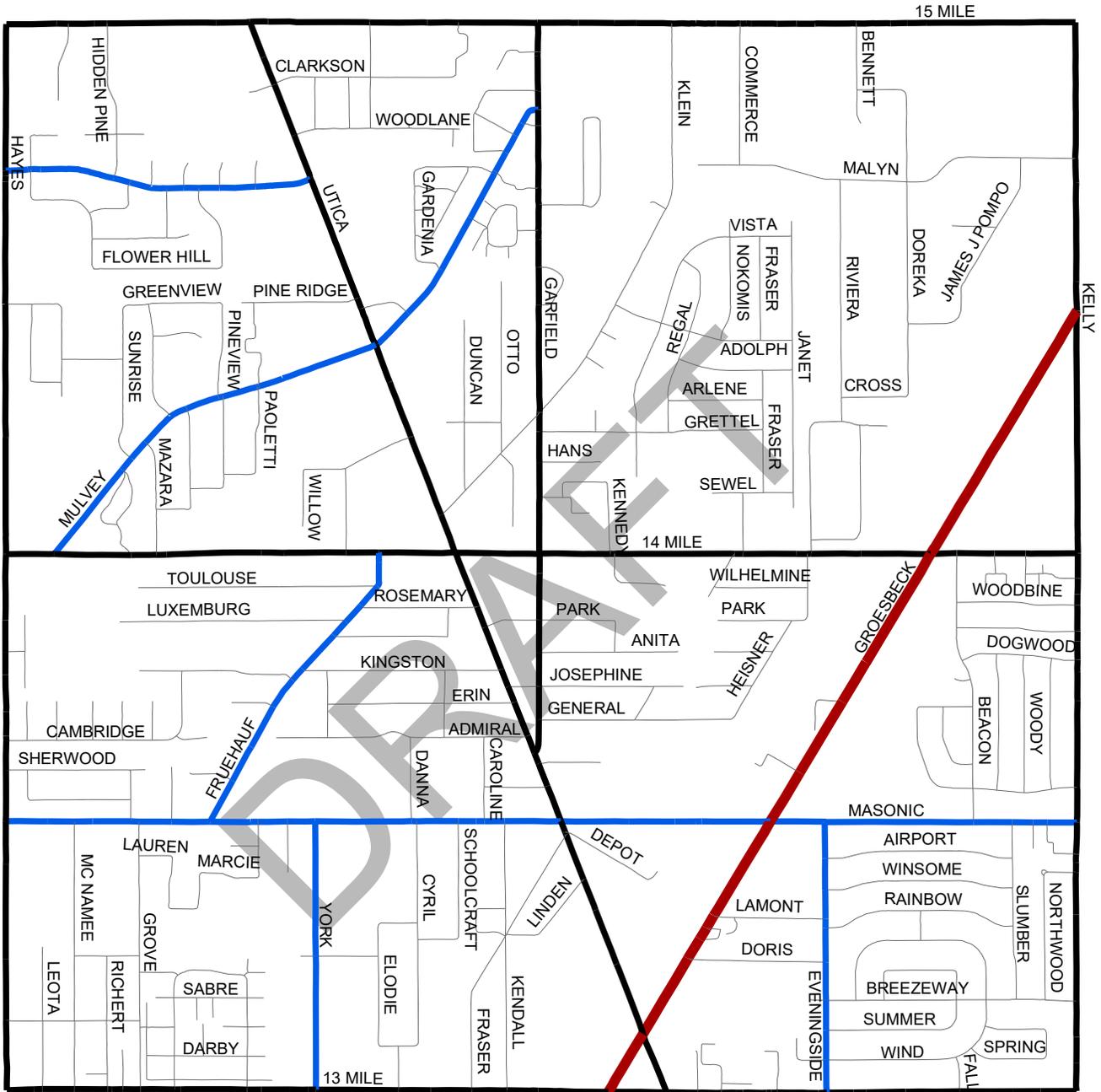
These planning review standards are in addition to those published by the County Department of Roads in their Long Range Master Plan as well as the State’s Department of Transportation.

* As measured from the centerline of each driveway.

Note: Spacing on boulevards may be adjusted

Source: MDOT: *The Access Management Guidebook*

The implementation of proper access management standards will need to occur at both the City level as well as the County Department of Roads level since both the City and County have jurisdictions on specific roadways with the City. Further, the Michigan Department of Transportation will need to be coordinated with for those sites along Groesbeck.



ILL-9-7 THOROUGHFARE PLAN

<ul style="list-style-type: none"> Regional Major Collector 	<p>City of Fraser Planning Commission Base Map Information - Copyright Macomb County</p>	
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Section 10

COMMUNITY FACILITIES PLAN

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City Hall

The Fraser City Hall is located at the southeast corner of 14 Mile Road and Garfield Road. The Hall houses all of the City's administrative offices including: City Manager, City Clerk, Economic Development, Public Safety, Emergency Management, District Court, Assessing Department, Finance, Parks and Recreation, , Building/Zoning/Code Enforcement, and Human Resources.

Several Departments are not located at City Hall, these include: Senior Citizens (located at the Senior Center) and Public Works



Fraser Economic Development Office

The Economic Development Office was formed and works as a tool of the City Manager's Office to plan, organize and administer programs that encourage economic development in the City. The Economic Development Office works to assist companies already established in the city, and to encourage new businesses to locate within the City. The intent is to provide the support and assistance necessary to create and maintain a strong and positive business environment in the city.

An important focus of the office is on existing businesses. Those businesses which may have outgrown their current space and must relocate to larger facilities or expand their current facilities, or may have general questions or concerns regarding their business in the city can obtain necessary information from the Economic Development Office. The office believes that the existing businesses are the strength of the City business base and thus are one of the top priorities.

Assisting new businesses that wish to relocate their operations to Fraser is another top priority of the office. Assistance in identifying potential site locations and guidance in understanding the zoning and permitting regulations are services we offer to businesses looking to locate in Fraser. Attracting new businesses is essential to maintaining a successful and diverse business climate.

Adapted from the City of Fraser Website

Fraser Library

The Fraser Public Library is currently located at 16330 Fourteen Mile Road, just west of Utica Road. The Library has been open since 1964. Over the years, the services we provide have expanded to meet the changing needs of the community. Originally, the Library contained a total of 8,000 books, now the Library contains approximately 68,000 books, periodicals, audio, DVD's, CD's, video tapes, as well as computer services. The Library also provides reference and inter-loan service, as part of a county wide and nation-wide network of libraries.

The Fraser Library is a member of the Suburban Library Cooperative which services 20 libraries in the Macomb County area. As a member of the Cooperative, Fraser residents have access to approximately 600,000 books and other materials.

The Fraser Library provides on-line access to its inventory of books and resources, as well as those within the cooperative through an on-line library catalog. A number of periodical and informational databases are also available.

Services offered by the library staff include the following: Reference service; special exhibits; educational and cultural programs for all age groups; children's story hours; children's craft projects; children's nature projects; and children's reading programs.

With a relative stable population, the Master Plan does not envision any expansion or major alterations to the City Library other than continued updating of materials and technological services.

Adapted from the City of Fraser Website

Public Safety

The Public Safety Department operates 24-hours a day, providing emergency response to all calls for police, fire, and ambulance services. As a Public Safety Department, our personnel are trained as police officers, firefighters, emergency medical technicians & paramedics. The Public Safety Department is located at the City Hall.

The public safety department patrols the city streets, responding to calls for assistance as well as interacts with local schools, civic organizations, and individual citizens in a preventative manner working to develop a cooperative relationship to help promote safety. .

In 2013 the Public Safety Department had a total of 67 employees (either full or part time). These include:

Title	Number of Employees (2013)
Acting Director	1
Lieutenants	2
Sergeants	9
Systems Administrator	1
Public Safety Officers	23
Paramedics	4
Dispatch full time/part-time	5/1
Clerks full time/part-time	1/1
Paid on Call Fire Fighters	17
Crossing Guards	2

Senior Center

The City has a building specifically designed and dedicated to meet the social needs of its active senior citizens. The Senior Activity Center is located at 34935 Hidden Pine Drive. The center hosts a wide variety of programs, including arts & crafts, exercise, dances, lunches, movies, parties, card tournaments, and travel. Our Department of Parks and Recreation oversee these programs.

Department of Public Works

The DPW provides the following services: weekly refuse pickup, brush pickup, coordination of the City's recycling program, snow removal, limited tree service, water and sewer services, and street maintenance. From a planning standpoint, the Public Works Department ensures that the sewer and water infrastructure of the City is maintain and operating correctly.

Parks and Recreation

Planned Park Improvements

In 2006 the City of Fraser adopted its Parks and Recreation Plan. This Plan was subsequently accepted by the State of Michigan (MDNR) and has made the City eligible for recreation grants through State and Federal programs. The planned improvements contained within the Plan are as follows:

<p>Joe Blanke Park</p> <p>Construct Barrier Free Accessible Parking Area Construct Picnic Shelter</p>	<p>Somerset Park</p> <p>Replace and Add Playground Equipment</p>
<p>Meadows Park</p> <p>Construct Full Size Basketball Court</p>	<p>Reindel Park</p> <p>Develop a Baseball/Softball Field upon Completion of Soccer Field at Steffens Park</p>
<p>Harrington Trails Park</p> <p>Construct ½ Court Basketball Court</p>	<p>Mckinley Park</p> <p>Develop Fitness Trail Replace Existing Playground Equipment with Boundless Playground Equipment.</p>
<p>Pompo Park</p> <p>Construct ½ Court Basketball Court</p>	
<p>Steffens Park</p> <p>Develop Splash Park Develop Connection to County Bike Path Create Community Gardens Construct Two (2) ADA Basketball Courts</p>	

The State of Michigan requires parks and recreation plans to be renewed every five (5) years to be eligible for funding and therefore the City's Parks and Recreation Plan will be updated during the time frame of this Master Land Use Plan. To keep the Master Land Use Plan current, the Master Plan automatically supports the planned improvements developed through the Parks and Recreation Master Plan planning process.

Planned Pathways

The Macomb County Planning and Economic Development Department has developed an overall Trailways Plan for the entire County. Several of the planned pathways traverse the City of Fraser and are essential to completing connections to other municipalities. The planned pathways include the following:

- Downtown Connector – This pathway provides pedestrian access along 14 Mile Road from Hayes Road to Garfield Road, ending at City Hall and Steffens Park. This pathway also provides access to Boris Park and Harrington Trails Park.
- Mulvey Connector – This pathway extends the full length of Mulvey from 14 Mile Road to Garfield Road, connecting the Downtown and Garfield Connector pathways. This pathway can provide access to Joe Blanke Park.
- Garfield Connector – The Garfield Connector extends from the City's northern boundary at 15 Mile Road south, along Garfield to Masonic and then eastward on Masonic to Groesbeck. This pathway will provide access to Fraser High School, Richards Junior High School and Steffens Park.
- 13/14 Mile Road Connector – The pathway extends from 13 Mile Road to 14 Mile Road along Hayes, servicing both Fraser and Sterling Heights residents and providing a connection to the Downtown Connector at 14 Mile Road.

These planned pathways are designed to work in conjunction with the City's existing sidewalk system. Residents can utilize the existing sidewalks to gain access to the noted planned pathways and travel throughout the County's larger planned pathway system.

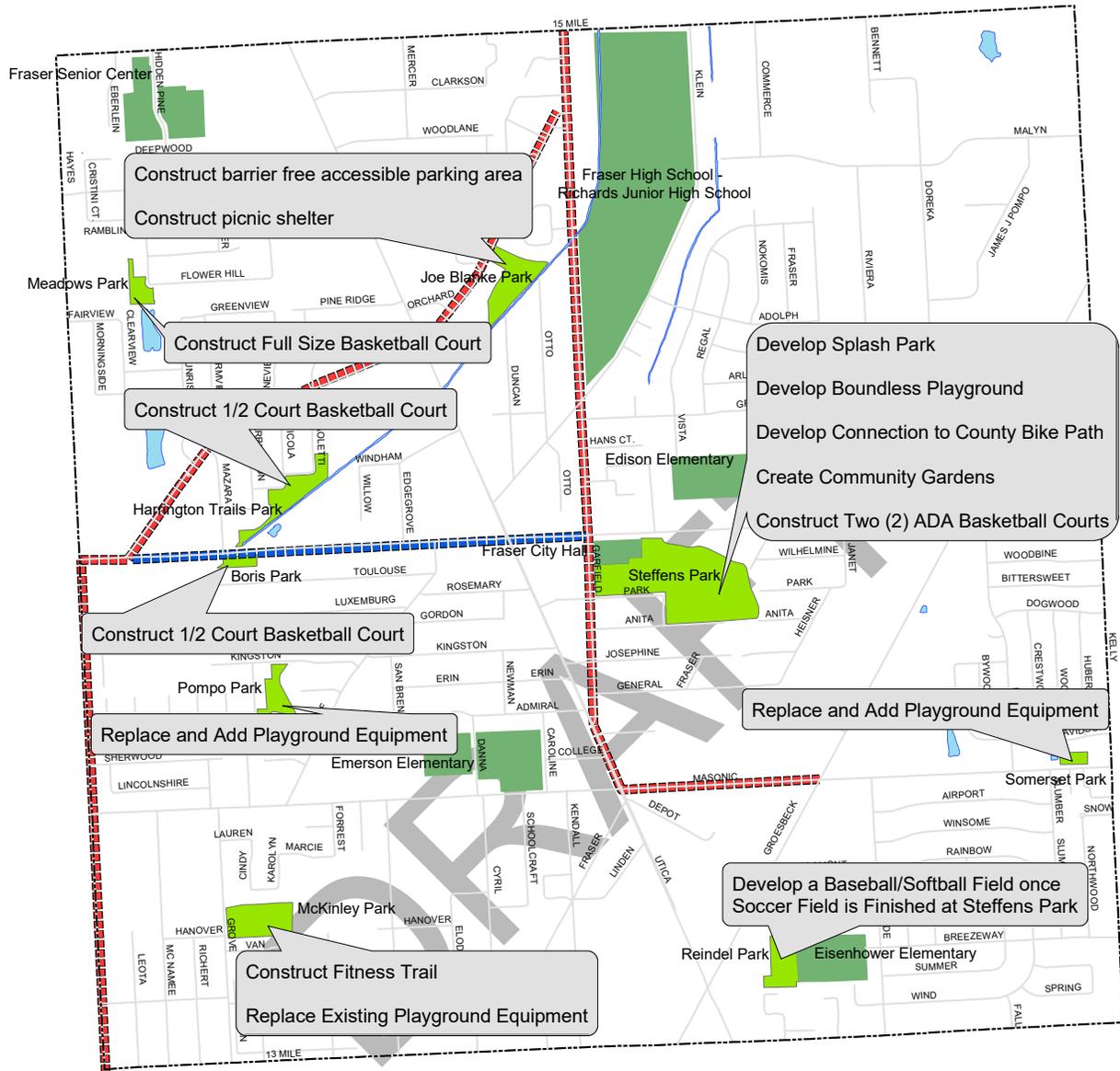
Mutual Support

The Master Land Use Plan supports the goals, objectives and recommendations of the City of Fraser Parks and Recreation Master Plan. Further, it is the intent of the Master Land Use Plan to support future amendments to the Parks and Recreation Master Plan. This is based on the Planning Commission being able to provide meaningful input into the Parks and Recreation Master Plan.

Capitol Improvements Plan

The State's Planning and Zoning Statutes require a community which operates sewer and water infrastructure to develop a Capitol Improvements Plan (CIP) which outlines how the recommendations of the Master Plan will be implemented over time. This CIP should be incorporated into the City's overall budget and existing spending projections. The Administration along with the Planning Commission can review the CIP each year and forward recommendations to the City Council for inclusion in the CIP and overall City budget.





