



land use master plan
mount clemens, michigan

adopted February 16, 2010

In accordance with Public Act 33 of 2008 Section 125.3843(3), I hereby certify that the Mount Clemens City Commission has adopted this Master Plan on February 16, 2010.

Lynne Kennedy, City Clerk

Mount Clemens will be a vibrant, walkable, urban community valuing heritage, natural resources, culture, and commerce guided by open and progressive civic interaction.

TABLE OF CONTENTS

Executive Summary.....5
 Acknowledgements.....9
 Forward.....11
 Social Profile17
 Physical Profile.....23
 Transportation and Circulation.....43
 Public Participation.....63
 Goals and Policies.....73
 Future Land Use Plan.....87
 Zoning Plan.....105
 Implementation.....113

Appendices

- Appendix A - Public Forum
- Appendix B - Public Survey
- Appendix C - Steering Committee
- Appendix D - Tabulation of Variance Requests (2002-2007)

LIST OF MAPS

Population Density.....19
 Census Tracts.....20
 Renter-Occupied Housing Units.....26
 Owner-Occupied Housing Units.....27
 Percentage of Housing Units Vacant.....28
 Existing Land Use.....31
 Natural Features.....33
 Soil Types.....36
 Wetland.....39
 Community Facilities.....41
 Major Roadways.....44
 Act 51 Road Map.....47
 Road Classification.....49
 Traffic Volumes.....50
 Planned Road Improvements.....52
 SMART Bus Gratiot Route.....53
 Macomb County Trailways Master Plan.....62
 Neighborhood Area.....67
 Downtown Building Heights.....101
 Future Land Use.....103

EXECUTIVE SUMMARY

The Mount Clemens Master Plan is a planning document for the city that sets goals and a vision for the community, guides future land use decisions, and defines timing for future development. The plan is a commitment of citizens and city officials to protect and support the residential, business, recreation and environmental character of their community. This plan provides the framework to realize these commitments through the analysis and understanding of issues and opportunities and the setting of goals, policies, actions, and future land use districts. This plan addresses the following: What is the state of Mount Clemens today? What do you want Mount Clemens to be in the future? How will the community get there?

The social makeup of Mount Clemens has changed over the past fifty years. A nuclear family with two parents and two children is no longer the norm. Empty nesters, single professionals and couples waiting longer to have children will fill the neighborhoods once designed for a different population. How this land should be used now and in the future is addressed. The realities of the 2000 Census projections have resulted in a serious decline in manufacturing. This decline is not a temporary setback but a permanent trend. More than 300,000 people have lost their jobs in Michigan since 2000 and the rate of

unemployment is among the highest in the nation. The land used for industry in the city has been reexamined and should continue to be explored for new and efficient uses.

All citizens of Mount Clemens will likely be affected by decisions made during the planning process. Therefore, public participation in the development of the plan was critical. The best laid plans can lose momentum as city officials, staff and leaders come and go. A plan that embraces the public's goals is more likely to have a lasting and stable constituency. New and proposed land uses and city-wide priorities were the topic for public input surveys, and a public workshop and a community-led steering committee. Some of the more important topics to community members included the quality of the existing neighborhoods, housing values, safety and security, and a focus on renewable energy. The community also placed an emphasis on arts and culture in the city and the overall walkability of the community. The steering committee used the information gathered in the public process to craft the following vision statement:

Mount Clemens will be a vibrant, walkable, urban community valuing heritage, natural resources, culture, and commerce guided by open and progressive civic interaction.

The vision statement is a picture of what Mount Clemens should be in the future. The vision statement answers the question, "Where do we want to go and what are we trying to build?" The goals and policies of this plan are based on this fundamental vision.

From the vision statement, goals and policies for the city and its residents were created with specific actions that state the desires, social and aesthetic values and directions for the community to follow. The action statements are divided into the following categories: Neighborhoods; Business Districts and Corridor Investment; Economic Development; Recreation Open Space and the Environment; Circulation; Transportation and Utilities; and City Services. Each category is then prefaced by observations, followed by goals, anticipated results, and steps to be taken toward implementation.

The overriding concept of the Future Land Use Plan is to utilize land use, design, and performance standards, location synergy, social activity and natural resources to visually and physically connect the city. Gradual and subtle changes to the way land is used in the city should represent the changes in its population. Projections in major and minor industry trends should allow Mount Clemens to stay ahead of the curve in planning for future jobs for its citizens.

The plan identifies twelve land use districts. The traditional single-family neighborhoods continue to provide the foundation for the city. Four of the districts, and the great majority of acreage, is devoted to residential districts and will remain residential in the Future Land Use Plan. To allow for future density and urban growth patterns, an additional four districts are intended for mixed-use. Several redefined districts link to the downtown from the furthest reaches of the city. The riverfront district provides a common theme that links to neighborhoods, downtown and businesses. Finally, the creation of the Railroad Redevelopment District allows for a gradual shift from industrial land uses to mixed-use with a focus on artist studios, workshops and showrooms.

The City of Mount Clemens has experienced many changes in land use since the last comprehensive plan revision. The city strives to provide a high-quality place to live, shop and work. This plan makes great effort to retain the delicate balance between alternative forms of new development, higher-intensity land use and the single-family residential neighborhoods that serve as the foundation of Mount Clemens. It recognizes that Mount Clemens never has survived with a single land use, and will not through the life of this plan. It is a “place” that will continue be a home as well as a regional business destination.

ACKNOWLEDGEMENTS

City Commission

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Mayor Pro-Tem Karan Bates-Gasior
Commissioner Gary Blash
Commissioner Ronald Campbell
Commissioner Gerald Cottrell
Commissioner Matthew Dreger
Commissioner Lois Hill
Commissioner Jack Johns

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FORWARD

Cities constantly evolve and change. Thus, Mount Clemens is updating its Master Plan to guide the character of the community and aid in future decisions on development. A Master Plan guides decision making and ordinance changes; it helps communities stay ahead of trends and accommodate change; it protects and makes the most of public investments; and it protects property rights and values within the community.

The Mount Clemens Land Use Master Plan “the plan” as an overall planning document for the city, sets goals and vision for the community, guides future land use decisions, and suggests timing for future development. The plan is a commitment by citizens and city officials to protect and support the residential, business, recreation and environmental character of their community. This plan provides the framework to realize these commitments through the analysis and understanding of issues and opportunities and the setting of goals, policies, actions, and future land use districts. Finally, this plan will address three basic questions: What is the state of Mount Clemens today? What do you want Mount Clemens to be in the future? How will the community get there?

Planning Process

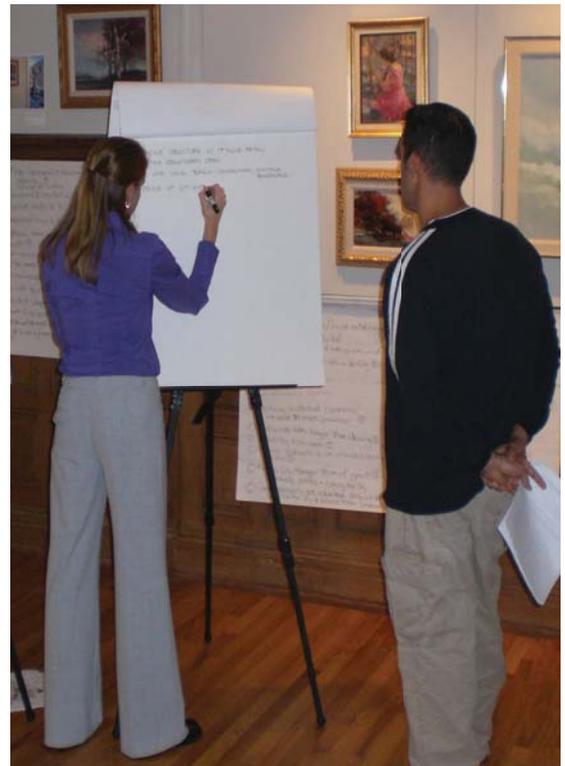
The plan reflects the development vision for the next ten to twenty years. The plan guides officials to develop and distribute public investments, avoid uninformed and irreversible land use decisions and make thoughtful and rational decisions that complement the community's objectives and long-term goals.

The plan is a "living" document that merits being updated on a continuing basis to keep current on public policies and meet state planning law. The plan is based on the following fundamental vision:

Mount Clemens will be a vibrant, walkable, urban community valuing heritage, natural resources, culture, and commerce guided by open and progressive civic interaction.

While the plan describes the broad vision for the city and directs development in Mount Clemens, it should also be used to test the appropriateness of both public and private development and capital expenses. Michigan law mandates the plan be reviewed or amended every five years. This ensures the plan is updated to reflect current economic and population conditions and that it reflects the current philosophy of the city's residents, and their goals for the future. Throughout the life cycle of this document, decisions will be made regarding land use in the city and how that land can achieve the highest and best use for the city and its residents. These decisions should be judged by the extent to which they correspond with this document.

The City has three primary reasons for adopting the plan: First, the plan will help promote a positive image based on the community's goal of supporting the residential integrity of its neighborhoods and a desire to create a viable business district. Second, the plan establishes an action strategy based on the community's values as guidelines. Third, the plan is a legal foundation for zoning and other regulations for the type, intensity and timing of development.



planning involves public participation

The plan has five components:

1. Background data that forms the basis of all decisions made within the plan;
2. Public participation;
3. Action plan that states the values, vision and community policies for the future;
4. Future land use setting a five year snapshot;
5. Implementation strategies.

In 2004, the city completed a Strategic Plan focused on methods for strengthening Mount Clemens' financial position, and on reaffirming relationships and services within the government infrastructure. The plan drew opinions from the public, city officials, and business owners to develop strategies to achieve four basic principles; increase public/private partnerships, increase governmental accountability, expand communication between government agencies and the public, and achieve a high level of pride within the community.

While the strategic plan's main focus was to increase the city's financial position, the themes and desires from the public were strikingly similar to the goals of the Future Land Use Plan, such as city leadership, engaged citizens, improved community services, and strengthened neighborhoods. Strengthened schools were also a common theme in both the strategic plan and the land use plan goal setting. The strategic plan is a more appropriate vessel for guiding the improvement of the schools as it sets forth a guideline for dialogue between the school system and the city and establishes milestones for measuring improvement in the schools.