- ■ ■ ■ Downtown Connector
- ■ ■ ■ Mulvey Connector
- ■ ■ ■ Garfield Connector
- ■ ■ ■ 13/14 Mile Connector

**PARKS AND RECREATION
MASTER PLAN**
City of Fraser
Macomb County, Michigan

ILL-10-2 ADOPTED RECREATION PLAN

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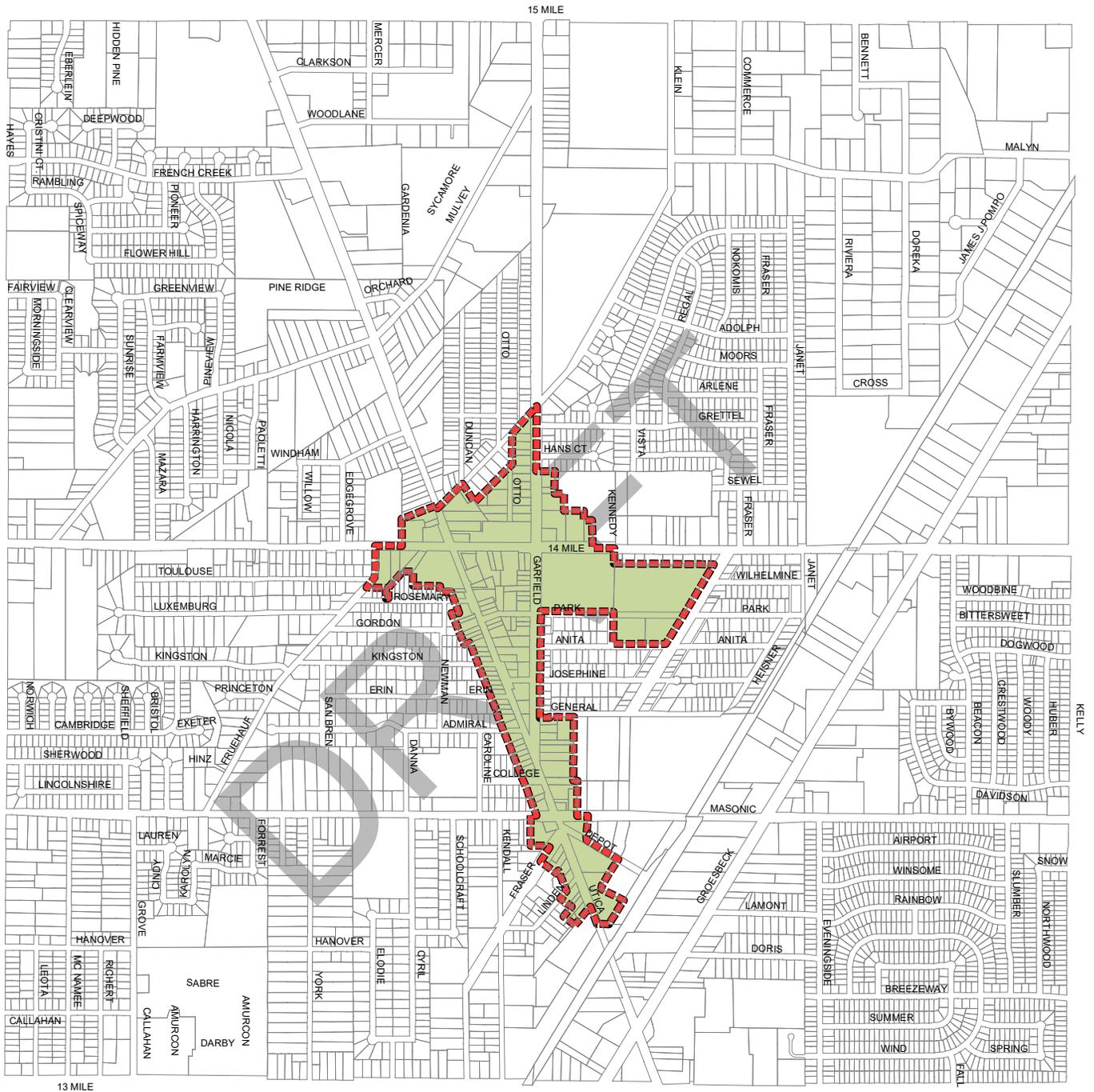
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City of Fraser

Section 11

D O W N T O W N P L A N



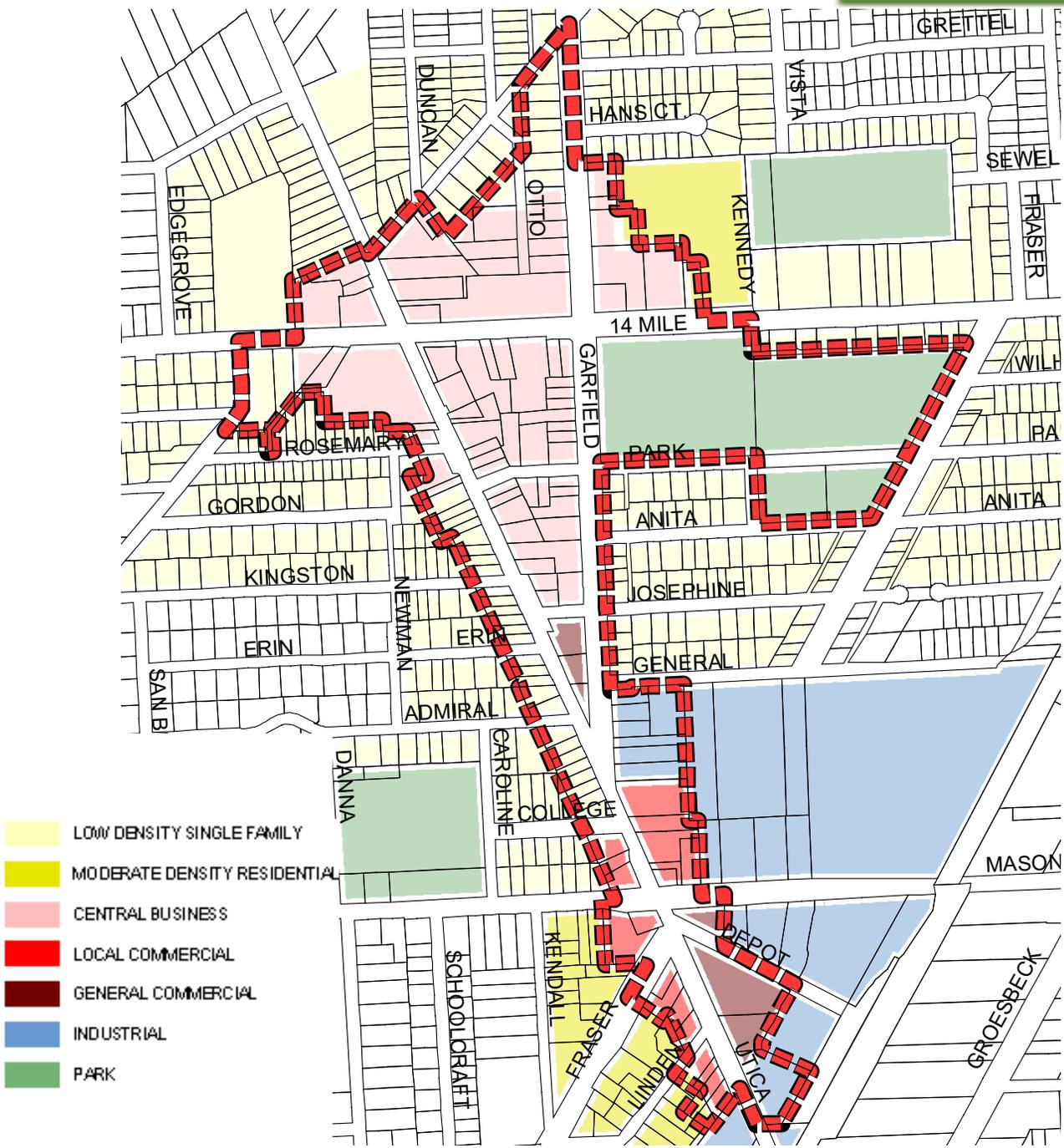


ILL 11-1

DOWNTOWN LOCATION MAP

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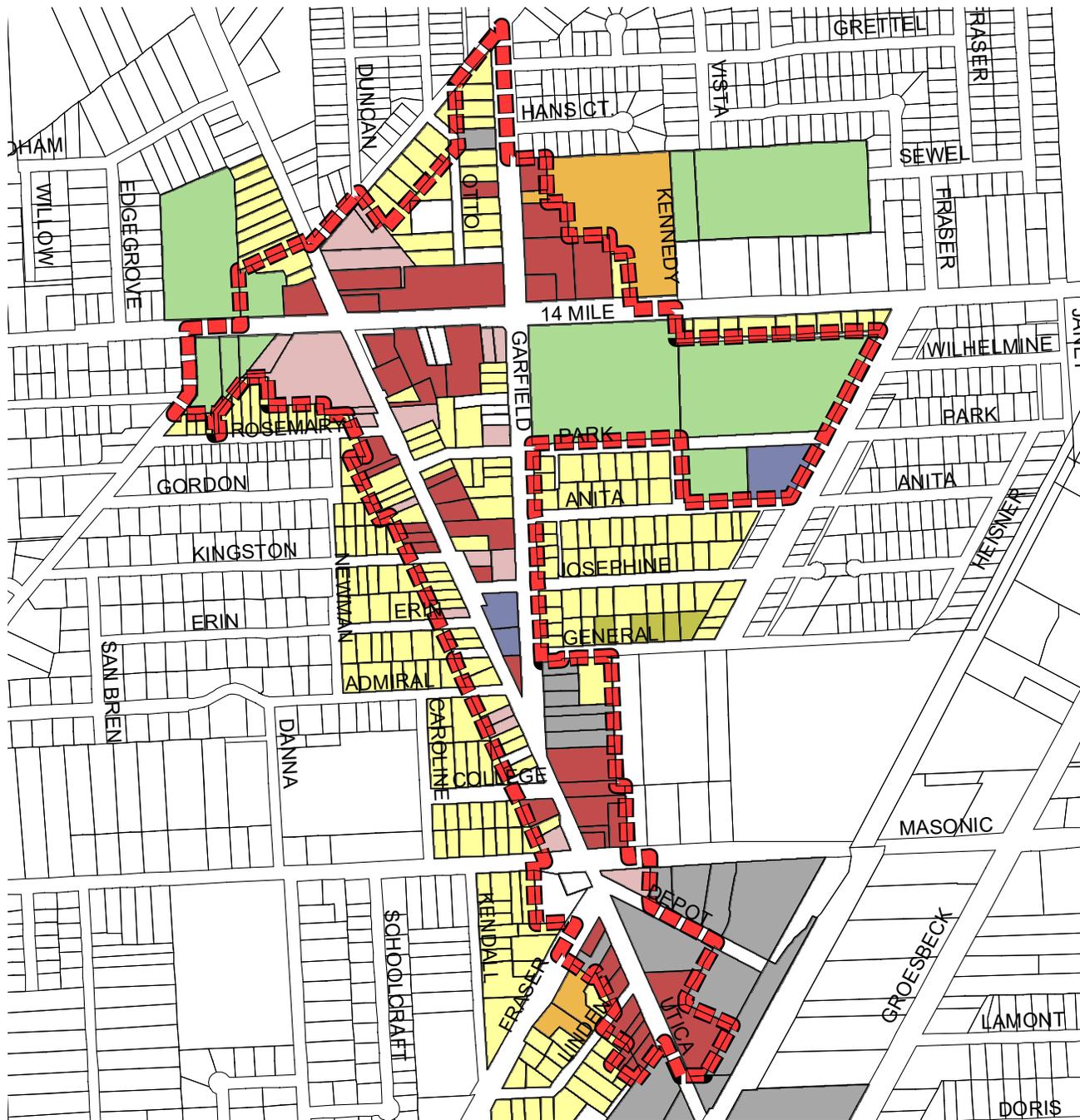




ILL 11-2 Downtown Future Land Use

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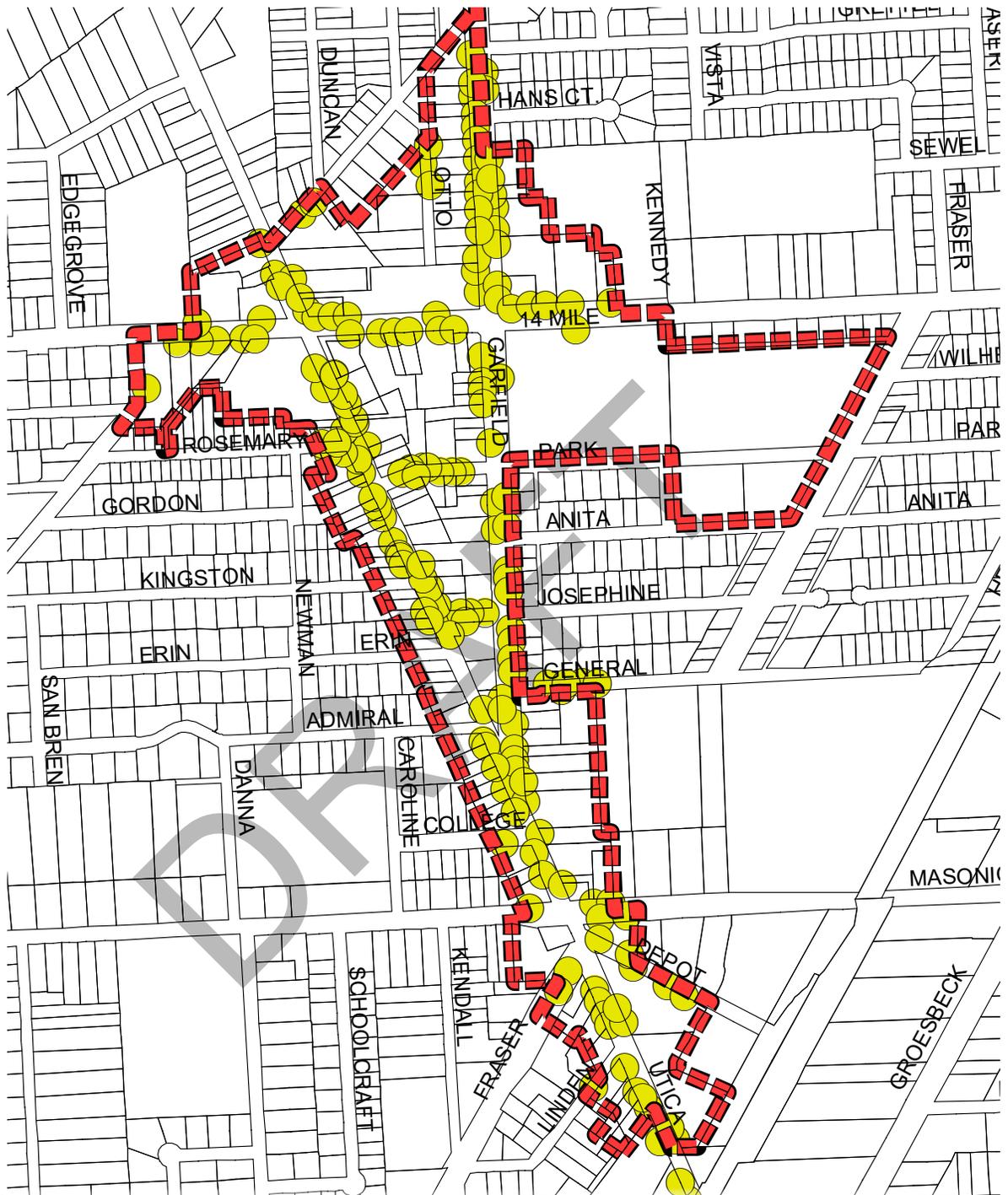


ILL 11-3 DOWNTOWN EXISTING LAND USE

	Single Family		Commercial
	Duplex		Industrial
	Multiple Family		Public
	Office		Semi Public
	Vacant		Vacant

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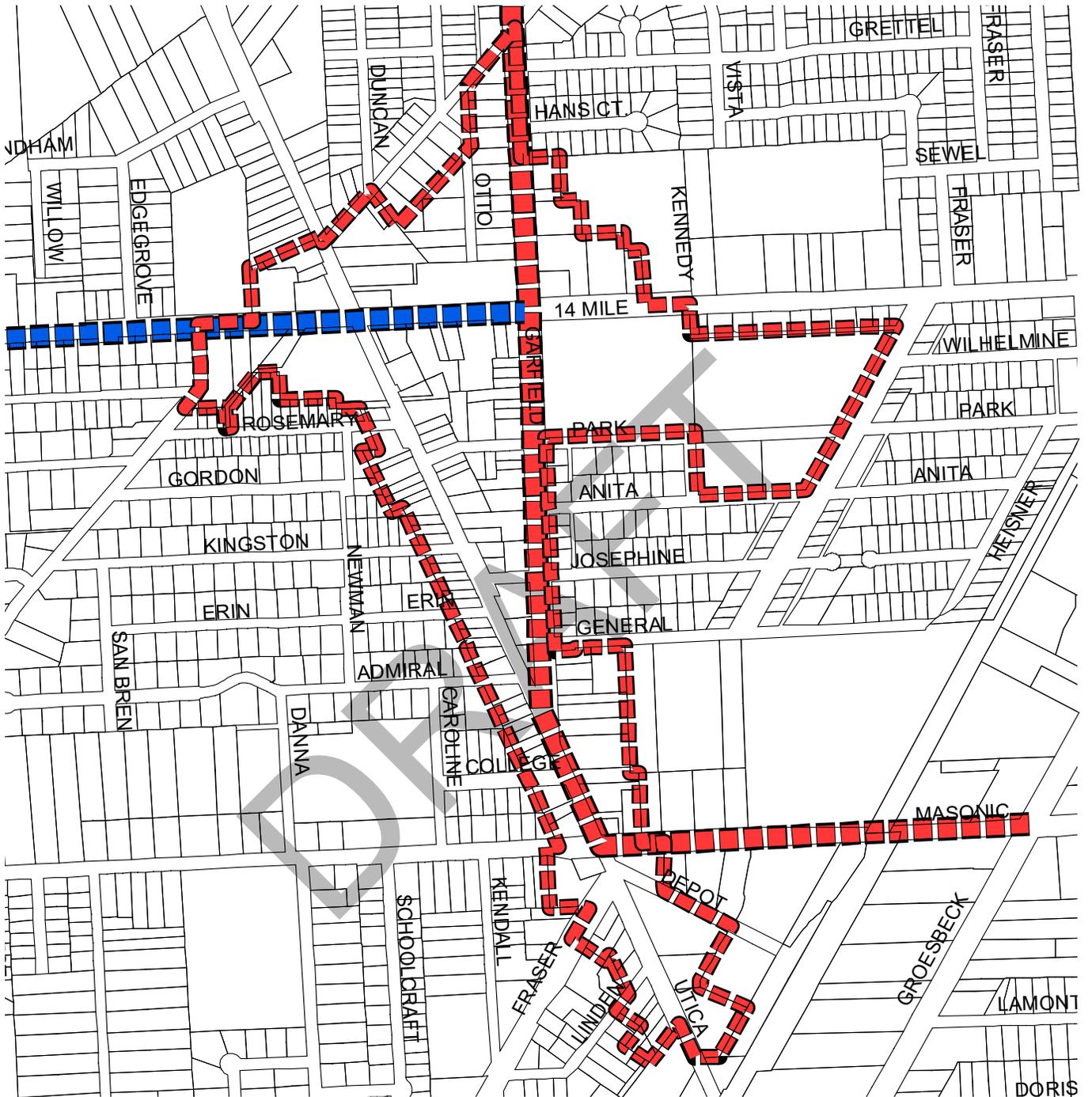




ILL 11-5 DOWNTOWN ACCESS POINTS

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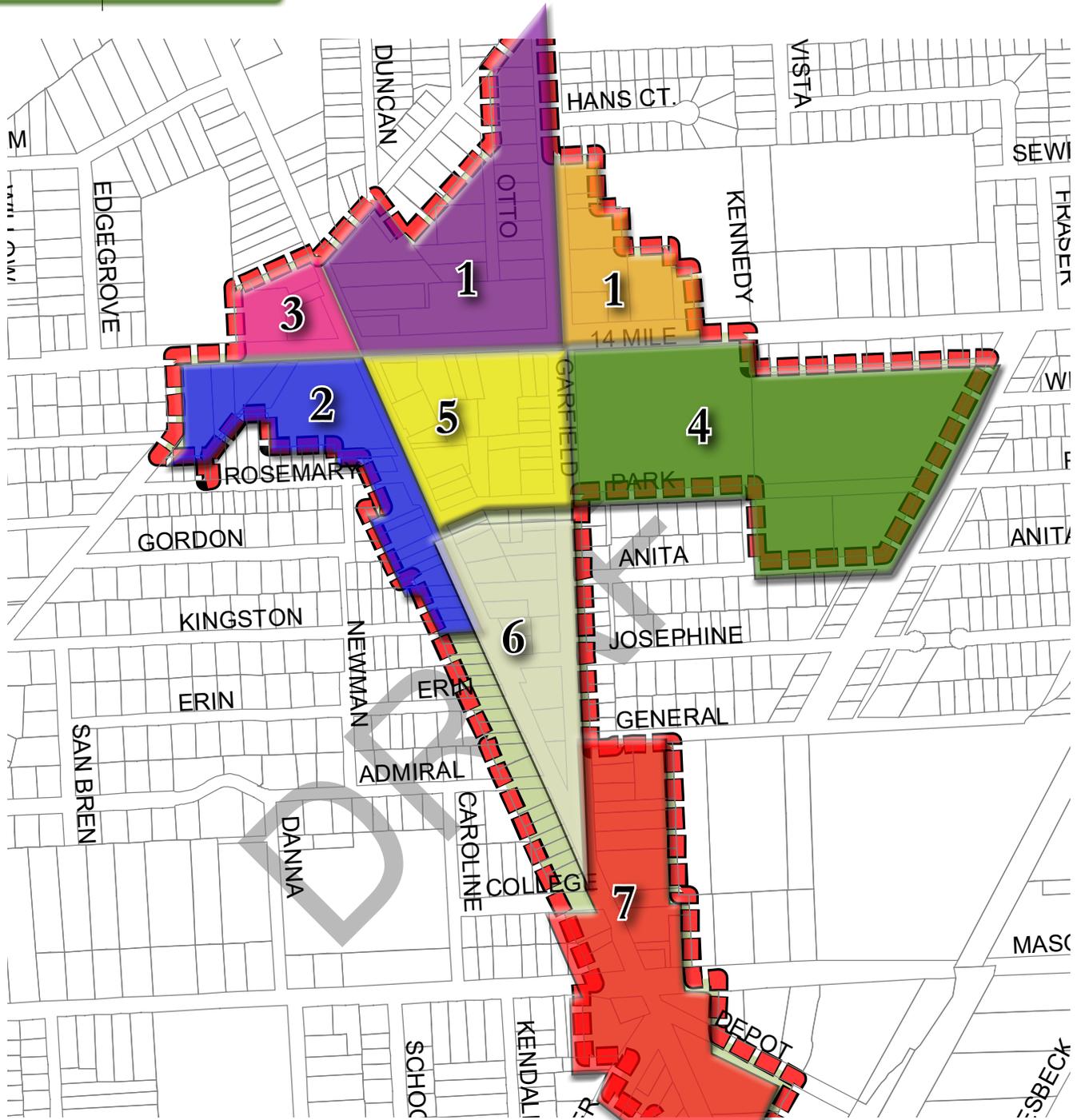


ILL 11-6 DOWNTOWN PATHWAYS PLAN

- - - - Downtown Connector
- - - - Mulvey Connector
- - - - Garfield Connector
- - - - 13/14 Connector

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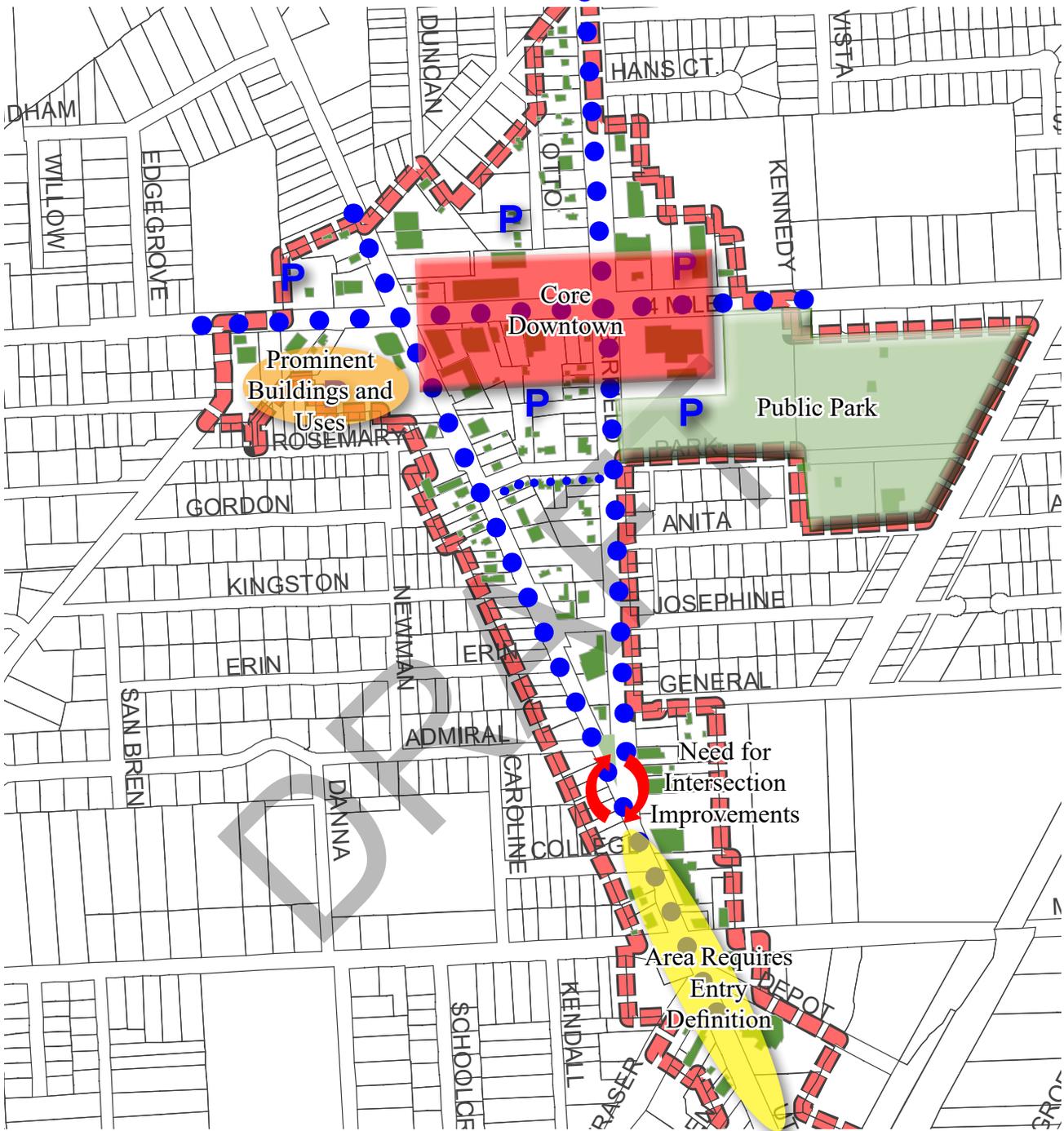




ILL 11-7 DOWNTOWN PLANNING AREAS

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ILL 11-8 DOWNTOWN PHYSICAL ANALYSIS

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VISION:

Create a vibrant, attractive, viable downtown area for living, shopping, entertaining, and relaxing, that creates a sense of place in a park-like setting.

Strategy:

Provide a multitude of planning tools designed to revitalize the downtown area.

Programs:

1. Adopt and implement a Downtown Development Plan.
2. Establish an active Downtown Development Authority.
3. Coordinate Zoning Ordinance provisions and changes, including maximum setbacks and minimum heights, with the adopted Downtown Development Plan.
4. Work with the Planning Commission and City Council to encourage development and redevelopment within the Downtown.
5. Amend zoning ordinance to allow residential development within the downtown.
6. Identify and develop coordinated public parking areas in the downtown area.

Vision:

Create a park like atmosphere with uses that promote a destination with a full days worth of activities.

Strategy:

Create a physical environment that encourages pedestrian activity.

Programs:

1. Create a recognizable entranceway into the downtown.
2. Work to redesign the Utica Road/Garfield intersection to facilitate additional traffic flow in a safe manner.
3. Provide pedestrian/streetscape amenities along 14 Mile, Garfield, and Utica.
4. Work with businesses to encourage façade improvements through DDA grants or low-interest loans.
5. Provide City or DDA funded architectural services to businesses looking to locate within the downtown area.
6. Encourage the placement of local artwork within public spaces throughout the downtown.
7. Work with the RCMC to introduce on-street parking along 14 Mile Road.
8. Examine creating a link between Downtown businesses and Steffen Park events.

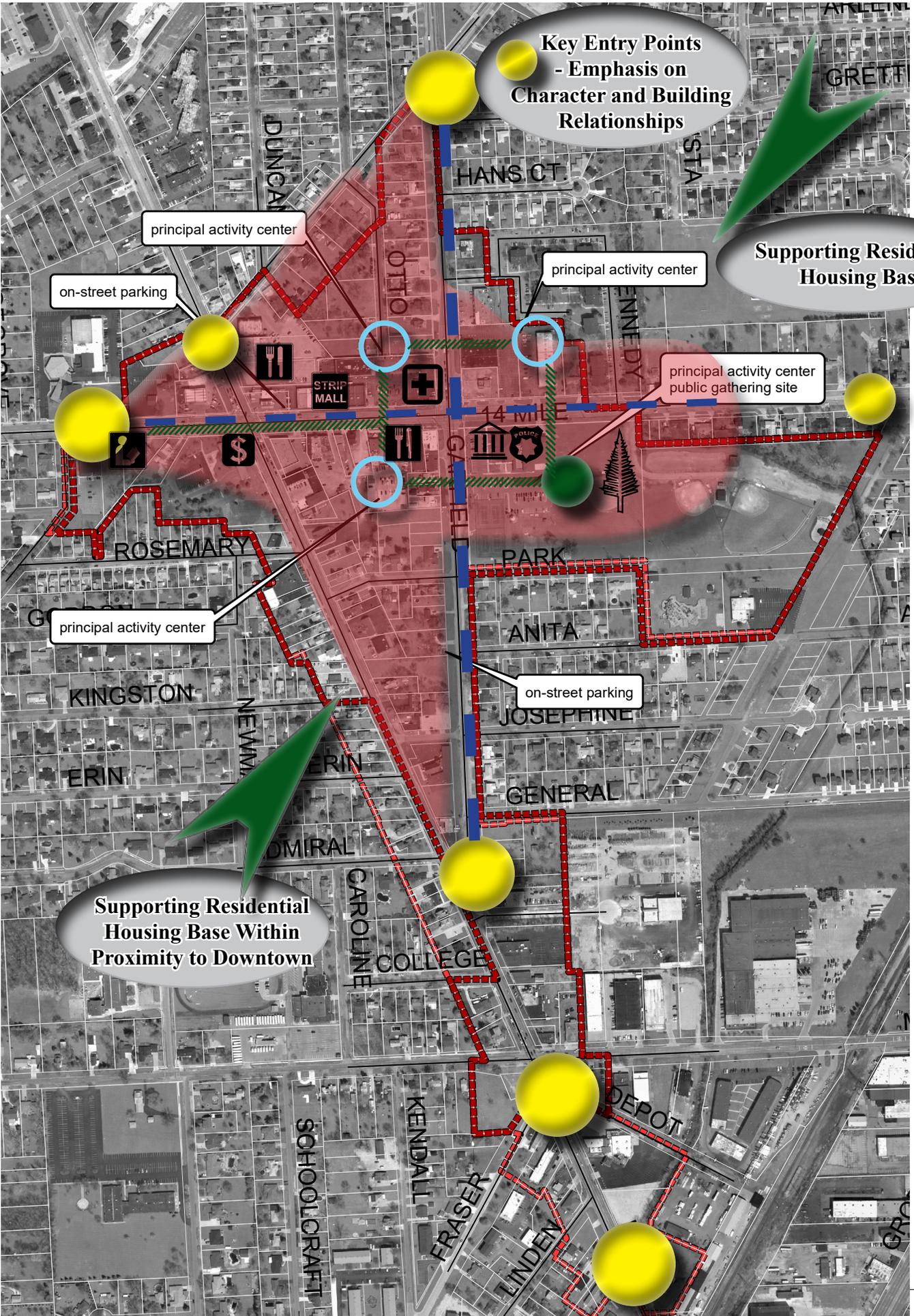
Strategy:

Encourage a business mix that brings a diverse cross-section of residents to the downtown and builds from the existing core uses.