Authority to Plan

Public Act 33 of 2008, grants to cities the right to make and approve a master plan. This Act states: "A planning commission shall make and approve a master plan as a guide for development within the planning jurisdiction." The master planning process is cooperative and public. Input from the stakeholders and various governmental entities are gathered throughout the planning process. The law requires the Planning Commission to hold a public hearing before the final adoption of a master plan. Also, review is required after a five-year period but change is allowed at any time. A public hearing is required if the Planning Commission wishes to alter or amend their master plan after its original adoption. This process offers the



neighborhoods make up Mount Clemens

Planning Commission the opportunity to analyze and address any significant changes to the city that may result in needed modifications to the Plan. It also provides the opportunity to ascertain progress in implementing the goals and policies outlined in the Plan. In addition, the process offers an excellent opportunity to enter into communication and collaborative practices with neighboring, as well as regional governing jurisdictions in order to promote both greater harmony and increased efficiencies.

Regional Context

The City of Mount Clemens has an irregular shaped border encompassing 4.2 square miles on the northeast side of Clinton Township in Macomb County. The City is divided east-west by the Northbound and Southbound pairs of M-3 Gratiot Ave. and has easy access to I-94 and M-59 Hall Rd. These metropolitan freeways provide a direct connection to The City of Detroit, Oakland County, neighboring cities and townships. Located on the south-east side of the state, Mount Clemens it is only a short drive to Metro Beach Metropark and Lake St. Clair.





Medea Bathhouse and Hotel

History of Mount Clemens

In the late 1700's, Christian Clemens came to the Detroit area and purchased 500 acres of land adjacent to the banks of the Huron River. Clemens settled the area now known as Mount Clemens in 1799. In 1818 the village was platted and named Mount Clemens. That same year the newly formed County of Macomb would name Mount Clemens as its county seat. Christian Clemens made Mount Clemens a viable village by conveying land to the county to build a courthouse, providing land for churches and a cemetery and also organizing and operating many businesses, including the distillery. A stage line from Detroit to Mount Clemens was established in 1822 and a short time later the name of the Huron River was changed to the Clinton River.



Clinton River Bridge

Mount Clemens Glass Works opened as the city's first industry in 1835. It wasn't until the early 1900's that production began at the Mount Clemens Sugar Company, Mount Clemens Pottery and Hacker Boat Company. Dorr Kellogg discovered therapeutic properties in the Mount Clemens mineral water in the early 1870's, this led to the first of many bathhouses and hotels to open in Mount Clemens. People came from all over to experience the healing and soothing water. Mount Clemens became known as "Bath City of America". Over a period of approximately eighty years there were as many as forty bathhouses in Mount Clemens. One of the larger bathhouses, the Medea Bath House, was capable of giving fifteen hundred baths a day. The village became a city in 1879 as more people flocked to Mount Clemens.



The Fabulous Park Hotel

Today, the city is home to many county buildings including the Macomb County Building, built in 1931, that still stands at the corner of Cass and Northbound Gratiot Ave. The tree lined residential streets are home to 19th century mansions, post World War I bungalows and traditional two story brick homes.

SOCIAL PROFILE

Perhaps more important than the physical profile of a community is the social profile. All cities have identifiable characteristics that make them unique. Many times that uniqueness can stem from its history, source of employment, or distinctive natural features. This social profile however, is the single most useful measure of the capacity a city has for change.

Planning must start with an understanding of the inhabitants of the city. In an effort to provide a solid understanding of trends, this plan identifies patterns by comparing US Census counts of 1990 and 2000 and Southeast Michigan Council of Governments (SEMCOG) estimates for 2007 and 2030.

Examination of characteristics, projections and age distribution is critical to understand how a population will evolve and how to best prepare for its evolution. This section identifies the characteristics of the population by categories such as age, income, employment and ancestry.

Population

The residential neighborhoods of Mount Clemens are nearly completely developed. Potential for new homes is confined to scattered infill of detached single-family homes, the rezoning of non-residential districts to residential or mixed-use, and the increase in allowable density. Based on figures provided by the Southeast Michigan Council of Governments, the population peaked during the 1960’s and has steadily declined at slightly less than 1,000 persons per decade in each census since. This scenario appears to be consistent with the outward migration from cities to suburbs experienced in many locales.

Mount Clemens had an official US Census count of 17,312, a decrease of about 1,000 persons since 1990. SEMCOG estimates a 2007 population of 17,213, a slight decrease, and projects a 2030 population of 15,763 persons.

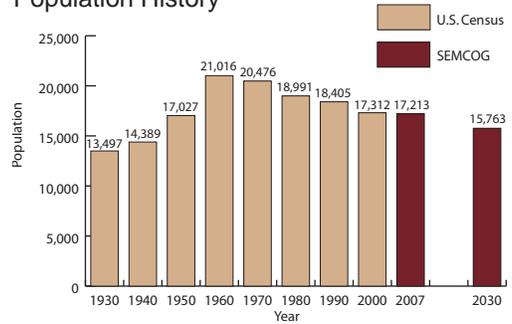
In comparison to the surrounding townships of Harrison, Chesterfield, Macomb and Clinton and cities of Fraser, Roseville and St. Clair Shores, the decrease in projected population is not as dramatic as that of Roseville and St. Clair Shores but cannot match the increases in Chesterfield, Macomb and Clinton Townships. Two anomalies occur. The City of Fraser is projected to slightly increase its population and Harrison Township is expected to lose a slight number of persons.

Mount Clemens is a county seat and thus carries a heavier burden of supporting county agencies and a greater concentration of social service organizations that are operationally linked to county government. Thus, a second comparison using the county seats of Monroe, Pontiac, Port Huron, Ann Arbor and Howell was prepared. Comparative figures show that four of the six county seats show decrease in population from the 1990 census through the 2007 SEMCOG estimate. Ann Arbor and Howell show increases. Interestingly, by 2030, Monroe, Pontiac, Ann Arbor and Howell are projected to increase their population. Mount Clemens and Port Huron are projected to show a decrease.

Ethnicity and Ancestry

In the 2000 Census, 76 percent of persons classified themselves as Caucasian, 20 percent African-American, 2 percent Hispanic,

Population History



Source: United States Census and SEMCOG

Population Comparison With Surrounding Communities

| | 1990 Census | 2000 Census | 2007 SEMCOG | 2030 Forecast |
|-----------------------|---------------|---------------|---------------|---------------|
| Mt. Clemens | 18,405 | 17,312 | 17,213 | 15,763 |
| Chesterfield Township | 25,905 | 37,405 | 45,718 | 62,148 |
| Clinton Township | 85,866 | 95,648 | 97,076 | 108,040 |
| Fraser | 13,899 | 15,297 | 15,211 | 15,708 |
| Harrison Township | 24,685 | 24,461 | 26,041 | 24,881 |
| Macomb Township | 22,714 | 50,478 | 75,432 | 111,247 |
| Roseville | 51,412 | 48,129 | 47,057 | 42,552 |
| St. Clair Shores | 68,107 | 63,096 | 61,048 | 55,009 |

Source: United States Census and SEMCOG

Population Comparison With County Seats

| | 1990 Census | 2000 Census | 2007 SEMCOG | 2030 Forecast | % Change (2007 to 2030) |
|--------------------|---------------|---------------|---------------|---------------|-------------------------|
| Mt. Clemens | 18,405 | 17,312 | 17,213 | 15,763 | -8.42% |
| Monroe | 22,902 | 22,076 | 22,228 | 28,100 | 26.42% |
| Pontiac | 71,136 | 67,506 | 68,181 | 75,544 | 10.80% |
| Port Huron | 33,694 | 32,338 | 31,865 | 29,530 | -7.33% |
| Ann Arbor | 109,608 | 114,024 | 114,430 | 116,270 | 1.61% |
| Howell | 8,147 | 9,232 | 10,245 | 10,965 | 7.03% |