Programs:

1. Identify those market areas which are currently being underserved within the downtown.
2. Work with the Chamber of Commerce to establish a downtown Fraser promotional campaign.
3. Create a wireless internet environment within the downtown area to encourage new businesses to locate in the area.
4. Develop unified way-finding and directory signage to assist existing businesses in downtown.
5. Develop a web-site to identify businesses, events and parking areas in the DDA.

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**Key Entry Points
- Emphasis on
Character and Building
Relationships**

**Supporting Residential
Housing Base**

principal activity center

on-street parking

principal activity center

principal activity center
public gathering site

principal activity center

on-street parking

**Supporting Residential
Housing Base Within
Proximity to Downtown**

STRIP MALL

14 MILE

PARK

ANITA

JOSEPHINE

GENERAL

COLLEGE

DEPOT

SCHOOLCRAFT

KENDALL

FRASER

LINDEN

ATKIN

GRETT

VISTA

KENNEDY

G

KINGSTON

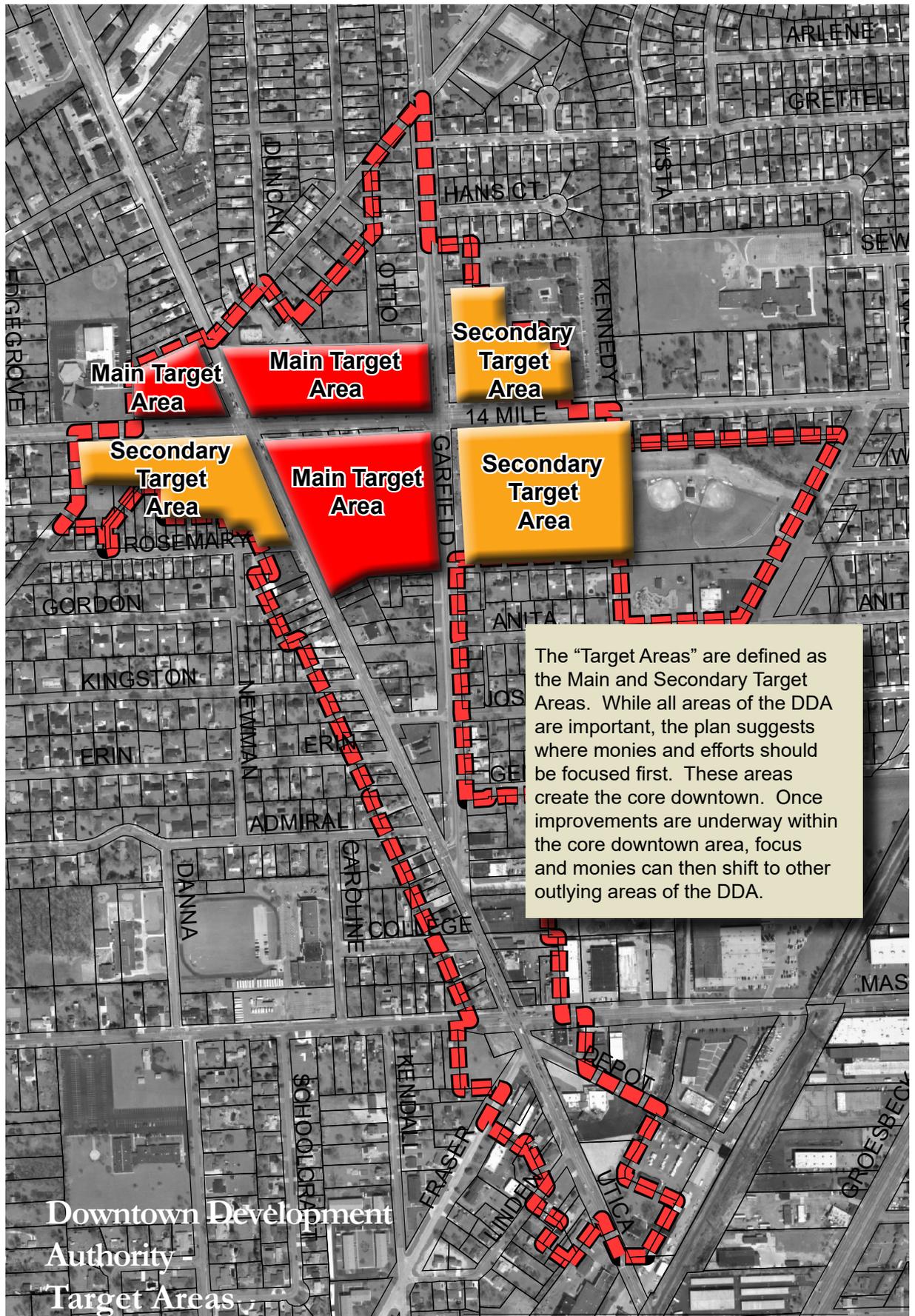
ERIN

NEWM

ADMIRAL

CAROLINE

GR





ILL 11-11 NORTHEAST CORNER 14 MILE AND GARFIELD

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NORTHEAST CORNER OF 14 MILE ROAD AND GARFIELD ROAD

Access Drive Locations

- The northeast corner of Garfield Road and 14 Mile Road is occupied by an oil change service station and two shopping centers. Between these three (3) uses a total of nine (9) access drives exist. Realistically, these three (3) uses could likely function with three (3) access drives. Two of which would be centrally located between the current oil change site and the adjacent centers on each side. Internal access drives would need to be realigned to allow for better traffic flow within the parking area. The oil change station would likely need a separate access which could also serve as an entrance to the overall commercial development.
- An access drive behind the existing shopping center is desirable which provides access between the common loop access and Kennedy Dr. to the north. This would provide an additional access to the residents of Kennedy Drive as well as to Garfield Road for exiting purposes.

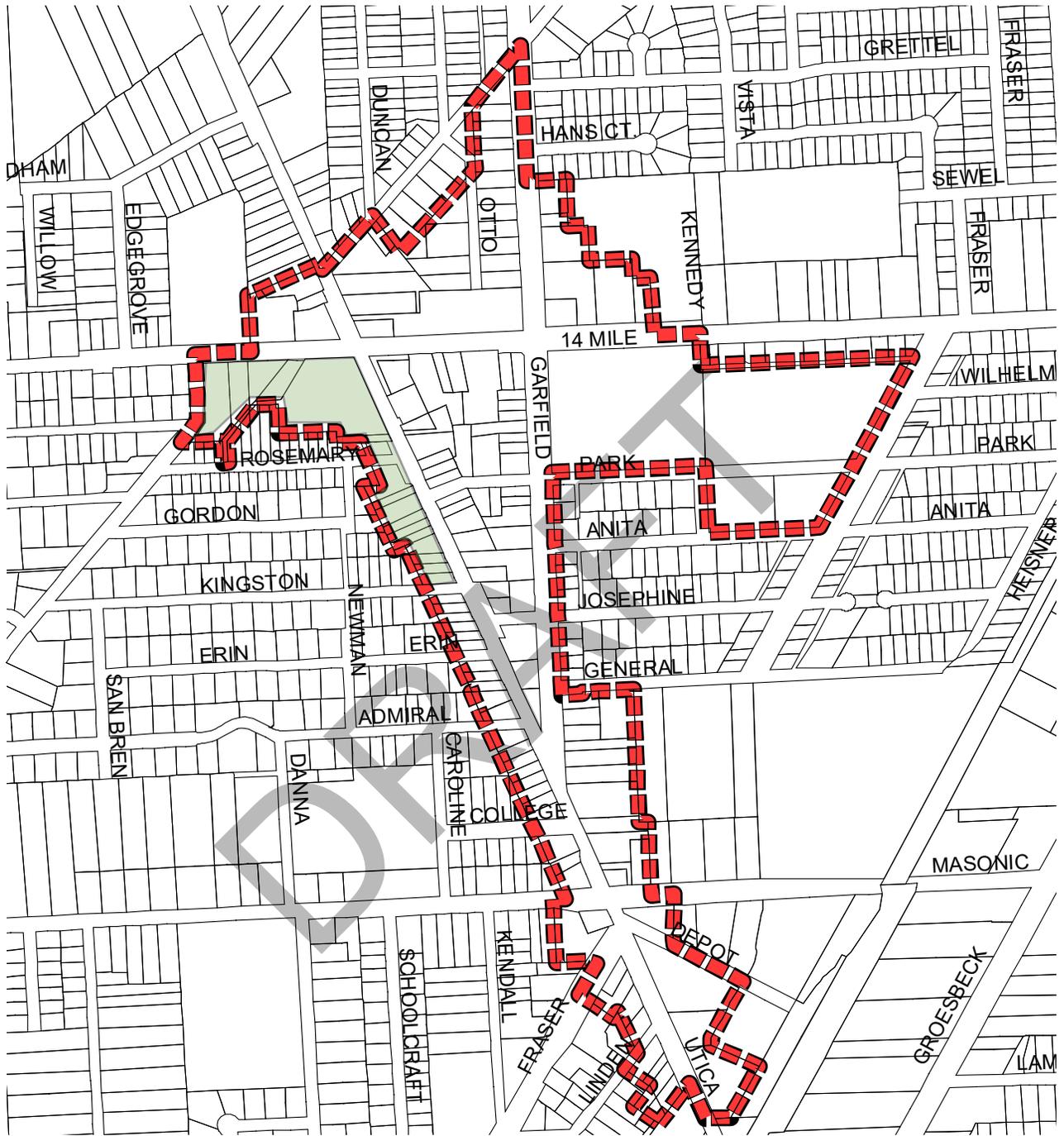
Building Configuration

- The Plan calls for the development or redevelopment of three (3) main properties at this intersection. The first being the oil change service station located immediately at the intersection. This corner is a prominent corner within the proposed development area and should be developed with a “cornerstone” use. This corner will help set the tone of the development area along with the CVS building on the northwest corner as well as the City Hall Building on the southeast corner.

The Planning Commission has determined that a diner or other family orientated eating establishment may be the best use of the existing building. The reuse of this building would require extensive rehabilitation and renovation of the existing structure. Further, the parking area immediately to the east could be used for gathering areas for such activities such as car shows, markets, etc.

The second building would be the redevelopment of the shopping center immediately to the west of the oil change service station. This building currently extends north/south, perpendicular to the Fourteen Mile Road. The reconfiguration suggests that the building be turned to an east/west configuration to face Fourteen Mile Road. This will allow for parking to be added to the rear.

Finally, the plan calls for the shopping center north of the oil change service station to be moved up to the right of way for Garfield Road. Much like previously described, this will allow for parking to be developed at the rear of the building in a common area.



ILL 11-12 SOUTHWEST CORNER OF 14 MILE ROAD AND UTICA

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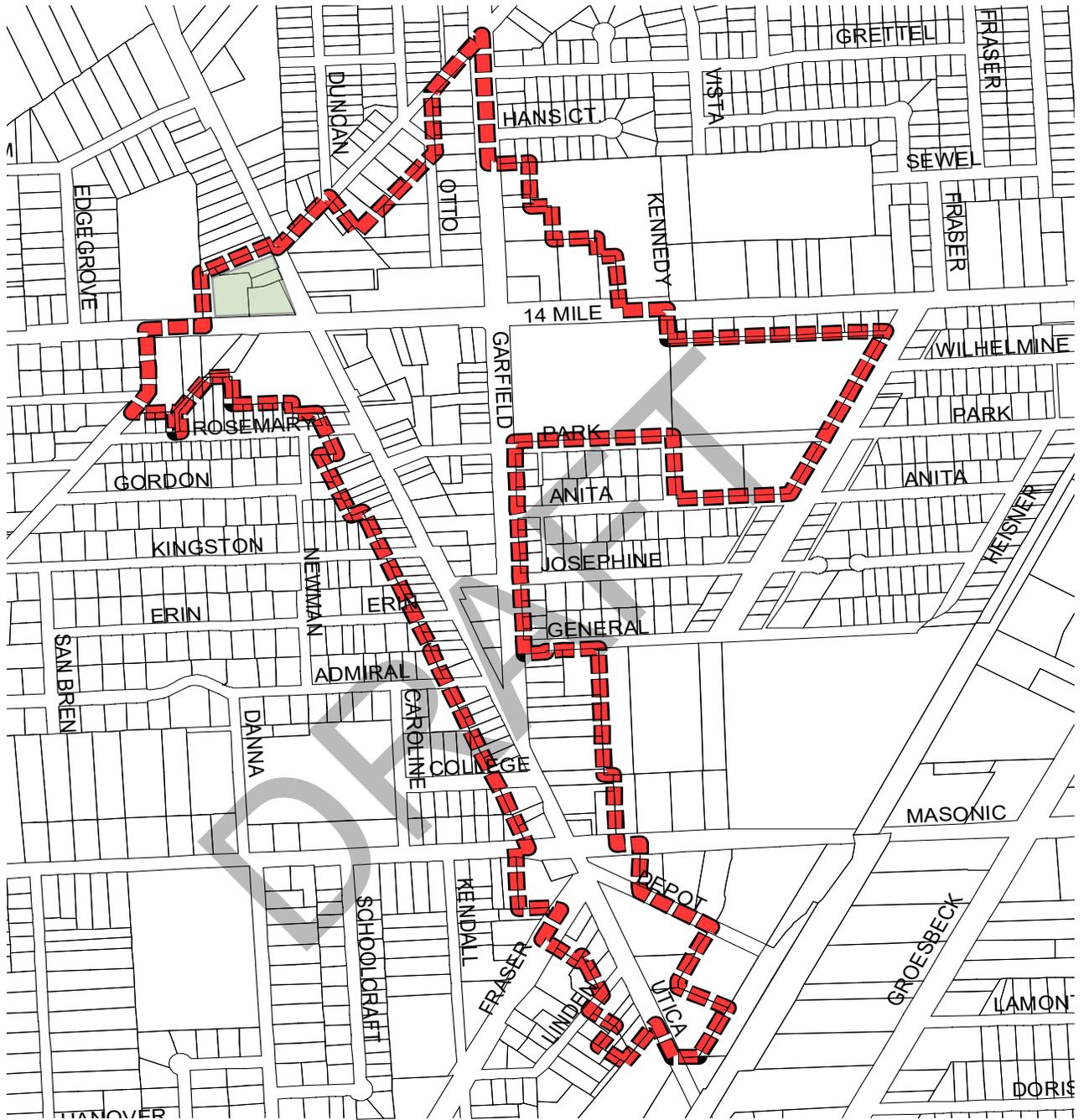
SOUTHWEST CORNER UTICA ROAD AND 14 MILE ROAD

ACCESS DRIVE LOCATION

- The four (4) access drives located on the south side of 14 Mile Road can be eliminated as an overall parking plan is implemented for this area of the City. The existing National City Bank access drive on 14 Mile Road can be utilized as a main access point. Once into the parking area internal maneuvering lanes can be utilized to access the residence, the church as well as the library to the west. The access drive from the library's parking area onto Fruhauf would remain providing another means of access.

BUILDING CONFIGURATION

- To help further define the building line on this corner of the City, additional buildings should flank the National City Bank Building. These buildings could be developed in a two or even three story manner which would allow first floor retail and second/third floor lofts. In terms of scale as compared to the National City Bank building two (2) story buildings may be more appropriate. While architectural styles may be different, these buildings would need to provide architectural detail which compares to that of the bank building to remain compatible.
- Facade improvements to the existing tax agency located at the intersection of Rosemary and Utica Road would provide additional definition to this area. It would also provide a transition from the larger commercial buildings proposed at the immediate intersection of 14 Mile and Utica.
- The parking area in front of the building should be removed and replaced with pedestrian area and hardscape as well as landscape. This would provide a pedestrian congregating area and remove potential traffic conflicts along Utica Road.
- The parking area to the north of this building could be infilled with a new commercial building along the Utica Road frontage to help maintain a uniform commercial building line. The parking at the rear of the site should be maintained and connected with those parking areas further to the north behind the bank building.
- The existing library and church properties would remain largely unchanged. The curb cut in front of the church would be removed. The parking lots for the church and library properties should be connected through cross access agreements to the bank property parking area located at the corner of Utica and 14 Mile Road.
- The interconnection of parking areas in this fashion would allow travel from Fruhauf, 14 Mile Road as well as Utica Road.



ILL 11-13

NORTHWEST CORNER OF 14 MILE ROAD AND UTICA

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NORTHWEST CORNER OF UTICA ROAD AND 14 MILE ROAD

Building Configuration

- The properties to the north of the current gasoline service station should be converted to mixed use buildings. This would include commercial and or office on the first floor and office and or residential on the second and third floors. The buildings should be located close to the right of way for Utica Road, helping to create a uniform streetscape along Utica.

Access Drive Locations

- The current gas station site is serviced by a total of two (2) access drives. Immediately to the north are two (2) residences which should be converted to nonresidential use. This will likely be through redevelopment of the site. A cross access easement from the gas station property to the property to the north would eliminate the need for additional drives in this area of Utica Road. One additional drive could be permitted on the northern most property within the district. This would essentially create an access loop for these two properties.
- A mutual parking agreement should be sought for the church parking lot along 14 Mile Road. This parking remains open most times of the week. These spaces would be reserved for church use as needed but during the day and portions of the night as well as weekends this lot could be used as a common parking area for the users of the downtown.
- Further, this parking area can then be tied into the future parking area for the property along Utica Road. This would provide a cross connection between all of the sites on this corner of Utica and 14 Mile Road.
- A low level screening wall should be constructed along the frontage of the parking area for the church. This wall should coincide with the uniform theme developed for municipal lots within the downtown.
- As a part of the redevelopment of this corner and the associated parking areas, additional landscaping should be provided throughout the parking lots. This will provide a break in expanse of asphalt in a lot of this planned size. In addition, the islands utilized to accommodate the additional plantings will provide additional definition for maneuvering and parking lanes as well as provide an area for snow storage during the winter months.
- The immediate corner of this intersection should be utilized for the placement of a monument sign depicting the "Fraser Downtown." This is one of the two major intersections within the downtown and should be clearly defined as such. An easement for the placement of the sign should be sought. This sign may be incorporated into the existing signage at the corner or simply a stand along sign.

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SOUTHEAST CORNER OF FOURTEEN MILE ROAD AND GARFIELD ROAD

Building Configuration

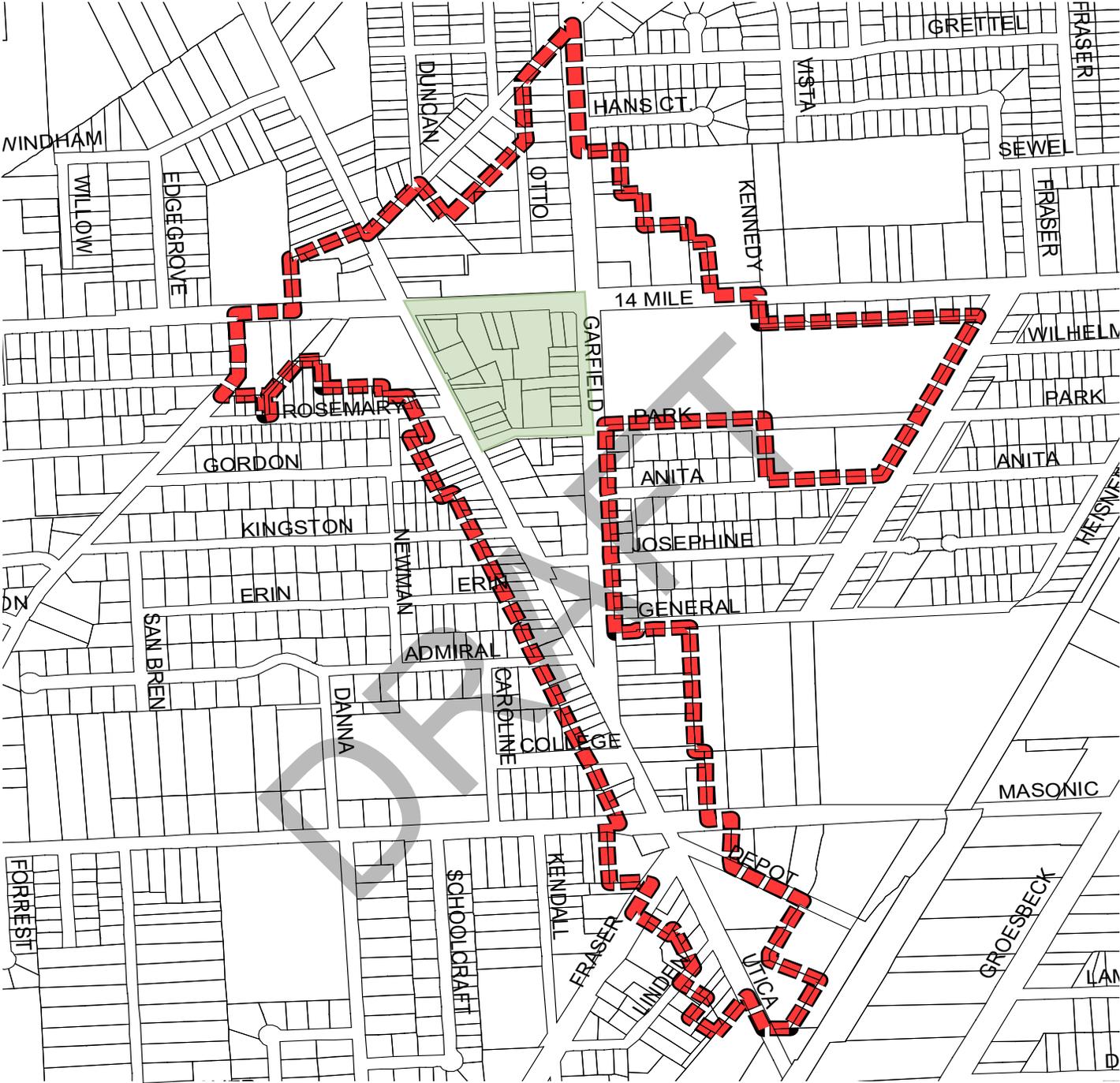
- The only main building within this area of the downtown is the City Hall. No major expansions of this building are foreseen.

Park Improvements

- The downtown plan supports the further development of the City Park located at the southeast corner of Garfield and 14 Mile Road. The Park can act as a draw to the downtown bringing people to the core of downtown. Further, the Park can also be used for gatherings, carnivals and other similar events. If an active DDA is reestablished funds can be used as appropriate to match grants for recreational projects or to help defray the costs of such improvements.
- The existing tennis courts along the Garfield Road frontage should be moved to the east, closer to the other active recreation areas. This will allow the current area of the tennis courts to be redeveloped into a more welcoming parks and recreation area helping to create a better connection between the City Hall/Stephens Park site and the commercial downtown area.

Access Drive Locations

- The downtown plan does not call for the removal of any access drives in this particular location of the downtown area.



ILL 11-15

14 MILE/UTICA/GARFIELD AND PARK ROADS

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FOURTEEN MILE/UTICA/GARFIELD AND PARK ROADS

Building Configuration

- Additional building square footage is anticipated along the 14 Mile Road frontage. This additional building area would be on both the west and east sides of the existing El Charos restaurant. These buildings would be a minimum of two stories and built close to the right of way of 14 Mile to help create a uniform building line. Street level cafes or outdoor eating areas could be developed along the frontage in lieu of pushing the building to the right of way line.
- The building alignment along Utica Road provides relatively little in uniformity. As building additions or redevelopment occurs, the buildings should be pushed towards the right of way for Utica Road and the parking which is currently along the Utica frontage can be redeveloped at the rear of those site in a more common lot fashion.

Pedestrian Amenities

- Major pedestrian improvements will be necessary in this area where no existing pedestrian sidewalks are provided. This is particularly true along the Utica Road frontage near the intersection with 14 Mile Road.

Access Drive Locations

- A number of existing driveways can be consolidated within this area of the downtown. This includes 4-5 access points along 14 Mile Road, 2-3 access points along Utica Road, and 2-3 access points along Garfield. As common parking areas are created, each individual access drive can be eliminated for one common drive on each roadway.

UTICA AND GARFIELD ROADS SOUTH OF PARK

Residential/Office Transition

- The existing residences along the west side of Utica Road should be preserved and utilized for office and some commercial uses. These residential structures for the most part have good architectural character and can provide for additional nonresidential space while maintaining the existing structure. The actual maintenance and upkeep of these structures will be necessary to ensure their long term viability. In those instances where new buildings are built. The architecture of such buildings should be similar or of the same character of the surrounding residential structures.
- Parking should be provided at the rear of the properties. The properties in the middle of the block should have adequate depth for a number of parking spaces. These parking areas should be interconnected with parking areas on either side to provide cross connections to both Rosemary and Kingston Streets. As this occurs, the driveways to Utica Road and be removed and landscaped or used for further building additions.
- These structures provide a separation between what has been defined as the downtown area and the more general commercial and industrial areas further to the south along Utica Road. As demand warrants additional larger buildings can be built in this area. The design of those buildings should be similar to traditional downtown buildings, close to the road frontage, two to three stories in height, with a pedestrian scale.
- Additional landscaping and pedestrian sidewalks should be provided in this area consistent with the remainder of the downtown area.
- The block between Utica and Garfield, south of Josephine will likely remain largely unchanged. The access drive to the church parking lot should be removed and traffic should utilize the Josephine cross road for access to either Garfield or Utica to help minimize access points.
- The property further to the south should be purchased and utilized for the additional right of way for the construction of the designed round a bout as well as additional park space at the southern entry of the downtown.
- Additional landscaping along the roadway as well as the pedestrian walkway scheme for downtown should be provided in this area. With the removal of the access drive of the church along Utica Road the sidewalk can be further separated from the Utica Road traffic. The additional landscaping will provide a tree lined entry into the downtown area.
- The land area between Josephine and Park is intended to be a mixture of use including office, commercial and residential. Long term, the plan would envision the introduction of live work type units within this entire area. In the interim, these types of units would be expected along Park Street. Those properties along Utica will likely see the conversion of the existing residence to office type uses and as described earlier, residential conversions are acceptable provided parking is provided at the rear of the building, maintenance and upkeep of units is performed.

UTICA ROAD AND MASONIC

- The properties located within this subarea can be generally characterized by a mixture of commercial and industrial uses. Understanding that this area of the DDA is not included within what would be seen as the main “downtown” area is important. However, this area is one of the main gateways into the downtown area. Major improvements to the streetscape in this area are necessary to provide an inviting entry into the downtown area from the south.

Access Management

- The parking area located along the east side of Utica Road between Masonic and College should be further defined and organized. Currently the parking area has minimum separation between Utica Road and the parking spaces and maneuvering lane. A larger separation should be provided which would include a landscape buffer. This area would keep plantings low to the ground to ensure visual clearance for those entering and exiting the area. Further, the direction of the angled parking should be redesigned to be uniform throughout the area.
- The industrial properties immediately to the south of General St. should define their access lanes into the site and remove the undefined parking/maneuvering areas along Garfield Road in this area. Currently the lack of definition creates hazards for those trying to parking between the building and the roadway and backing directly out into Garfield Road traffic. Access should be supplied to the rear of these site and defined pedestrian walkways and landscape should be provided along the Garfield Road frontage.
- For those properties immediately south of General, cross access easement for those parking areas should be sought allowing customer and employees to access General Street and the developed industrial road for the landscape property from all of the industrial sites in this area.
- A major improvement which the plan anticipates in this area of the city is the creation of a roundabout at the intersection of Garfield Road and Utica Road. A large amount of right of way is currently available in this area for the establishment of such an improvement. The property to the north of the intersection may need to be purchased for additional right of way and potential green space (see below).

Parking

- As noted within the access management section above, the amount of parking along the road frontage in this area should be minimized and in those areas where parking will remain, reconfiguration is necessary. Parking which backs directly onto either Garfield Road or Utica Road should be removed. Those areas which provide a defined separate maneuvering lane should be reconfigured to allow proper access and lane separation.

Building

- Parkspace should be sought at the southern tip of the Garfield Road and Utica Road intersection. This would require the acquisition of property in this location. It is anticipated that fair market value would be paid to the current land owner(s) of the property. The park setting could be established on both the north and south sides of the intersection. This area may include some form of memorial or other public art display welcoming those into the Fraser downtown area. Landscape design plans should be sought for the design of the area. Finally, pedestrian access should be provided via cross walks and adjacent sidewalks.
- Landscaping improvements will need to be provided along a number of the properties in this southern planning area. Currently only a minimal amount of landscape is present. The increase of landscape will help soften the amount of building and hardscape in the area as well as some of the uses currently occupying the area.

OVERALL DEVELOPMENT AREA

Overall Downtown Density

Increase Density of Surrounding Downtown Areas

- The City should review the potential for increasing densities along Fourteen Mile Road as well as Utica and Garfield Roads to increase potential population and consumer base for the downtown area. This increase in density would likely include the potential for multiple family townhouse development. Allowing three story buildings to be placed along the road right of way to help create a defined street scape.
- The City should amend its Ordinance within the downtown to require a maximum front yard setback rather than a minimum front yard setback. This will ensure that buildings are located up along the streets creating a visually interesting facade for pedestrians. Some flexibility will be necessary to allow the potential of social gathering areas and outdoor seating areas between the storefront and the pedestrian sidewalk and roadway.
- Outdoor gathering and eating areas should be required to provide a landscape buffer between the adjacent roadway and the actual seating area. This could include a small hedge, native plantings, grasses, etc. This will provide a physical and visual separation between the outdoor seating area and the adjacent road, allowing a more relaxed setting and noise barrier.

Sidewalk Improvements

- Throughout the defined Development Area, the replacement of sidewalks along both sides of the street should be conducted. These new sidewalks should include the development of sidewalks which are a minimum of eight (8) feet in width. The sidewalks should also include a mixture of concrete as well as brick paver.