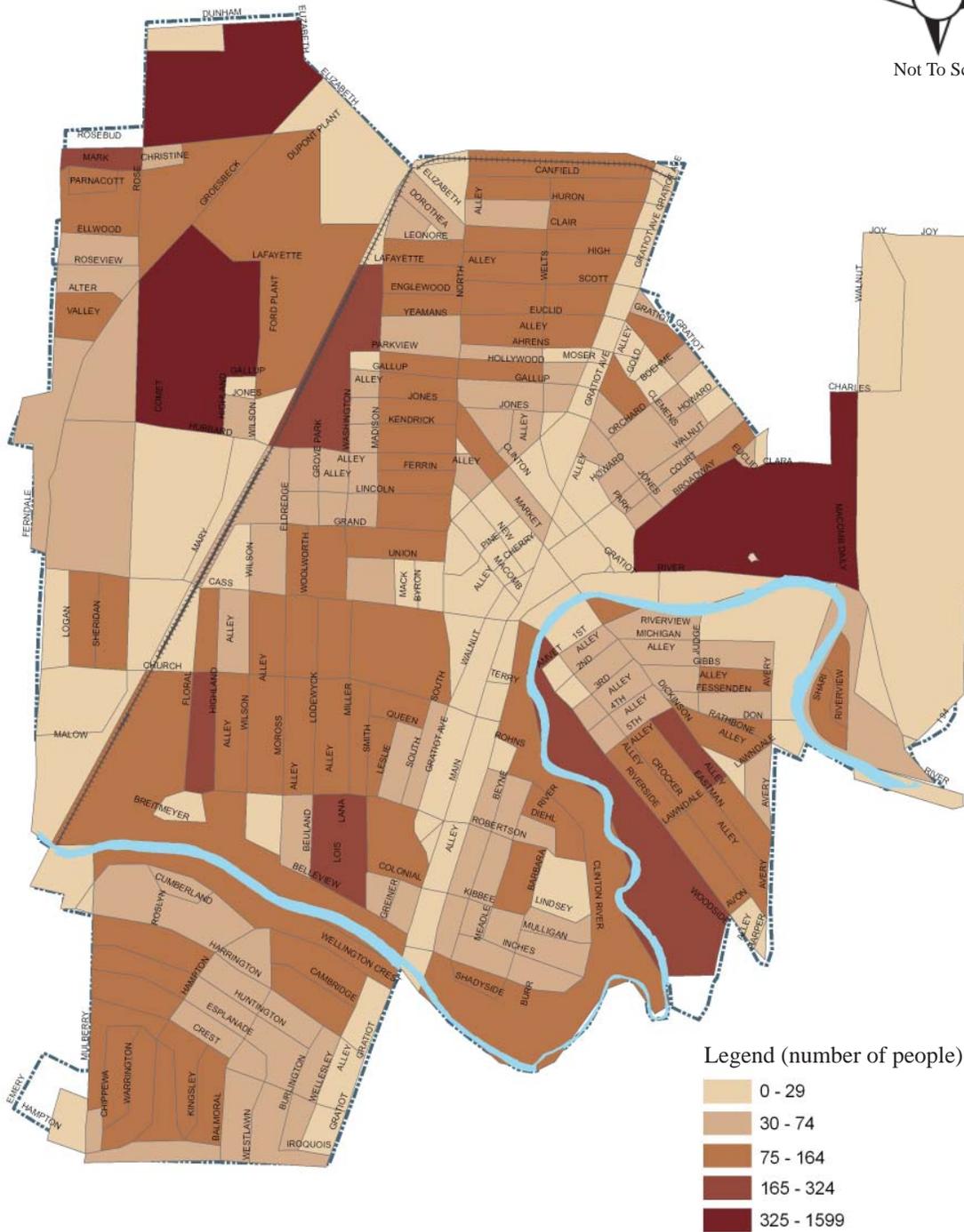
Source: United States Census and SEMCOG

Population by Race and Hispanic Origin

| Race | 1990 Census | 2000 Census | 2000 Census Alone or Combined |
|-------------------------|---------------|---------------|-------------------------------|
| White | 14,774 (80%) | 13,121 (76%) | 13,496 (76%) |
| Black | 3,274 (18%) | 3,395 (20%) | 3,647 (20%) |
| American Indian | 129 (1%) | 127 (1%) | 295 (2%) |
| Asian | 78 (0%) | 85 (0%) | 142 (1%) |
| Pacific Islander | 2 (0%) | 3 (0%) | 24 (0%) |
| Other Race | 148 (1%) | 132 (1%) | 208 (1%) |
| Multi-Racial | n/a | 449 (3%) | n/a |
| Total Population | 18,405 | 17,312 | 17,812¹ |
| Hispanic Origin | 334 (2%) | 404 (2%) | n/a |
| Not of Hispanic Origin | 18,071 (98%) | 16,908 (98%) | n/a |

¹ - 2000 total here will exceed total population as those persons marking more than one race are counted in each race category they marked.
Source: United States Census 2000

Population Density



Source: United States Census 2000

0 percent Asian, 1 percent American Indian. A racially segregated pattern occurs when distribution of ethnicities are evaluated. Overall, the majority of African-Americans reside east of Gratiot Avenue. By census tract, 2450 is proportionately mixed; 2451, 2452 and 2453 have a Caucasian majority; and, 2454 is primarily African-American. The U.S. Census Bureau’s Census Tract Map shows the Census Tracts in Mount Clemens.

Age Distribution

Age groups are separated into five categories with the percentage of age distribution shown for the 2000 US Census count and the SEMCOG 2030 forecast. This factor has implications in that the demand for specialized services and public amenities can be vastly different for each age category. Categories include:

- Seniors (65+ years)
- Middle-age adults (35 – 64 years)
- Young adults (18 -34 years)
- Children/Youth (5 -17 years)
- Infants/Toddlers (0 – 4 years)

Comparison of percentages by category demonstrates the following projections:

- Senior population is forecasted to double by 2030 from 13% to 28%.
- Middle-age adults will show a modest decrease from 39% to 32%.
- Young adults will decrease from 26% to 22%.
- Children/Youth lessens from 15% to 12%.
- Infants/Toddlers show a slight decrease from 6% to 5%.

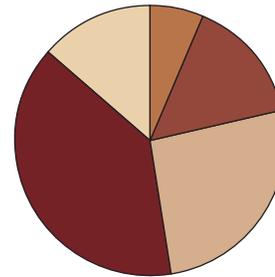
Education

Adult education levels are generally lower for Mount Clemens than Macomb County as a whole. Within the city, there are differences between census tracts. Tract 2453 has the greatest attainment and 2450 the lowest attainment of education.

Households

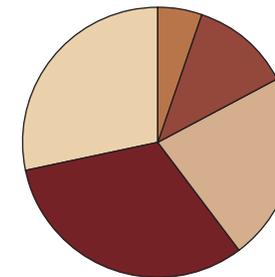
The number of households decreased from 7,287 in the 1990 census to 7,073 in the 2000 census. However, SEMCOG forecasts an increase in households to 7,336 in 2007 and 7,396 in 2030.

Age Composition



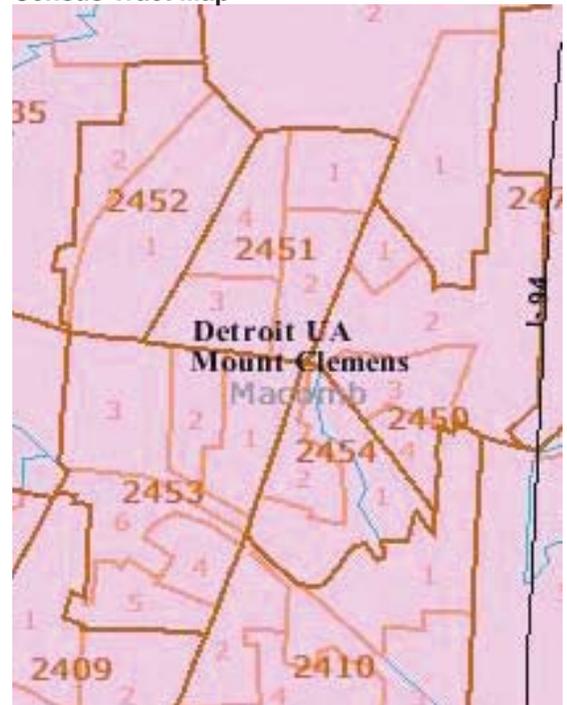
Source: United States Census 2000

Age Composition Forecast



Source: SEMCOG

Census Tract Map



Source: US Census Bureau

Median Household Income

| Income Categories as Reported in Each Census | 1990 Census | 2000 Census |
|--|-------------|-------------|
| Less than \$10,000 | 1,323 (18%) | 945 (13%) |
| \$10,000 to \$14,999 | 750 (10%) | 529 (7%) |
| \$15,000 to \$24,999 | 1,462 (20%) | 841 (12%) |
| \$25,000 to \$34,999 | 987 (14%) | 959 (14%) |
| \$35,000 to \$49,999 | 1,193 (16%) | 1,166 (16%) |
| \$50,000 to \$74,999 | 1,063 (15%) | 1,381 (20%) |
| \$75,000 to \$99,999 | 330 (5%) | 717 (10%) |
| \$100,000 to \$149,999 | 133 (2%) | 352 (5%) |
| \$150,000 or more | 30 (0%) | 177 (3%) |

Source: United States Census 2000

- Caused by aging population on fixed incomes.
- Middle-income and high-income households migrating from City.

The average number of inhabitants of each household has decreased from 2.21 reported in the 2000 census to 2.12 as reported in the 2007 SEMCOG estimate. An estimated 73% (2000 SEMCOG estimate) of the households do not have children.

Income

The median household income in Mount Clemens is \$37,856 (2000 Census). Compared to the five similar county seats mentioned previously, Mount Clemens ranks fourth. As projected by SEMCOG, by 2030 low-income households are expected to grow 28.1%; middle-income households by 6.6%. Decreases are projected for upper middle-income households (10.2%) and higher-income households by 35.4%.

Work Force - 2000 Census - Occupations

| Occupations | Number | Percent |
|---|--------|---------|
| Management, Professional, and related occupations | 1,955 | 25.9 |
| Service occupations | 1,188 | 15.7 |
| Sales and office occupations | 1,984 | 26.3 |
| Farming, fishing and forestry occupations | 0 | 0 |
| Construction, extraction, and maintenance occupations | 823 | 10.9 |
| Production, transportation, and material moving occupations | 1,595 | 21.1 |

Source: United States Census 2000

Thirteen percent (13%) of persons are living in poverty. Eighty five percent (85%) of these persons are under the age of 65. One-half of the households in census tract 2450 are at or below the poverty level.

Work Force

Industries employing the largest number of Mount Clemens residents are services and manufacturing. The projected forecast indicates a rise in public administration and service industries and a decline in manufacturing, retail and real estate.

Work Force - 2000 Census - Industry

| Industrial Class | 1990 Forecast | 2000 Forecast | 2030 Forecast |
|--|---------------|---------------|---------------|
| Agriculture, Mining, and Natural Resources | 201 (1%) | 154 (1%) | 128 (0%) |
| Manufacturing | 4,096 (17%) | 5,645 (20%) | 4,556 (16%) |
| Transportation, Communication, and Utility | 1,064 (4%) | 423 (2%) | 478 (2%) |
| Wholesale Trade | 593 (2%) | 406 (1%) | 330 (1%) |
| Retail Trade | 4,048 (16%) | 3,477 (12%) | 3,154 (11%) |
| Finance, Insurance, and Real Estate | 1,707 (7%) | 1,662 (6%) | 1,492 (5%) |
| Services | 11,153 (45%) | 13,574 (48%) | 14,702 (52%) |
| Public Administration | 1,675 (7%) | 2,756 (10%) | 3,369 (12%) |

Source: United States Census 2000

The realities of the 2000 Census projections have resulted in a more serious decline in manufacturing. This decline is not a temporary setback but a permanent trend. More than 300,000 people have lost their jobs in Michigan since 2000 and the rate of unemployment is among the highest in the nation. The globalization and evolution of manufacturing is changing the talents and skills companies demand to grow successful businesses.