Business Mix

- Encourage additional entertainment type business such as restaurants, bars, microbrews, etc. to complement the current sporting uses within the City.
- Eliminate first floor or one story residences within the downtown - The presence of residential on the ground floor should be discouraged within the downtown. The presence of residential spaces on the ground floor creates gaps in the retail storefronts. These gaps may discourage potential patrons from continuing along a storefront. The continuous presence of retail stores which provide interest to potential shoppers provides a much more conducive environment for shoppers. The Zoning Ordinance should be amended to prohibit the establishment of residential uses on the first floor of buildings located within the downtown.
- Eliminate gas stations within the downtown - While these types of businesses are essential to today's way of life, the presence of gasoline service stations within the downtown Fraser area is undesirable. Therefore, the current gasoline service stations should be made to be nonconforming and eventually phased out and the properties redeveloped. There are ample other areas within the City to provide such uses.
- The maximum amount of outdoor seating should be provided by all downtown Fraser food establishments during clement weather. This should include outdoor seating placed on both public spaces - sidewalks - and private property. This may even include open air wall areas or rooftop areas. When placing tables and chairs on public sidewalks or any other public spaces, care should be given to ensuring that appropriate and safe pedestrian access and movement is maintained.

Roadway Improvements

- The intersection of Utica Road and Garfield should be reconfigured to provide a more efficient intersection in terms of traffic movement. This intersection may be redeveloped utilizing a round-a-bout that would allow continuous traffic movement along Utica decreasing stopping and traffic delay times.

To accomplish the proper alignment for the round-about, the property for Roseville Heating and Cooling would likely need to be purchased by the a DDA or the City. This would allow additional room for the proper diameter of the round-a-bout as well the property alignment of Utica and Garfield Roads as well as Admiral.
- Concepts for the development of a median along Fourteen Mile Road have been developed as a part of the plan. Coordination between the City of Fraser and the Road Commission of Macomb County will be necessary. The design suggests the removal of the center turn lane and the addition of a twelve foot wide median with properly spaces turnarounds. The plan calls for the median only along that portion of Fourteen Mile Road which is within the DDA. The median would also act as a pedestrian safety area for those persons crossing Fourteen Mile Road. Finally, each end of the median would then be tapered down and striped and signed to indicate the ability to utilize the center turn lane. Within the median, entry signage could be developed to signify that one is now within the City of Fraser Downtown.

Development of Pedestrian Friendly Environment

- Provide bump outs at major street intersections - Providing bump outs at major street intersections such as 14 Mile Road and Garfield will shorten the distance between sidewalks on each side of the street and provide a pedestrian safe haven while waiting to cross.
- Provide uniform pedestrian scale lighting throughout the downtown area - Creating a uniform theme throughout the downtown area will help define the downtown area. In addition, lighting which provides both character as well as a sense of scale will help create an inviting environment to pedestrian shoppers.
- Provide uniform street furniture throughout the downtown area - A well-coordinated palette of street furniture will provide comfort and eliminate clutter in downtown. Sturdy and vandal proof, the furniture should be consistent in terms of material, color, texture, and detailing, and relate to the historic character of the architecture. Because of the compact nature of the downtown, the same style of furniture should be used throughout the DDA to emphasize the connections between downtown streets. Separate furniture types could be utilized in that area headed south of the downtown along Utica Road.

The other exception is in private courtyards and sidewalk cafés where furniture should be chosen to reflect the personality of the adjoining business. Design assistance can be useful to encourage complementary styles. Wherever possible moveable seating should be used to give people options to move chairs to catch moving sun patterns or orient towards nearby activities. If the area is well attended, theft can be minimal— though moveable chairs often need to be stacked and chained at night.

- Provide bicycle amenities such as bicycle racks within the downtown area both in designated parking areas as well as along the street fronts. This will indicate that the downtown is friendly to those who drive, walk and bicycle to the downtown. In addition, this will allow those bicyclists which are utilizing the regional bike paths designated by the County a place to stop within the downtown.

New developments should be required to place a bicycle rack within their designated parking area as a part of site plan approval. The City's Zoning Ordinance will need to be amended to require the placement of the bicycle rack.

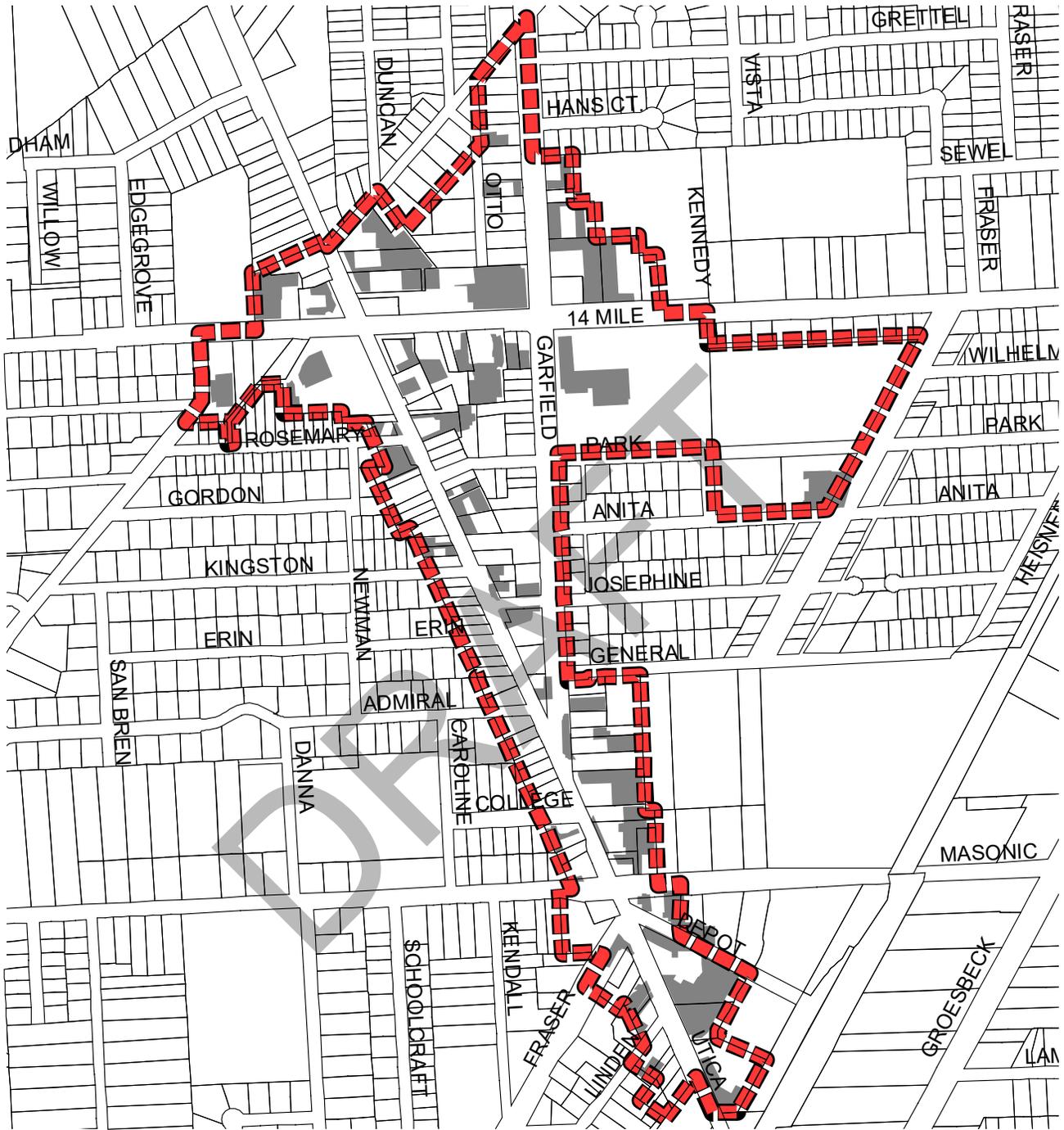
- Revise sidewalk configuration within the downtown area - Sidewalks within the downtown should be developed at eight (8) feet in width. The sidewalks should contain a mixture of concrete and brick (or simulated brick pattern) to create visual interest. Also any areas where sidewalks cross maneuvering lanes, parking aisles, or roadways should be developed with the designated sidewalk materials; this will provide a definition of pedestrian area. In addition, those areas where elevation changes occur which currently do not provide for ADA compatibility should also be retrofitted. This should include appropriate marking material to designate sidewalk versus vehicle maneuvering lanes.
- Purchase or securing of areas for public congregation - Traditionally within downtowns there are sidewalks to move pedestrians from one store to another or one block to another. The other pedestrian or shopper amenity which is often overlooked are those small areas where congregating can occur.

This can be within pedestrian alleys, small plazas and the like. As development continues to occur the City should work to provide these types of spaces. One way of promoting spaces such as these is to provide small grants for their design and implementation as a part of private development. The money from the grant can be used to either design the actual space or to implement hardscape, plantings, artwork, etc.

- Continued Street Plantings - One of the main amenities of a quality downtown is the presence of a unified tree canopy along all roadways. This tree canopy helps to break up the amount of hard surface typically found within a downtown. Further, the treeline along the roadway also helps to define and protect the pedestrian area being the sidewalk and the designated vehicle area being the adjacent roadway.
- The City should develop an ongoing tree planting program to provide low cost trees for street tree plantings as well as for parking lot trees and trees to be planted within the public park and spaces within the downtown area.
- Designated Planter Areas - Within the bump out areas as well as along the defined pedestrian ways, a small planting areas should be provided between the sidewalk area and the actual roadway. This will help to further define the separation between pedestrian and vehicle space as well as provide visual interest along the roadway.
- Pedestrian and ADA Friendly Crossing Signals - As a part of the renovation and upgrading of pedestrian facilities within the downtown area, each major intersection within the boundaries should be retrofitted with pedestrian and ADA friendly crossing signals which are both audio and visual as well as provide a crossing countdown.
- Reduction of Speed Limits - Within the downtown district the speed limits of major roadways such as 14 Mile, Utica and Garfield Roads should be reduced to a maximum of thirty five (35) miles per hour.

PARKING LOT IMPROVEMENTS

- Though parking lots are often the backside of businesses, they also foster a strong first impression and provide back entrance access to shops. Parking lots in downtown need aesthetically appealing lighting fixtures, trash and grease bin receptacle shielding, and basic clarity of layout with clear and unified design elements. A parking lot is a difficult environment for growing trees but properly planted



ILL 11-19 EXISTING PARKING

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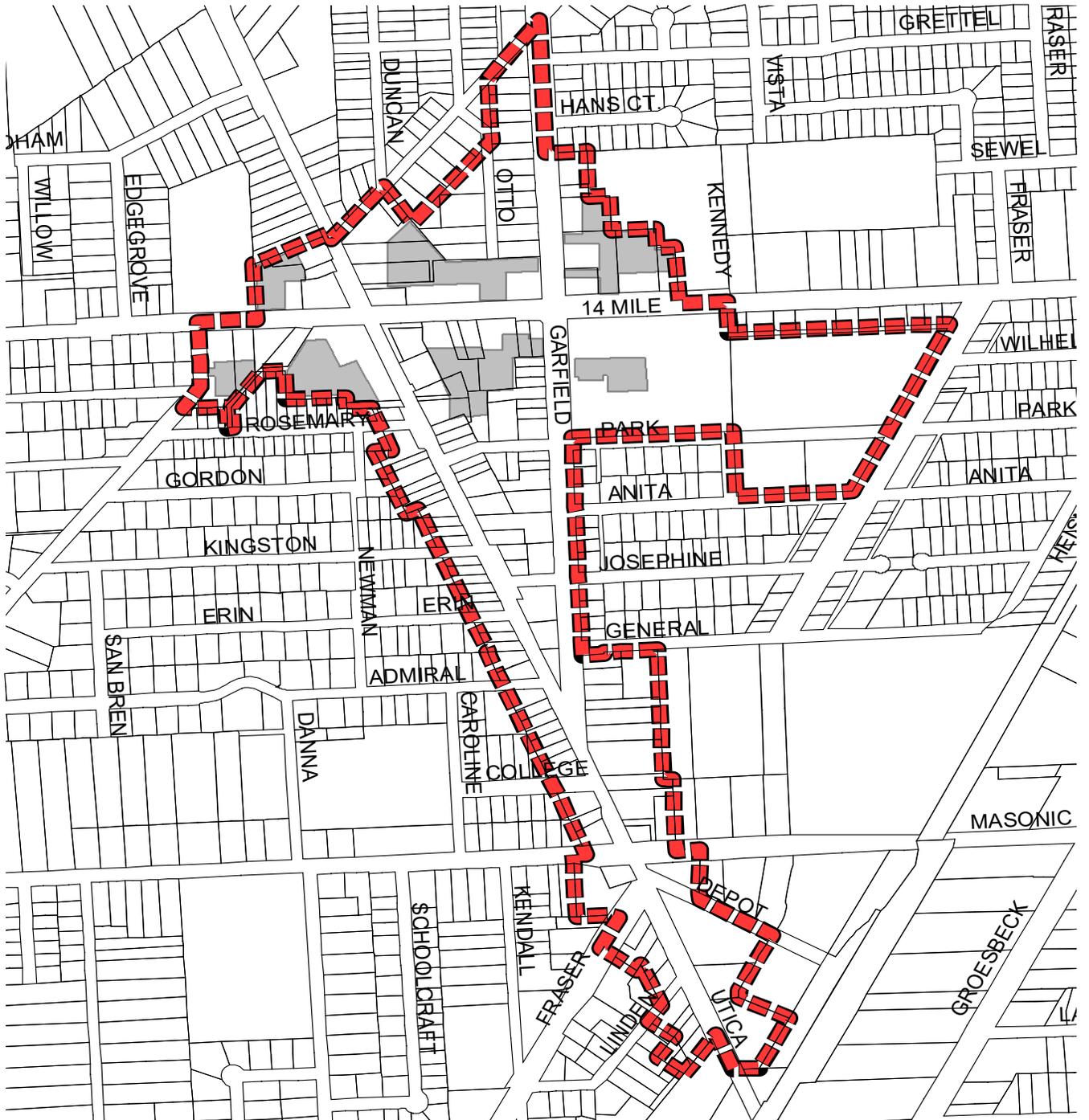


they can offset the heat, glare, and often negative visual impact of these large expanses of paving. Chose plant materials that can withstand harsh urban conditions and de-icing materials, and wherever possible group trees in large planting beds at end islands and in perimeter planting strips. Fraser should seek to apply similar design treatments to the perimeter of all public parking lots. This will improve the appearance of the lots and give first time users visual cues as they seek out parking downtown. Levels of treatment vary, and can include masonry screen walls, decorative fencing, landscape treatments, and public parking signs. Defined entrances are also important to clarify circulation patterns and make the parking lots more user friendly. Fraser may consider installing the new directory signs on pedestrian routes in particular lots so customers can see a visual display of downtown businesses.