Future national projections of workforce demand include management, education, engineering, health care and computer specialties.

PHYSICAL PROFILE

The ways a community utilizes land should be a reflection of the values and goals of that community. Often times this is not the case. An existing land use inventory is the first step in determining what uses are in concert with community values and goals and what uses are not. The physical configuration gives it its unique character; a record of how land areas are used helps in evaluating strengths, needs and future development patterns.

Mount Clemens' most recent (1998) Land Use Plan was used as a basis for this plan. The 1998 plan describes nine land use categories. These uses are as follows; single family, multiple family, business and office, industrial, park, school, public, semi-public, and parking. Several existing features have shaped the development of the city. Among these features are the Gratiot and Groesbeck corridors, Interstate 94, the Grand Trunk Railroad, and the Clinton River.

Residential

The predominant land use in Mount Clemens is single family residential, accounting for 49% (1,307 acres) of the total land mass in the city. Port Huron is the only nearby comparable community where single family residential accounts for 50% of the total land mass. Most of the city’s neighborhoods are made up of traditional grid streets that promote neighbor interaction and walkability.

While a limited number of single family homes have been constructed in the past decade, the diversity of existing housing styles in the city is significant. This diversity stems from the various housing booms that occurred within the city. Many of the city’s historic homes line Cass Avenue where grand homes were built to accommodate the proprietors of the city’s famous bath industry. The neighborhoods to the north and south of Cass Avenue offer the largest percentage of homes built prior to 1939. These neighborhoods offer several different architectural styles from greek revival and victorian revival along the major corridors to colonial and prairie style on the residential streets. The southwest quadrant of the city, south of the Clinton River hosts an enclave of homes mostly constructed in the 1950’s and 1960’s. These homes sit on deep lots and are typically ranch and various forms of colonial revival. Most of the housing to the east of Gratiot Avenue and Main Street is modest bungalow style housing due to efforts of urban renewal in the 1950’s and 1960’s.

Multiple family residential is defined as buildings that house two or more attached dwelling units. The multi-family residential land use accounts for 4% (100 acres) of land in the city. The city hosts slightly less than the average of multi-family uses in nearby communities (4.83% average). The largest concentration of multi-family housing is north of North River Road and south of North Broadway. The housing styles range from attached condominium-style units to stacked flats several stories tall. Additional multi-family housing can be found along the Cass Avenue and north-bound Gratiot Avenue corridors. Much of this housing is converted single family homes. Market rate condominiums can be found in the northwest quadrant of the city to the west of the Grosebeck corridor.

Housing Stock

| Structure Type | 1990 Census | 2000 Census |
|-----------------------|-------------|-------------|
| One-Family Detached | 4,145 (54%) | 4,166 (55%) |
| One-Family Attached | 325 (4%) | 433 (6%) |
| Two-Family / Duplex | 643 (8%) | 488 (6%) |
| Multi-Unit Apartments | 2,342 (30%) | 2,320 (31%) |
| Mobile Homes | 160 (2%) | 139 (2%) |
| Other Units | 112 (1%) | 0 (0%) |

Source: United States Census 2000

Housing Tenure

| Municipality | Owner Occupied | Rental | Vacant |
|-----------------------|----------------|------------|-----------|
| Mt. Clemens | 57% | 37% | 6% |
| Harrison Township | 69.80% | 30.20% | 6.70% |
| Chesterfield Township | 81.40% | 18.60% | 4.40% |
| Macomb Township | 96.50% | 3.50% | 5.40% |
| Clinton Township | 69.50% | 30.50% | 3.60% |
| Fraser | 73.50% | 26.50% | 1.90% |
| Roseville | 75.20% | 24.80% | 2.60% |
| St. Clair Shores | 85.80% | 14.20% | 2.70% |
| Monroe | 61.90% | 38.10% | 5.60% |
| Pontiac | 52.80% | 47.20% | 8.00% |
| Port Huron | 57.20% | 42.80% | 7.40% |
| Ann Arbor | 45.30% | 54.70% | 3.20% |
| Howell | 56.90% | 43.10% | 5.70% |

Source: United States Census 2000

Building Permits

| Structure Type | Annual Average | | 2006 | 2007 |
|--------------------------------|----------------|-----------|----------|----------|
| | 1996-2000 | 2001-2005 | | |
| Single Family / Detached Condo | 5 | 8 | 3 | 0 |
| Townhouse / Attached Condo | 6 | 8 | 0 | 0 |
| Two-Family / Duplex | 0 | 1 | 0 | 0 |
| Multi-Family / Apartments | 8 | 2 | 0 | 0 |
| Total New Units | 19 | 19 | 3 | 0 |
| Total Units Demolished | 7 | 6 | 1 | 0 |
| Net Total | 12 | 13 | 2 | 0 |

Source: United States Census 2000



single family historic home



typical multiple family dwelling

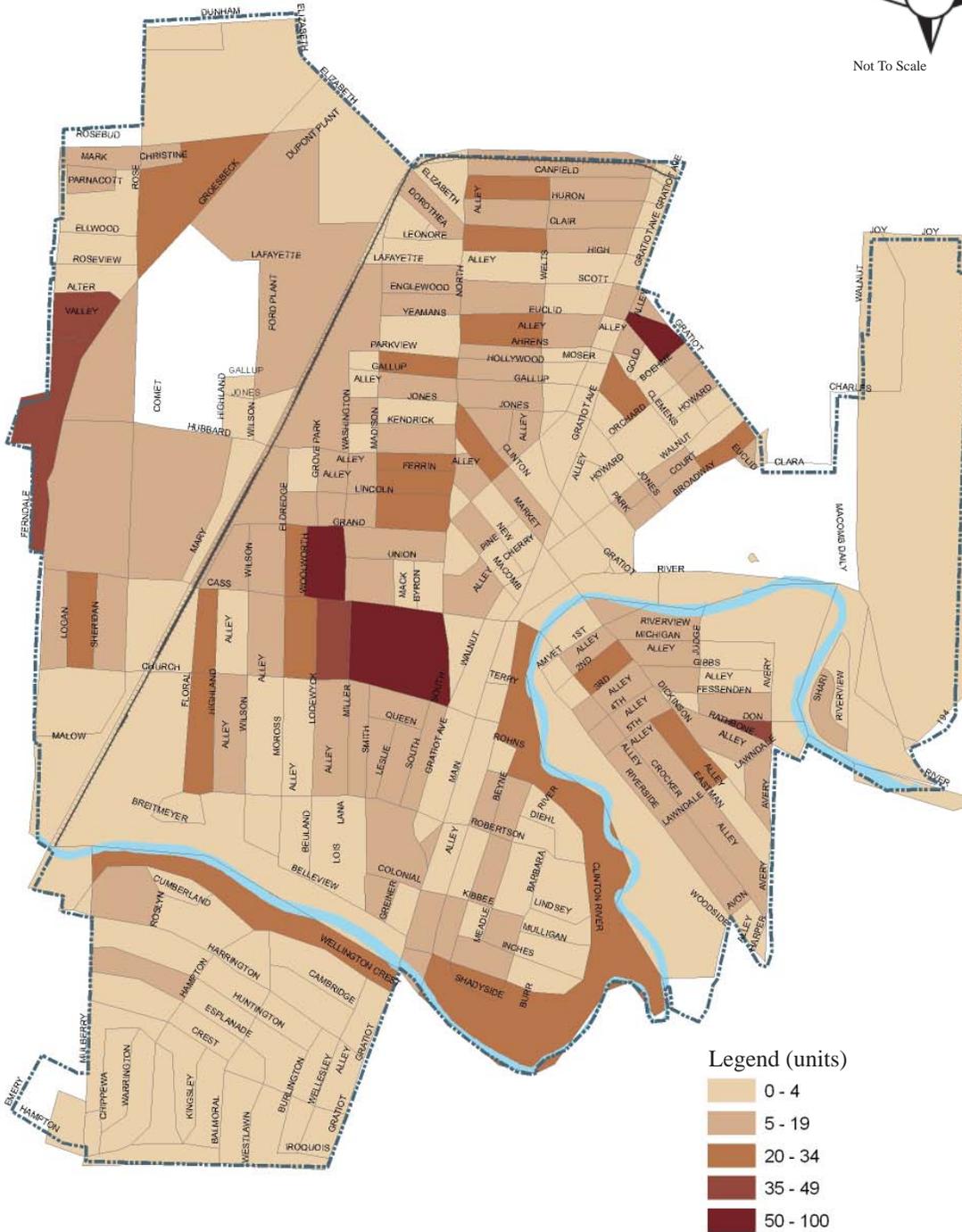


typical mid-century single family home

Renter Occupied Housing Units

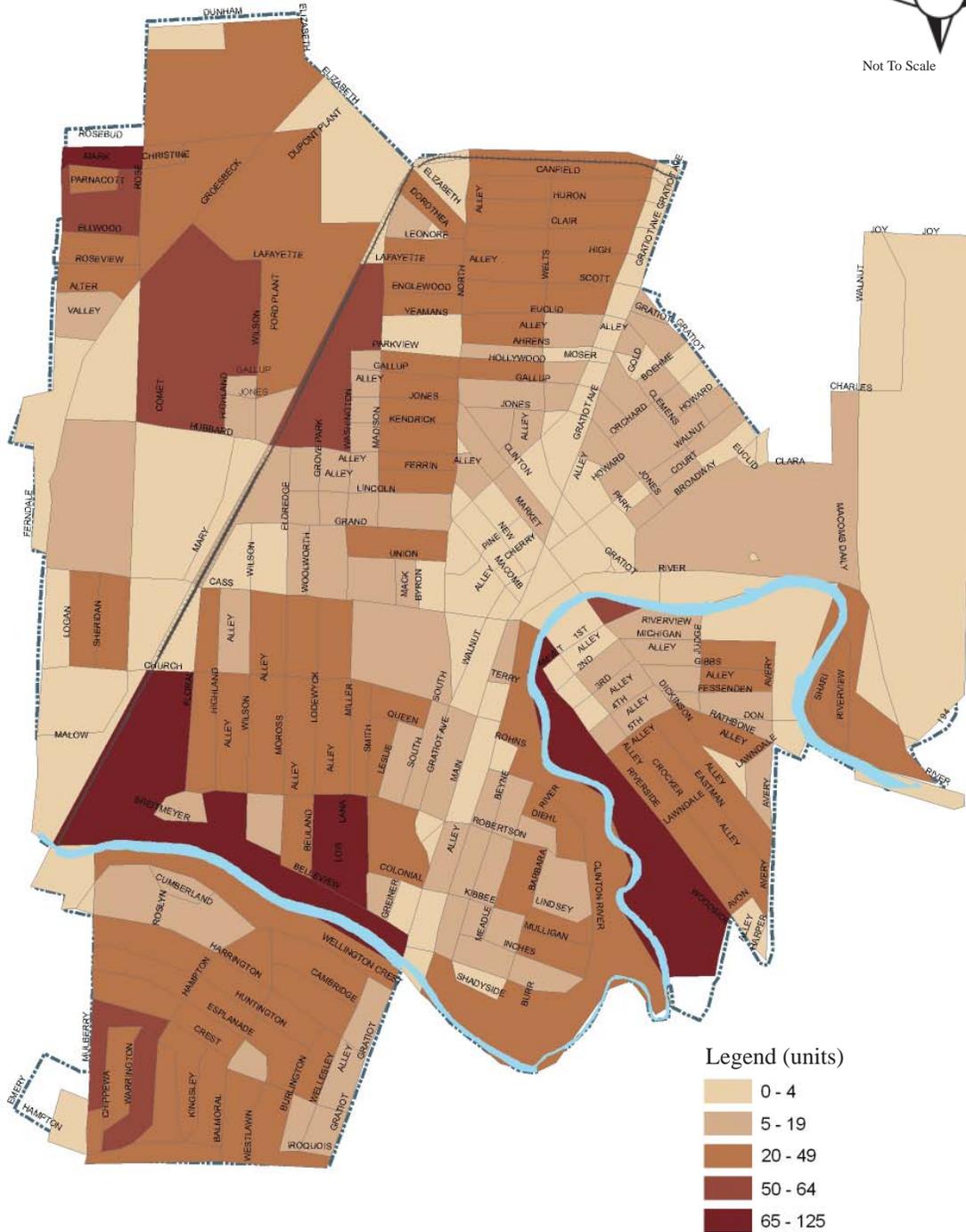


Not To Scale



Source: United States Census 2000

Owner Occupied Housing Units

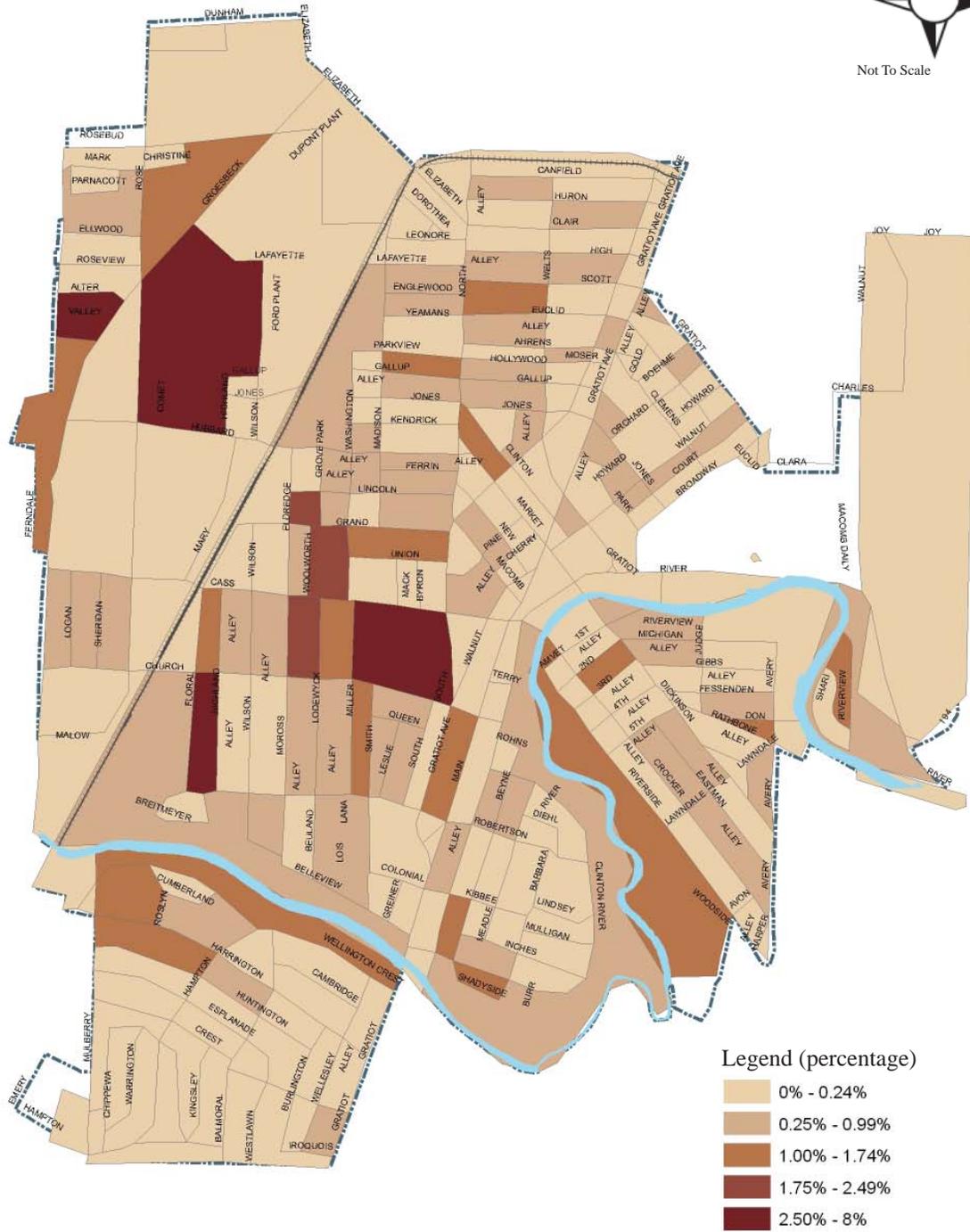


Source: United States Census 2000

Percentage of Housing Units Vacant



Not To Scale



Source: United States Census 2000

Image courtesy of Mineral Springs Development, LLC



recently completed loft-style condominium



recently completed commercial building on Main Street



industrial land uses found within the city

A new multi-family residential product can be found in Mount Clemens. The new loft-style development is growing popular with young single professionals, couples with no children and empty nesters. The recently completed River Lofts adjacent to downtown represent the type of multi-family development that will be in demand for an emerging population without young children.

Business and Office

The business and office land use category makes up 13% (362 acres) of land in the city. The commercial and office uses can be found predominately along the north and southbound Gratiot Avenue pairs, the Groesbeck Highway corridor and River Road. Many commercial developments within the Gratiot pairs have occurred in a bizarre development pattern with businesses exposed to traffic on both the front and back of their buildings. Much of the commercial development on Groesbeck Highway is typical strip-mall development with large surface parking lots in front of commercial buildings. Several free standing business and office uses are sprinkled around the city on North Avenue and other parts of the community, typically these establishments have been in operation for over 50 years and originated as local residential service or convenience stores.

The Downtown represents the city’s most concentrated business and office land use. It has many popular restaurants, stores, and offices nestled in a four block area. The historic development pattern of buildings built to the right-of-way and attractive streetscape amenities results in a popular destination for residents and visitors.

Industrial

Industrial land uses make up 12% (311 acres) of land in the city. Industrial uses typically include manufacturing, production, warehousing, wholesalers, and public utility operations. Industrial land use is concentrated between the Grand Trunk Railroad and the Groesbeck Highway. Another large concentration of industrial land use can be found directly to the west of Interstate 94. Among the larger users of industrial land in the city include the Gibraltar Trade Center, the DuPont Automotive Finishes Plant, and the former Ford Paint Plant now used for metals storage.

Parks and Open Space

Parks and open space account for 5% of total land in Mount Clemens. This percentage represents approximately 134.35 persons per acre of parkland in the city. National averages range from 19.57 persons per acre for cities with a high-density population to 4.34 persons per acre for cities with a low density population. Twelve parks are located in the city, totaling approximately 124 acres. The Parks Division of the Department of Public Services maintains twelve parks, each with its own unique landscape. Among the largest are Memorial Park (41 acres) and Shadyside Park (27 acres).

Memorial Park is one of the city’s most well attended parks; it features eight ball diamonds, a picnic pavilion, in-line skating court, playground equipment, and a sledding hill. Memorial Park has the recently completed Behnke Dog Park, a one-acre park designed for dogs and their owners for off-leash playtime. There are many amenities to be found in Mount Clemens’ other parks including: playgrounds, tot lots, ball diamonds, a multi-purpose gymnasium, recreational boats slips, a wildlife sanctuary, an arboretum, ice skating rinks, and sledding hills.

Many of the Mount Clemens’ schools also offer recreational opportunities on their properties. The Mount Clemens Community Schools Board of Education is in the process of developing the Cairns Field Education Center focused on the community and community-based at-risk services. Funding for the center is from multiple state and federal grants.

Mount Clemens also features a publicly owned, privately operated Ice Arena and Fitness Center open for a fee to the public. The center offers ice skating to the community as well as youth hockey and figure skating programs taught by a professional coaching staff and members of the Mount Clemens Figure Skating Club.

Due to recent economic restructuring, the city dissolved its Parks and Recreation Department; relying on the Department of Public Services to maintain the parks and the Macomb Family YMCA to sponsor recreational activities and events. The YMCA offers programs from swimming to organized sports clinics. Participation in all programs requires a membership. In addition to membership fees, program fees range from \$25 to \$110.