- Cross Access Between Parking Lots - One of the main physical improvements that needs to occur within the downtown area is the connection of existing parking lots. As each site redevelops or is modified and comes before the City Planning Commission, the requirement of cross access and mutual parking easements should be secured. This will allow parking lots to function more like a traditional downtown by allowing users to travel between parking lots without entering and existing the main roads. This will also require some physical improvements to the parking areas to provide the actual physical connection desired as well as ensuring that the connection is in a proper location.
- As a part of allowing more usable commercial, office and entertainment space, the amount of parking required within the downtown area should be reduced from current requirements. A common requirement for parking within a downtown setting is approximately one space for each 400 square feet. Careful attention will need to be given to ensuring that ample parking is still being provided though. The business mix within the downtown may dictate a higher number of parking spaces. This will be of particular importance during the initial development of the downtown area. As common and interconnected parking areas are developed and shared parking agreements are signed, the parking requirements can be further relaxed.
- The parking lot located between Utica Road, 14 Mile Road and Garfield Road has the potential of providing a large common parking lot area. This parking lot will need to redesign to function as a cohesive parking lot. Access to the parking lot would be achieved from all three roads. However, the majority of the access points currently on 14 Mile Road should be eliminated to allow for a more cohesive street front on 14 Mile Road. As a part of the overall development of the parking lot, improvements to the screening of the lot to adjacent residential properties should be implemented. Also the small portion of the parking area planned to front along Garfield Road should also be screened with the development of a short screen wall which can also be used to depict the area as a common lot.
In addition, the DDA may wish to approach the land owners in this area in an effort to purchase the parking area. This would allow the DDA to expend monies for the improvement of the parking area as well as maintenance. In return, the private landowners would receive compensation as well as a centralized, easily accessible parking area which would be maintenance free.

BUILDING FACADE

- Facade Improvement Program - As the DDA develops its budget balance a grant for the improvement to existing facades should be implemented. This will help beautify those buildings in the DDA which may need renovation, restoration, and general maintenance. The grant would be used as an incentive for private land

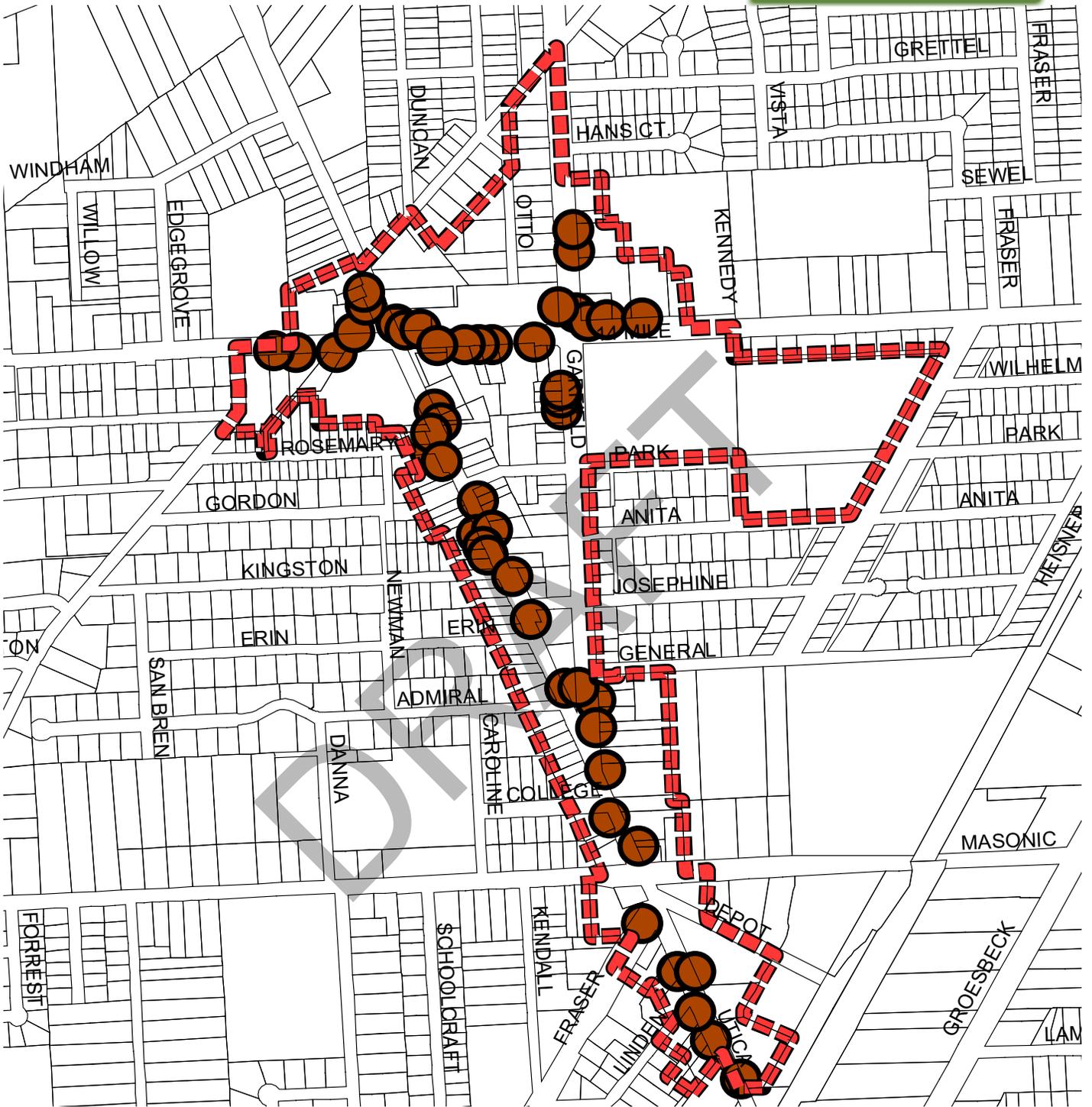


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RECONFIGURED PARKING

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ILL 11-21

ACCESS POINTS REMOVAL

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owners to invest in their properties in order to receive matching grant monies.

- Design Assistance - Most building owners will need some type of design assistance to make appropriate improvements to their historic structure. The key is for the DDA to speak to the property owners before the work begins and offer them design assistance. The cost for design services would be minimal, but the value would be great. Other ways to manage good design is to institute Design Standards in your City Ordinance. These standards can be voluntary or mandatory and could be developed as design guidelines specifically for the downtown.
- Façade / Sign Grant Program - Consideration should be given to create incentive programs to encourage improvements to the physical appearance of the buildings and signage within the DDA district. This can be accomplished through grant or low interest loan programs. Additional design guidelines will help to ensure that appropriate improvements are made. Examples of how to set up a low interest loan pool with community financial institutions, and façade grant programs can be found on the National Main Street Center website.
- Encourage and educate downtown property owners about façade improvements by conducting a façade study on a one-block area. Property owners will be able to see the 'before' and 'after' of a typical historic block and it can be the impetus they need to begin the process for improvements.
- As a component of the facade improvement program, a qualified consultant may be retained to create design sketches to be implemented. These design sketches would be developed in conjunction with the City and the DDA to ensure compliance with all City regulations.

STREETSCAPE

- Continue Streetscape Landscaping - As a part of a unified streetscape, the hanging of flowering baskets during summer months and winter arrangement during the colder months, again provides a sense of place and identifies the downtown area. In addition, banners within the downtown area can be utilized to celebrate community events, advertise local business, or simply signify a season or holiday.

SIGNS

- For those signs within the downtown area, a change from traditional wall signs to a downtown traditional projecting sign is desired. This will provide not only advertising for those passing by in vehicles but also those walking along the sidewalks within the downtown. For those areas along Utica, the more traditional wall signs could be retained.

The City's Zoning Ordinance will need to be revised to reflect the change in sign type for this area of the City. Sign size, location as well as design guidelines for the sign design should be provided as a part of such amendments.

- At each entrance to the City a uniform "Welcome to Fraser" should be provided. These signs can be specific to downtown Fraser. A design should be developed for the downtown signage. This logo / emblem can then be used throughout the downtown area on such things as banners, bench, trash cans, man hole covers, information kiosks, etc. to help unify the downtown area.

- Directional or Wayfinding Signage - The ability of a visitor to find his or her way around the DDA area is very important. One method of insuring that visitors can navigate the downtown is to provide signage at key locations which direct visitors to major landmarks, public parking, emergency and public services, etc.

These signs should be located at each major entrance to the downtown along 14 Mile Road, Utica Road and Garfield Road. Further, these signs should be located within the public rights of way and at a level which can easily be seen and read by travelers.

- Once within the downtown, navigational kiosks can be constructed which provide much more information including downtown mapping, store lists, interesting facts, community events, emergency information, among others. These should be constructed near intersections and with public gathering spaces. These kiosks can also act as public art depending on the design of the sign structure.

MARKETING

Marketing, Business, Development and Recruitment, Retention and Expansion - The DDA should undertake the development of a marketing program which will include programs, operations and activities intended to attract people and economic activity within the DDA area. The program could include a wide range of marketing initiatives, a staff person to assist DDA in the development and recruitment of new business, development and dissemination of promotional, marketing and advertising material and the development and maintenance of a DDA website.

The City of Fraser may wish to adopt the National Trust Main Street Center Four Point Approach model as a framework to revitalize its downtown. The Main Street model has a proven track record at directing revitalization strategies in historic downtowns throughout the country. The State of Michigan has also embraced this model through the Michigan State Housing Development Authority's (MSHDA) management of the Michigan Main Street Center, a program that focuses on the revitalization and growth of downtowns into vital traditional centers of commerce for people and business.

The Main Street model divides downtown revitalization into four categories: Organization, Economic Restructuring, Marketing and Promotions, and Design. A fifth category, Local Government Strategies, has been added for the purposes of this study. Below is a synopsis of the four points of the program extracted from National Trust Main Street Center materials:

Organization involves getting everyone working toward the same goal and assembling the appropriate human and financial resources to implement a revitalization program. A governing board and standing committees make up the fundamental organizational structure of the volunteer-driven program. This structure not only divides the workload and clearly delineates responsibilities, but also builds consensus and cooperation among the various stakeholders.

Economic Restructuring strengthens a community's existing economic assets while expanding and diversifying its economic base. The strategies help sharpen the competitiveness of existing business owners and recruits compatible new businesses and new economic uses to build a commercial district that responds to today's consumers' needs. Converting unused or under used commercial space into economically productive property also helps boost the profitability of the district.

Marketing and Promotion sells a positive image of the commercial district and encourages consumers and investors to live, work, shop, play and invest in the downtown district. By marketing a district's unique characteristics to residents, investors, business owners, and visitors, an effective promotional strategy forges a positive image through advertising, retail promotional activity, special events, and marketing campaigns carried out by local volunteers. These activities improve consumer and investor confidence in the district and encourage commercial activity and investment in the area.

Design means getting downtown into top physical shape. Capitalizing on its best assets — such as historic buildings and pedestrian-oriented streets — is just part of the story. An inviting atmosphere, created through attractive window displays, parking areas, building improvements, street furniture, signs, sidewalks, street lights, and landscaping, conveys a positive visual message about the commercial district and what it has to offer. Design activities also include instilling good maintenance practices in the commercial district, enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long-term planning.

Joint Planning Sessions - The DDA should conduct at a minimum, an annual strategic planning meeting with City Council and Commissions and the DDA Board. Future planning of these meetings should be structured to review progress of the previous year and amend the Downtown Strategic Plan to reflect changes (as necessary). Agenda items may include: a review of goals and objectives for the coming year, current funding programs, and by-law reviews. An Annual Work Plan could be developed as a result of the Joint Planning Sessions and serve as a clear plan of action with responsible parties identified.

Business Recruitment - The City and the DDA must be well prepared in order to begin a comprehensive recruitment program. As physical improvements are undertaken, incentive programs are in place, the City and the DDA can recruit new prospective business to the community. The recruitment process generally follows these basic steps:

- Assemble market information.
- Assemble map of the area; identify retail clusters and potential project areas.
- Develop recruitment materials. Include a list of financial incentives for those seeking to do business downtown, a market analysis summary, and an overview of enhancement efforts in the downtown.
- Maintain list of available properties (can be posted to a DDA website).
- Distribute information to area realtors.
- Identify and prioritize potential prospects or market sectors.
- Match properties with prospects.
- Approach prospects via direct mail and onsite visits.
- Follow-up

Following are some tips in preparing a comprehensive recruitment program:

- **Business Inventory**—A data inventory of all properties within the DDA district should be updated on a regular basis so that the DDA and City know what properties are available in the district. An overall map of the district can be helpful so that clustering opportunities and available property for sale or rent can be identified.
- **Develop List**—A list of all desired businesses to be recruited should be created from the completed market analysis and updated on a regular basis. A “Business Cluster” list should also be developed to cluster like businesses together.

- Match Lists—Match the desired business list with available locations.
- Compile Business Incentive List—A list of all services and incentives the City and DDA provides should be compiled for distribution and communicated throughout the district. Incentives can include low interest loans, local lenders, grants, business assistance, and design assistance.
- Build Relationships with Realtors—Meet with area realtors individually or as a group, or speak at one of their monthly meetings, to inform them of the recruitment program and the willingness to share information with them. Share available property information and recruitment packets with area realtors on a regular basis and ask them to do the same.
- Create a Brochure for New Businesses—One helpful tool would be to create a list of the steps necessary to open a business in Fraser, outlined clearly and simply for any prospective business owner willing to open a business. This should also include any steps that may need to be taken at the County and State level.
- Develop Recruitment Package—Prepare a professionally designed, high quality recruitment package that includes all of the above items. Maintain and update the information on a regular basis and include, at the minimum, area brochures, maps, lists of available properties with specific building profiles, a calendar of local events, financial incentives, market analysis information, current and future revitalization projects in the district, a business directory, and a list of community amenities and special feature.

DESIRED USES

Eating Establishments

- Bistro
- Coffee House
- Bakery
- Candy/Ice Cream/Yogurt Shop
- Pub/Taverns
- Ethnic Foods
- Health Food Store

Entertainment

-
- Live Theater
- Entertainment in Restaurants - i.e. piano player, guitarist, dancing

Specialty Retail

- Antiques
- Art Galleries, Framing, Crafts, and Supplies

- Cameras and Photo Supplies
- Casual Apparel
- Computers and Software
- Consignment Shop
- Florist
- Gift and Card Shop
- Home Decorating Products and Design Services
- Optical
- Small Variety Stores
- Sporting Goods and Sporting Memorabilia
- Stationary and Cards
- Toy, Game and Craft Store
- Traditional and Costume Jewelry Store

Convenience Retail / Select Support Services

- Barber Shops
- Beauty Shops
- Spa
- Dance Studio
- Dry Cleaner / Tailor Shop
- Pharmacy
- Physical Fitness Facility
- Shoe Repair
- DVD Rental

Offices

- Accounting, Auditing, Bookkeeping
- Advertising
- Commercial Bank
- Computer and Data Processing
- Dentist Office
- Doctor Office
- Engineering, Architecture and Planning Offices
- General Government
- Health Services
- Legal Services
- Library
- Insurance Offices
- Management and Public Relations offices
- Travel Agent
- Photographic Studio
- Post Office
- Real Estate Agent
- Investment Offices
- Tax Services
- Title and Insurance Offices

Housing and Other

- Churches
- Hotels
- Housing above first floor in core
- Housing on first floor and above in designated areas
- Museums

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14 MILE ROAD AND GARFIELD CONCEPT