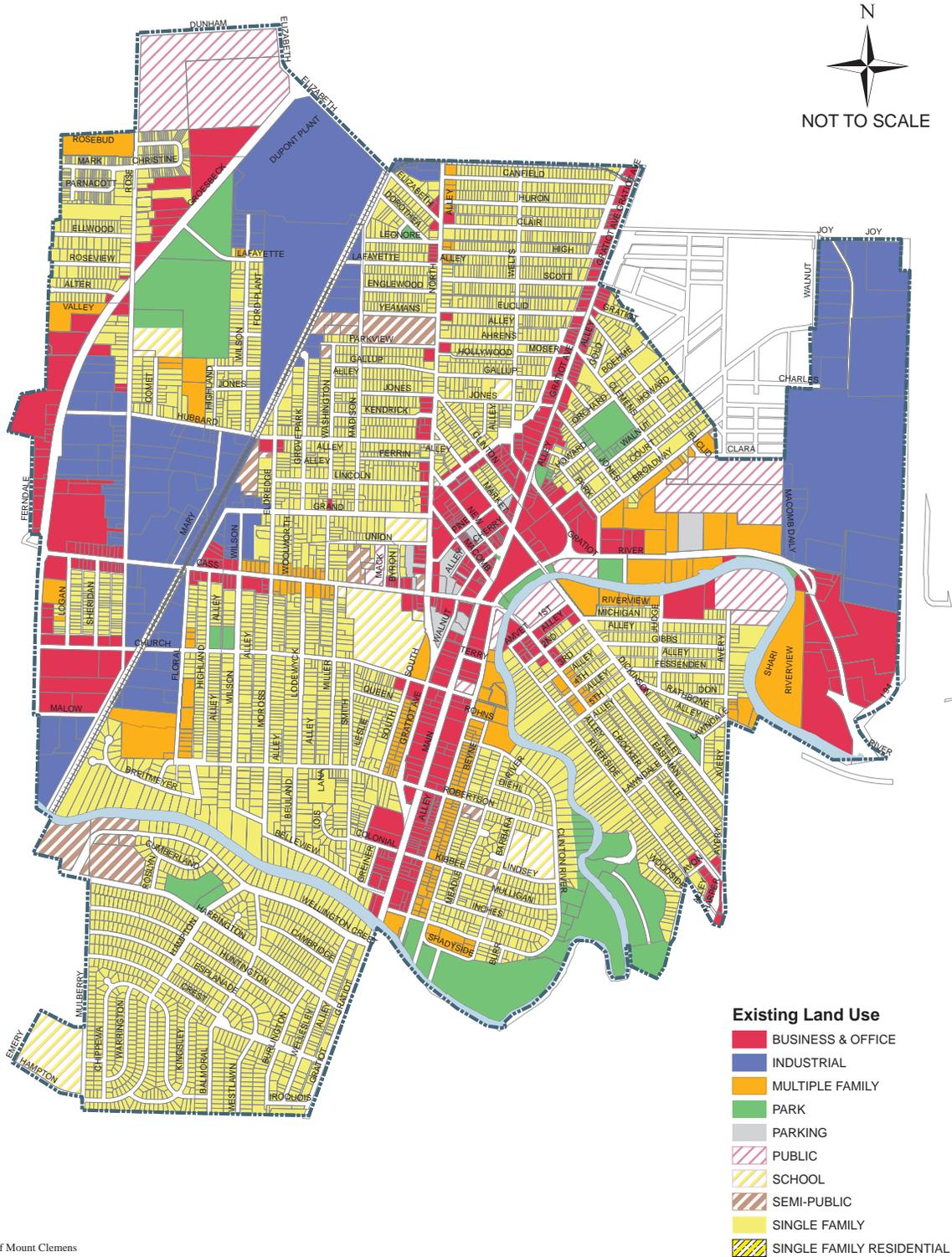
boardwalk along the Clinton River at MacArthur Park



picnic Shelter at Shadyside Park

| City | Persons per Acre of Parkland |
|--|------------------------------|
| *Mount Clemens, Michigan | 134.35 |
| **Average High-Density Population City (ie: New York, Philadelphia, Baltimore) | 19.57 |
| **Average Medium-Density City (ie: Detroit, Cleveland, Cincinnati) | 9.13 |
| **Average Low-Density Population City (ie: Kansas City,MO, Indianapolis) | 4.34 |
| * source: SEMCOG-2007 | |
| **source: <i>Inside City Parks</i> , Peter Harnik and The Urban Land Institute, 2000 | |

Existing Land Use Map



Source: City of Mount Clemens

The most recent planning initiative regarding parks and recreation in Mount Clemens was the Macomb County Comprehensive Recreation and Open Space Master Plan, completed in 2002. This document does not explore strategic planning for individual parks within the cities and townships in Macomb County, rather it speaks to the cumulative park and open spaces offered to county residents as a whole. Three capital improvement projects for years 2002-2006 were recommended in this master plan. These include:

1. Acquisition of land and construction of segments of the Macomb Orchard Trail,
2. Acquisition of new county parkland adjacent to MDOT parcels,
3. Continued maintenance and upkeep of Freedom Hill County Park.

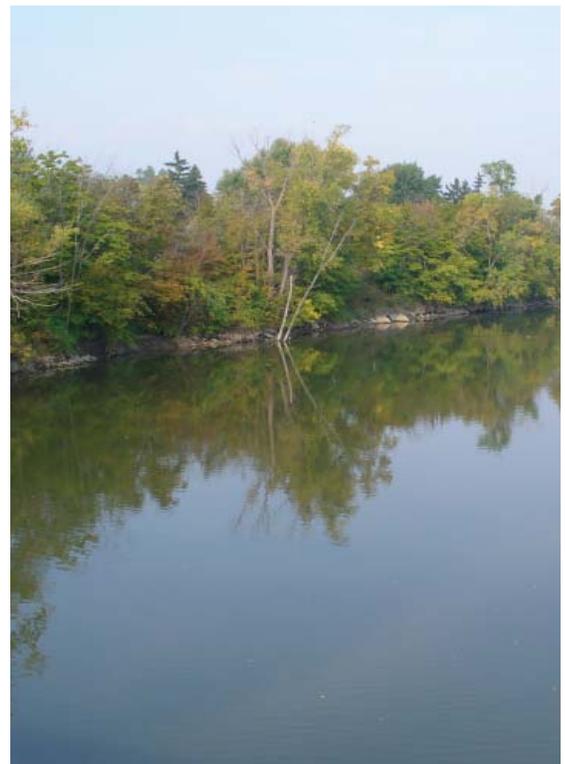
Public Land

As the Macomb County seat, Mount Clemens hosts the County Sherrif, County Jail and many County offices and courts within the city limits. The Mount Clemens Public Library is located at 150 Cass Avenue. In addition to a literary and information resource the library provides music concerts, organized bus trips, several lecture series on a variety of topics from music, current events, and history. The library also offers art and craft lessons, book clubs, and story time for children.

Public land uses also include the City Hall, located at One Crocker Boulevard on the banks of the Clinton River. The building contains the Mayor’s office and administration, City Commission, City Clerk, City Manager, City Assessor, Community Development, Building Department, City Engineering, Planning Commission and Zoning Board of Appeals.

Other Public Land

The City of Mount Clemens has owned and operated its own water and sewer facilities since 1888, in the Clinton River East watershed. The water filtration plant is located on the shores of Lake St. Clair at the end of Crocker Boulevard. A network of water main pipes and sanitary sewer pipes connect these facilities to each residence. Also, networks of storm sewer pipes carry rainwater to the Clinton River or to the Wastewater Treatment Plant. The Wastewater Treatment Plant is located next to the Gibraltar Trade Center off of North River



The Clinton River at Shadyside Park

Natural Features Map

Natural Features - Legend

- Parks and Open Space
- Active Mineral Springs
- Regional Trail Corridor
- County Trail Connector
- Local Trail Connector
- Proposed Blueway Water Trail
- 100 Year Flood Zone
- Wetland
- City Limits
- Non-Active Mineral Springs



Source: City of Mount Clemens 2007, Macomb County Trailway Master Plan, Macomb County and U.S. Fish & Wildlife Service, National Wetlands Inventory 1994



Road. The plant treats waste water and drinking water and at one time served the entire Macomb County and Harrison Township. Over the last five years there has been a decrease in overall water consumption due to the decline in population. Many water and sewer systems are still combined stormwater/sanitary sewers, with exceptions in the downtown and other areas of dense development. The water treatment plant can provide 6 million gallons per day with its current combined sewer configuration. The plant is currently only processing 3.8 million gallons per day.

Semi-Public

Semi-public land includes the city's two hospitals: Henry Ford Select Specialties Hospital and Health Services and the Mount Clemens Regional Medical Center. Semi-public land also includes churches, museums, and private schools.

Schools

Mount Clemens has one High School and one Middle School to accommodate the secondary education of its students. The city also offers three elementary schools, King Academy, Seminole Academy, and Washington Academy. The Lincoln Center is also offered for early childhood development.

Natural Features

The main branch of the Clinton River flows through the heart of Mount Clemens. Historically, the river was tied to the industrial villages of the early 1900's. Today, the Clinton River is an important natural and recreational resource for the Mount Clemens community.

The Clinton River flows 80 miles from its headwaters to Lake St. Clair. The river drains nearly 800 square miles of southeastern Michigan, including portions of Oakland and Macomb Counties and small areas of St. Clair and Lapeer Counties. Up to half of the river's flow is treated wastewater from six municipal wastewater treatment plants, including Mount Clemens' major wastewater treatment plant. Nearby treatment facilities include the Chesterfield Township Wastewater Sludge Lagoon and the New Baltimore Minor Wastewater Treatment Plant.

Past accomplishments in the improvement of water quality in the Clinton River include ozone purification at the Mount Clemens Wastewater Treatment Plant that began implementation in 2001 and partial separation and construction of a Combined Sewage Overflow (CSO) retention basin has been completed. The City of Mount Clemens has also assisted area schools in water quality monitoring efforts for over ten years. Test results over the years have varied, but many test results have been high in coliform bacteria. Illicit discharges are identified through storm sewer inspections. Once an illicit discharge is identified, the city requires the responsible party to eliminate the discharge.

In January 2008 Congress approved a project to dredge the section of the Clinton River that runs through downtown Mount Clemens. This project was approved after perceptions of low water levels kept away larger recreational boats who feared running aground in shallow water. The Army Corps of Engineers plans to dredge a section of the Clinton River from Interstate 94 to the Crocker Boulevard Bridge. Dredging includes the Clinton River Park. The park hosts recreational boaters at public slips for access to downtown Mount Clemens, and summertime activities such as concerts and fireworks displays.

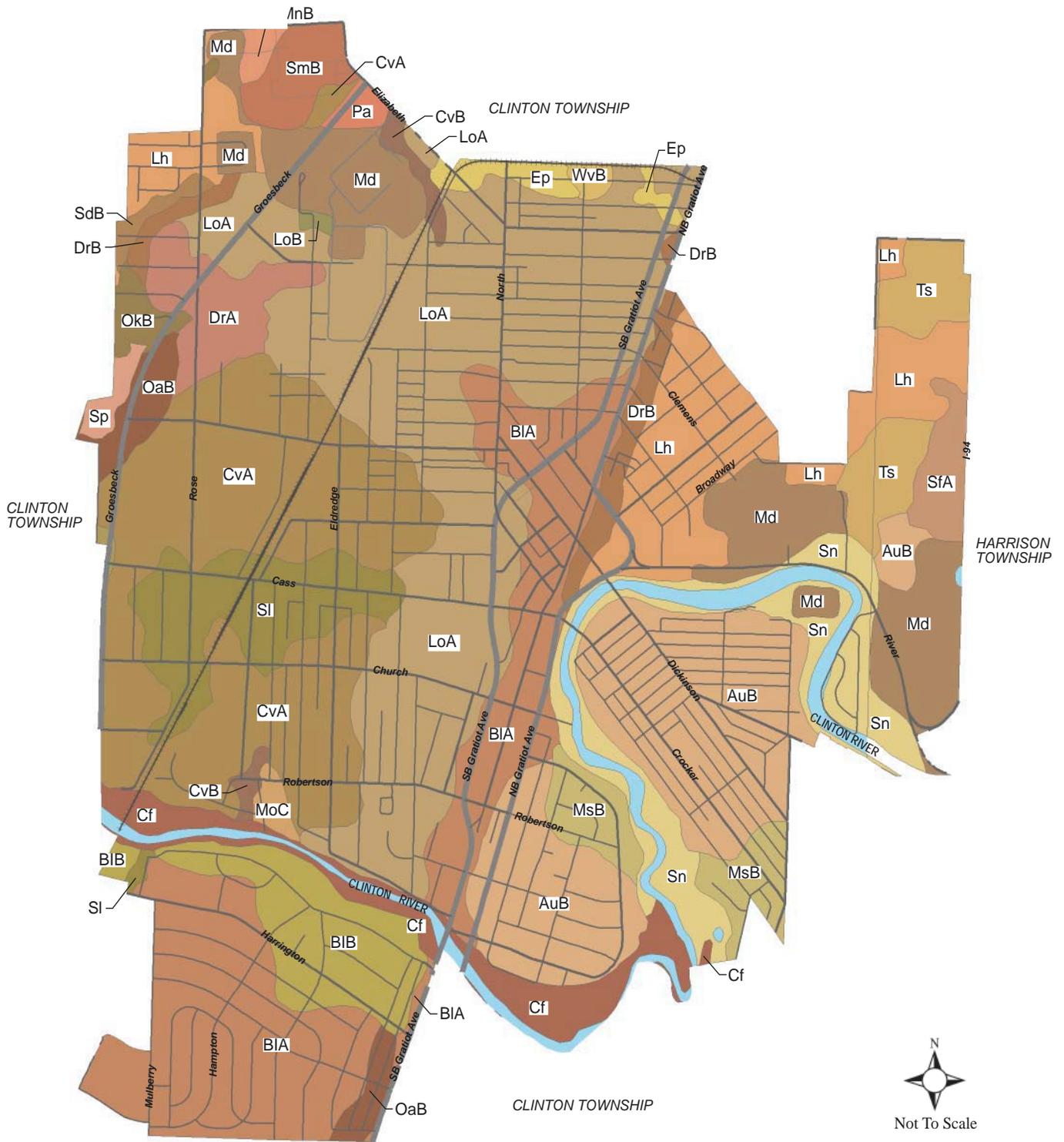
In 2007 the Department of Public Service Utilities Director completed their Storm Water Pollution Prevention Initiative Report. The Report recognized the following goals:

1. To protect, restore, and enhance water quality of the subwatershed;
2. To educate the public on how to protect, restore, and enhance water quality;
3. To promote and enhance recreational opportunities in the subwatershed;
4. To appropriately manage suitable habitat for aquatic life, wildlife and fisheries in the subwatershed;
5. To reduce runoff impacts through sustainable stormwater management;
6. To seek out opportunities to sustain implementation of the plan; and
7. To promote opportunities to preserve, protect, restore, and enhance natural features.



riverboat

Soil Types Map



Source: United States Department of Agriculture - Soil Conservation Service
 In cooperation with Michigan Agricultural Experiment Station
 Issued September 1971

| SOIL TYPES | | | | | | |
|------------|---------|--|---|------------------------------------|--|---|
| Symbol | Slope | Topsoil | Sand | Gravel | Road Fill | Impermeable material |
| AuB | 0 - 6% | Very poor: sandy; droughty; moderate content of organic matter; seasonal high water table. | Good: sandy material to depth of more than 60 inches; high water table hinders excavation in wet periods. | Not suitable | Fair to good in subsoil: low volume change. Poor to fair in substratum; moderate to high volume change; difficult to work when wet; periodic high water table. | Not suitable in subsoil: sandy; very rapid permeability; Good in substratum; periodic high water table. |
| BIA | 0 - 2% | Fair: thin; crusts slightly when dry; seasonal high water table. | Not suitable | Not suitable | Poor to fair: moderate to high volume change; difficult to work and compact when wet; seasonal high water table. | Good: difficult to work and compact when wet. |
| BIB | 2 - 6% | Fair: thin; crusts slightly when dry; seasonal high water table. | Not suitable | Not suitable | Poor to fair: moderate to high volume change; difficult to work and compact when wet; seasonal high water table. | Good: difficult to work and compact when wet. |
| CI | 0 - 2% | Fair: sandy layers; subject to stream overflow; seasonal high water table. | Not suitable | Not suitable | Fair to good: low volume change; fair workability; seasonal high water table. | Fair: some seepage possible; subject to piping. |
| CvA | 0 - 2% | Good: loamy; gravel and cobblestones on surface in some areas. | Not suitable | Not suitable | Poor to fair: low to moderate volume change; difficult to work and compact when wet. | Good: difficult to work and compact when wet. |
| CvB | 2 - 6% | Good: loamy; gravel and cobblestones on surface in some areas. | Not suitable | Not suitable | Poor to fair: low to moderate volume change; difficult to work and compact when wet. | Good: difficult to work and compact when wet. |
| DrA | 0 - 2% | Fair: thin; loamy; stones on surface in some areas. | Not suitable | Not suitable | Fair to good: low volume change. | Fair to good: good workability and compaction. |
| DrB | 2 - 6% | Fair: thin; loamy; stones on surface in some areas. | Not suitable | Not suitable | Fair to good: low volume change. | Fair to good: good workability and compaction. |
| Ep | 0 - 2% | Surface: good. Subsoil: fair; high water table. | Not suitable | Not suitable | Fair to good: low volume change; some stones. | Subsoil: fair to good; thin. Substratum: fair; high water table. |
| Lh | 0 - 2% | Fair; sticky when wet; high water table. | Not suitable | Not suitable | Fair to poor: moderate volume change; difficult to work and compact when wet; high water table. | Good: impervious; difficult to work and compact when wet. |
| LoA | 0 - 2% | Fair: thin; loamy; stones on surface in some areas. | Not suitable | Not suitable | Fair to good: low volume change; slight to moderate potential for frost action; seasonal high water table. | Fair to good: good workability and compaction. |
| LoB | 2 - 6% | Fair: thin; loamy; stones on surface in some areas. | Not suitable | Not suitable | Fair to good: low volume change; slight to moderate potential for frost action; seasonal high water table. | Fair to good: good workability and compaction. |
| Md | n/a | Made land (Md) consists of soil material that has been borrowed from nearby construction sites, dumped, and leveled. The areas are mostly next to buildings, pipelines, railroads, highways, and airports. The material ranges from sand to clay in texture. The only sign of soil formation is a slight darkening of the surface layer caused by glass roots. Areas of Made land are used mainly as sites for recreation, industry, and residential development. Most areas do not contain rubbish and garbage. Nevertheless, onsite investigation is needed before any use is made of this land type. Not placed in a capability unit or woodland suitability group. | | | | |
| MnB | 2 - 6% | Very poor: thin; low content of organic matter; droughty. | Fair: limited source of sandy material to depth ranging from 20 to 40 inches. | Not suitable | Fair to good at depth of 20 to 40 inches; low volume change. Fair to poor for loamy material; moderate to low volume change; fair workability. | Not suitable at depth of 20 to 40 inches; sandy; rapid permeability. Good in loamy material: fair workability when wet. |
| MoC | 6 - 12% | Fair: thin; gravel and cobblestones on surface in some areas. | Not suitable | Not suitable | Poor to fair: low to moderate volume change; difficult to work and compact when wet. | Good: difficult to work and compact when wet. |
| MsB | 0 - 4% | Good: moderate content of organic matter; seasonal high water table. | Not suitable | Not suitable | Poor: low volume change; difficult to work; material flows when wet. | Fair: liquefies readily and flows when wet. |
| OaB | 0 - 6% | Very poor: thin; sandy; low content of organic matter; droughty. | Good: sandy material to a depth of more than 60 inches. | Not suitable | Good: low volume change; fair workability and compaction. | Not suitable: sandy; very rapid permeability; subject to piping. |
| OkB | 0 - 6% | Very poor: thin; sandy; low content of organic matter; droughty. | Good: sandy material to a depth of more than 60 inches. | Not suitable | Good: low volume change; fair workability and compaction. | Not suitable: sandy; very rapid permeability; subject to piping. |
| Pa | 0 - 2% | Good at surface: loamy; low to high content of organic matter; high water table. | Not suitable | Not suitable | Fair to poor: low to moderate volume change; fair workability when wet; high water table. | Good: fair workability when wet. |
| SdB | 2 - 6% | Very poor: thin; low content of organic matter; droughty. | Fair: limited source of sandy material to a depth ranging from 20 to 40 inches. | Not suitable | Fair to good at depth of 20 to 40 inches; low volume change. Fair to poor for loamy material; moderate volume change. | Not suitable at depth of 20 to 40 inches; sandy; rapid permeability. Good in loamy material: fair workability when wet. |
| SIA | 0 - 2% | Very poor: thin; low content of organic matter; droughty. | Fair: limited source of sandy material to a depth ranging from 20 to 40 inches. | Not suitable | Fair to good at depth of 20 to 40 inches; low volume change. Fair to poor for loamy material; moderate volume change. | Not suitable at depth of 20 to 40 inches; sandy; rapid permeability. Good in loamy material: fair workability when wet. |
| SI | 0 - 2% | Good in surface layer: loamy; high content of organic matter; high water table. | Not suitable | Not suitable | Poor to fair: moderate to high volume change; difficult to work and compact when wet. | Good: difficult to work and compact when wet. |
| SmB | 2 - 6% | Fair in surface layer: loamy; low content of organic matter. | Poor: highly variable, stratified material; thin layers of sand. | Not suitable | Poor: low volume change; medium to high potential for frost action; material flows when wet. | Fair: liquefies readily and flows when wet. |
| Sn | 0 - 2% | Good: thick; loamy; high content of organic matter; subject to flooding; seasonal high water table. | Not suitable | Not suitable | Poor: low volume change; medium to very high potential for frost action; poor subgrade material; high water table. | Fair to good: fair workability and compaction when wet; high water table. |
| Sp | 0 - 2% | Very poor: sandy; low content of organic matter; droughty. | Good: sandy; thin layers not suitable. | Not suitable | Fair to good: low volume change and compressibility; fair to good workability and compaction. | Not suitable: sandy; rapid permeability; subject to piping. |
| Ts | 0 - 2% | Poor: high content of organic matter; poor workability; high water table. | Not suitable | Not suitable | Poor: high volume change; poor workability; high water table. | Good: high volume change; poor workability and compaction when wet; high water table. |
| WvB | 0 - 4% | Fair for sandy loam: poor for loamy sand; moderate content of organic matter. | Good: sand with some fines and gravel. | Fair: less than 50 percent gravel. | Fair in uppermost 24 to 40 inches; low volume change. Good in sandy and gravelly material: low volume change; hinders excavation. | Not suitable: pervious; seasonal high water table. |