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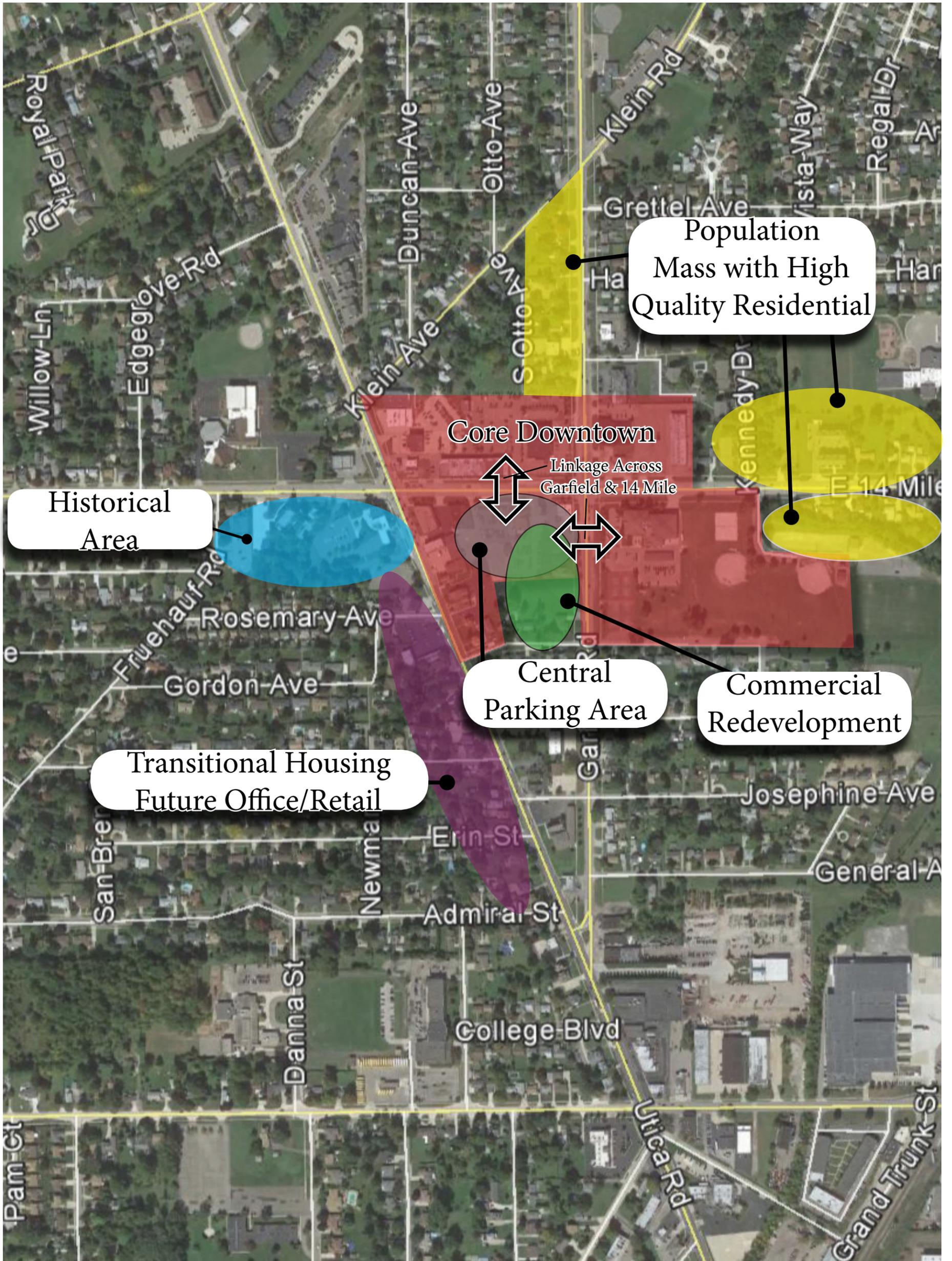


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Historical Area

Core Downtown

Central Parking Area

Commercial Redevelopment

Transitional Housing
Future Office/Retail

Population Mass with High Quality Residential

Linkage Across Garfield & 14 Mile

Map labels: Willow-Ln, Edgegrove-Rd, Royal-Park-Dr, Klein-Ave, Duncan-Ave, Otto-Ave, Klein-Rd, Vista-Way, Regal-Dr, Grettel-Ave, Kennedy-Dr, E-14-Mile, Rosemary-Ave, Gordon-Ave, Fruehauf-Rd, Central-Park-Dr, Josephine-Ave, General-Ave, Erin-St, Admiral-St, College-Blvd, Utica-Rd, Grand-Trunk-St, Danna-St, Newma, San-Bre, Pam-Ct.



Rehabilitation and Wellness Center
SANCTUARY AT FRASER VILLA

Section 12

IMPLEMENTATION & ZONING PLAN

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INTRODUCTION

The Planning Commission's thoughtful preparation and adoption of any plan would be for not without a program of implementation strategies to bring the Plan to life. The following implementation techniques permit the City to turn potential issues or concerns into opportunities. The following section attempts to identify each specific plan recommendation with appropriate implementation techniques and the parties involved to facilitate that recommendation. These techniques should be referred to frequently and used systematically so that the outcome is a consistent program of implementation over the lifespan of the Master Plan. This "checklist" can be viewed as just that, a checklist for the City to use on a day to day basis.

IMPLEMENTATION TOOLS

Following is a brief discussion of several key implementation tools available to the City.

Zoning Ordinance Amendments

The City's most effective tool to implement the land use arrangement of the Master Plan are zoning standards and zoning districts. A zoning ordinance is meant to be a fluid document, catering to the ideals and needs of the community. The experiences communities undergo in the application of their zoning rules and the review of new land uses constantly change the body of professional knowledge related to planning and zoning standards. Periodic review of the zoning ordinance will result in the application of the most up-to-date standards in the design of new uses and the maintenance of existing developments. Review sessions may be appropriate at least annually, unless such are needed throughout the year. The Master Plan does note several specific areas of the Zoning Ordinance which may require review.

Special Design Plans and Functional Plans

Much like the Zoning Ordinance, the Master Plan needs to be constantly reviewed. Further, sometimes a Master Plan must be followed by more detailed data or design studies in order to further identify issues, provide data for decisions making or to illustrate specific concepts that can only be covered briefly in the plan. These smaller, more specific plans can also help to implement certain ideals outlined in the Plan. A DDA plan is one type of these specialty or functional plans. While prepared and reviewed by a different authority than the Planning Commission, a DDA plan must work with the City's Master Land Use Plan and Zoning Ordinance, and vice versa. Another example is the City's adopted Recreation Master Plan.

Coordination with an active DDA and DDA Plans

As noted above, within the City, master planning must be coordinated with the City Planning Commission as well as the DDA if one is to be established. The two entities must work side by side to accomplish the community's goals and to ensure that the City's Master Plan and DDA Plan are in harmony with one another. This is essential since a DDA typically has funding for public projects such as roadway and sidewalk improvements, while private development which is reviewed by the Planning Commission provides new building and business within the City. On the following pages implementation recommendations are provided in which duties are allocated to a DDA. While there currently is not an active DDA it is important to include these duties to show the importance of an active DDA to further the development of the Downtown area.

Subdivision and Condominium Regulations

Subdivision Regulations and Condominium Regulations Ordinances are valuable tools in achieving the type of residential development desired by the City since some of the remaining vacant property in the City is planned for residential development. These ordinances should be periodically reviewed and updated to incorporate effective standards that will result in high quality, attractive residential developments.

Site Plan, Special Land Use, Planned Development, and Rezoning Approval

Many essential components of the Plan will be the subject of a site plan or special land use application, perhaps preceded by an application for rezoning or submitted as a combined “planned development.” Now is the appropriate time to review the City’s site plan and special land use approval processes and standards. The standards should clearly set forth the ideals and preferences of the City. Once these standards are in place, the City Administration and the Planning Commission must adhere to them consistently when reviewing development proposals. The implementation of the Plan could take 20 years or longer. In order to maintain the vision, consistent application of the Ordinance standards will be essential.

In an effort to help facilitate development, extra review of streamlining processes should be reviewed. Moving petitioners through the review process while still meeting State requirements as well as providing the type of development that the City wishes.

Capitol Improvement Plans

The State with the passage of Act 33 of 2008 now requires each community which operates a public sewer and water system to develop a capitol improvement plan to help in the implementation of the community’s Master Plan. Starting in 2015 the City of Fraser Planning Commission in conjunction with City Staff should begin to develop such a plan which can then be forwarded to the City Council for their review and adoption into the City’s overall budget. The Capitol Improvement Plan is a rolling six year budget for improvement projects such as roads, sewer and water lines, parks, public facilities, etc.

Re-Evaluation and Adjustment of the Plan

The final – and sometimes most difficult – step in the planning process is the last one: reevaluation and adjustment. The process of community planning is never really finished. A community’s population, economic status, goals, land uses, land use problems, and political climate are constantly changing. It is important to assess how well the Plan is addressing the present land use issues in the community, and whether amendments should be made to keep the Plan relevant and make it the most appropriate guide for the City’s future land use. If the Plan no longer reflects the vision of the community, the Planning Commission can then begin the planning process again. Based on State Statute, the Plan must be reviewed at least every five (5) years to ensure the Plan is up to date and reflects current policy.

Category	Recommendation	Responsible Party	Time frame
Land Use	Review the potential of providing additional multiple family residential development near the defined downtown area to provide additional users to the downtown.	Planning Commission / City Council	Ongoing
Land Use	Review Zoning Classifications on those residential properties which remain undeveloped within the City and determined appropriate densities	Planning Commission / City Council	Ongoing
Land Use	Review Ordinance provisions which may allow for creative design alternatives for residential developments on those properties which remain undeveloped within the City	Planning Commission / City Council	Ongoing
Land Use	Develop a new Downtown or Community Business District Ordinance and establish and active DDA to implement the goals, objectives and recommendations of the downtown area.	Planning Commission / City Council / DDA	Short Term
Land Use	Review the Recreational Zoning Classification of the Golf Course along Utica Road to consider a residential classification.	Planning Commission / City Council	Short Term
Land Use	Develop new Residential Zoning District for residences in the southeast corner of City recognizing lot sizes of approximately 50 feet in width and 6,000 square feet in area.	Planning Commission / City Council	Short Term
Land Use	Review the Residential District regulating the residential areas in planning area #4 to determine whether a zoning amendment is necessary to recognize current lot sizes and configurations in this area.	Planning Commission / City Council	Short Term
Land Use	Develop access management standards for major roadways within the City which recognize the existing number and spacing of driveways along such roads.	Planning Commission / City Council	Short Term
Land Use	Review potential uses for school facilities should such close and need to be adaptively reused.	Planning Commission / City Council	Ongoing
Land Use	Consider Developing a Corridor Improvement Authority along Groesbeck and/or the southern portion of Utica Road.	Planning Commission / City Council	Ongoing
Land Use	Review parking standards for all uses within the Zoning Ordinance to ensure sites are providing adequate parking, but not excessive	Planning Commission / City Council	Short Term

Category	Recommendation	Responsible Party	Time frame
Land Use	Review screening standards within the Zoning Ordinance and for each development abutting residential land use	Planning Commission / City Council	Ongoing
Land Use	As redevelopment occurs ensure adequate green space is required within and adjacent to parking areas and along the building	Planning Commission	Ongoing
Land Use	Work with the DDA to develop appropriate zoning ordinance updates to implement the goals, objectives and policies of an adopted DDA Plan such as build to lines, minimum building heights, parking requirements, sign requirements, and residential development in the downtown area.	Planning Commission / City Council / DDA	Ongoing
Land Use	Work with the DDA and City Administration in the identification and development of public parking areas within the downtown area.	Planning Commission / City Council / DDA	Ongoing
Administration	Review the development review process to ensure applications are processed as efficiently as possible while still ensuring the standards for development of the City are maintained.	Administration / Planning Commission / City Council	Short Term
Administration	Review the potential of combining or sharing services with adjacent communities in an effort to reduce overall costs	Administration / City Council	Ongoing
Administration	Work with the Macomb County Planning and Economic Development Department to further the economic development potential of the City.	Administration	Ongoing
Administration	Continue to maintain and replace sidewalks as necessary within the City	Administration	Ongoing
Administration	Continue to maintain a record of available commercial and industrial properties which are available for use or redevelopment	Administration	Ongoing
Administration	Actively participate in roadway planning with the Macomb County Department of Roads and Michigan Department of Transportation	Administration	Ongoing
Administration	Develop a five (5) year capitol improvement plan as required by State statute for Master Plan implementation issues	Administration / Planning Commission / City Council	Ongoing
Administration	Coordinate review of Master Land Use Plan with Planning Commission every five (5) years	Administration / Planning Commission / City Council	Ongoing

Category	Recommendation	Responsible Party	Time frame
Parks and Recreation	Work through the Parks and Recreation Department to implement the identified park improvements within the Parks and Recreation Master Plan	Administration / City Council	Ongoing
Parks and Recreation	Include any future park improvements identified in the Parks and Recreation Master Plan into the overall Master Land Use Plan	Administration / Planning Commission	Ongoing
Parks and Recreation	Work with the Parks and Recreation Department to provide input to future Parks and Recreation Master Plans	Administration / Planning Commission	Ongoing
Parks and Recreation	Work with the Macomb County Planning and Economic Development Department to implement the County Trail ways Master Plan.	Administration / Planning Commission	Ongoing
Thoroughfare	Work with the Macomb County Department of Roads to develop an acceptable realignment of the Utica and Garfield Road intersection, potentially developing a round a bout	Planning Commission / City Council / DDA	Ongoing
Thoroughfare	Work with the Macomb County Department of Roads to develop defined pedestrian crossings within the defined downtown area as well as the provision of on street parking.	Planning Commission / City Council / DDA	Ongoing
Thoroughfare	Work with the Macomb County Department of Roads to reduce the overall speed limit on 14 Mile Road, Utica Road and Garfield Road.	Administration / City Council	Ongoing

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ZONING PLAN

The Michigan Planning Act (PA 33 or 2008) recognizes that a disconnect can occur between the future land use plan and the City's actual zoning regulations. In response to this recognition, the Act requires that a zoning plan be prepared drawing a correlation between the Master Plan and the Zoning Ordinance. This relates to both the zoning text as well as the zoning map.

The zoning plan itself describes the relationship between the future land use categories shown on the future land use map and the associated master plan text and how those categories relate to either existing zoning districts or those which are intended to be created. The zoning plan is not part of the zoning ordinance nor does it intend to make the master plan a part of the zoning ordinance. It is designed to provide general recommendations that are intended to be maintained or implemented over the time of the Master Plan.

The Master Land Use Plan

The Master Land Use Plan sets forth the long term vision, goals, objectives, policies, etc for growth, development, and redevelopment over the next 20-30 years, understanding that some recommendations or policies may not be feasible or even desirable over the short term. However, the State does require that the plan be reviewed every five (5) years to ensure the plan is still meeting the desires of the City. It is important to note that the plan is a guide and not a regulation.

The Zoning Ordinance

The Zoning Ordinance actually provides regulation for the use and development of land within the City. The Zoning Ordinance provides general regulations in terms of different zoning districts for different types of uses, setbacks and height regulations, landscaping requirements, parking requirements, etc. The Zoning Ordinance however, must be based on a plan (as required in PA 110 of 2006)

The Correlation

The master plan sets forth a total of seven (7) master plan designations. The City's Zoning Ordinance contains a total of ten (10) zoning districts. The difference in the land use designations and zoning districts was designed to allow flexibility in determining where certain densities or intensities as regulated in the different zoning districts can be utilized within the City. For instance for industrial land uses, one general master plan designation was utilized however, the three different industrial zoning districts currently in the Ordinance

Implementation

The implementation of the zoning plan and the master land use plan as an overall will occur over the course of the time frame of the Master Plan. Again, the correlation between master land use plan designations and zoning districts is designed to be flexible allowing modifications in zoning district boundaries overtime to help stimulate business and industry growth while still maintaining the integrity of the Master Plan and ensuring the protection of the residential neighborhoods within the City.

Master Plan Designation	Zoning District	Lot Area	Lot Width
Single Family Residential	RL Residential	10,200	85
	RM Residential	7800	65
Multiple Family Residential	RH Multiple Family Residential District		
Downtown	A New Zoning District Should be Developed to Replace the Current CBD Community Business District Ordinance	Building Size	Building Size
Local Commercial	OS Office Service District	12000	80
	CN Commercial Neighborhood	7200	60
General Commercial	CG Commercial General	12000	80
Industrial	OR Office Research	20000	50
	IR Industrial Restricted	20000	80
	IC Industrial Controlled	20000	100
Public/Park	RL Residential	10200	85
	RM Residential	7800	65

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