Source: US Department of Agriculture - Macomb County Soil Survey, 1971

Soil

Soils in Mount Clemens were identified from the Soil Survey of Macomb County (USDA SCS, 1971). The soils on the sites were largely classified as Locke sandy loam (LoA) 0-2% slope with fair topsoil and fair to good workability, Au Gres sand loamy substratum (AuB) 0-6% slope with very poor topsoil and a periodic high watertable, Blount loam (BIA) 0-2% slope with fair topsoil, Conover loam (CvA) 0-2% slope with good topsoil. The historically industrial land uses in the city were classified as Made land (Md) which indicates imported or urban soils.

Mineral Wells

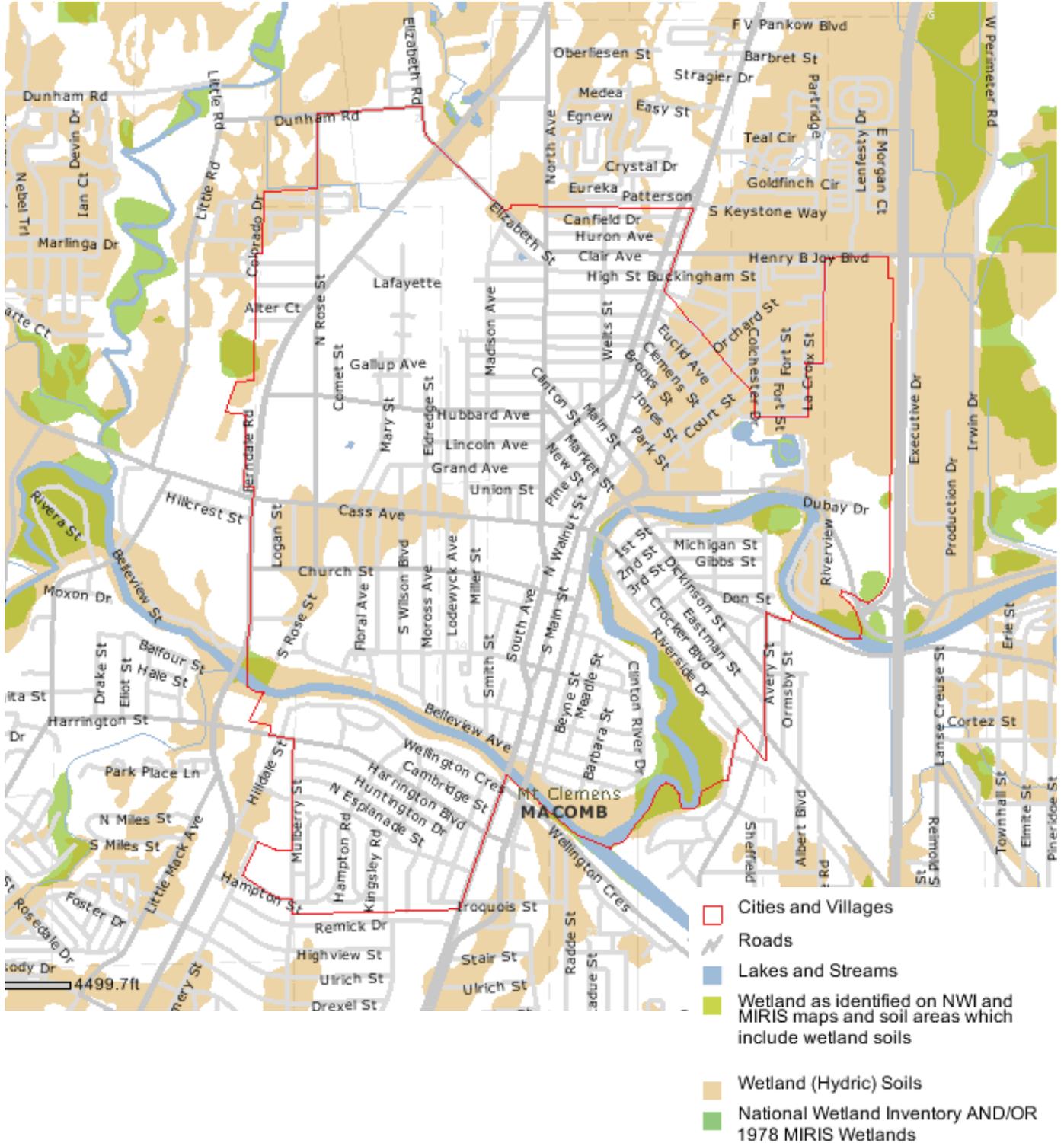
Historically, mineral water wells, discovered in 1870 played an important part of Mount Clemens' history. For more than a century, bathers from all over the world would visit Mount Clemens to soothe their bodies in the mineral waters of the Michigan Basin. According to historical advertisements, rheumatism, syphilis, jaundice, obesity, polio and liver woes were among the maladies that could be cured by soaking in the city's tubs. At the turn of the century, the city boasted 11 bathhouses, along with numerous hotels and boarding houses.

Although the glory days of the "Bath City of America" have expired, today's spas and researchers have taken a second look at the mineral complex of Mt. Clemens water. According to scientific analysis, the mineral waters still exist in abundance under the city of Mount Clemens. Of the original 11 well locations, 9 have been abandoned and developed upon. Two wells are considered "active". One well is currently tapped for the production of "AcheAway" products, which are marketed as natural, non-prescription treatment for pains associated with arthritis, psoriasis, tired joints and sore muscles.

Wetlands

The definition of a wetland is an area of land inundated or saturated by surface or groundwater at a frequency and length of time sufficient to support vegetation typically adapted for life in saturated soil conditions. As pollutants and nutrients contained in stormwater travel through wetlands and floodplains, they are gradually absorbed by vegetation and filtered by the soil before they are washed into streams and ultimately the larger watershed.

Wetland Map



Source: State of Michigan Department of Environmental Quality

Many wetlands are seasonal and stay dry one or more seasons every year. Even wetlands that appear dry at times for a long period of time provide critical habitat for wildlife that may breed exclusively in these areas. Wetlands also help to reduce the velocity of flowing water that lessens its ability to loosen and carry away soil particles further downstream. Mount Clemens should continue to maintain its wetlands and floodplains in their natural state, allowing them to absorb flood waters and gradually release floodwaters to adjoining rivers and streams. Building or improving within a wetland or floodplain can result in damage to property during storm-related flooding; and are regulated by the Michigan Department of Environmental Quality and the Federal Emergency Management Agency (FEMA).

Cultural Resources

Museums:

- Anton Art Center - The expansion and renovation to the historic Carnegie Library occurred in 2005 with tremendous support from the Anton family. The Anton Art Center, which housed the Art Center for thirty-six years, is primarily educationally focused and strives to host and develop interest in the arts among people of all ages and backgrounds. It also presents two annual events: the Stars and Stripes Festival and the Christmas Market.
- Crocker House - The 1869 house was home to the first two mayors of Mount Clemens. The rooms in the museum now offer a glimpse into the industrial history of Mount Clemens, including the Bath Era. The museum also hosts many educational and special programs ten months out of the year.
- Michigan Transit Museum - The original 1859 Grand Trunk Railway Station is where Thomas Edison learned telegraphy. The museum now features exhibits of rail and electric trolley history as well as trail rides in the summer and early fall.

Historical Tours:

- Clinton River Cruise Company - Tours and Charters

Festivals and Events:

- Stars and Stripes Festival - The first annual festival was held in July of 2007



Anton Art Center



Crocker House

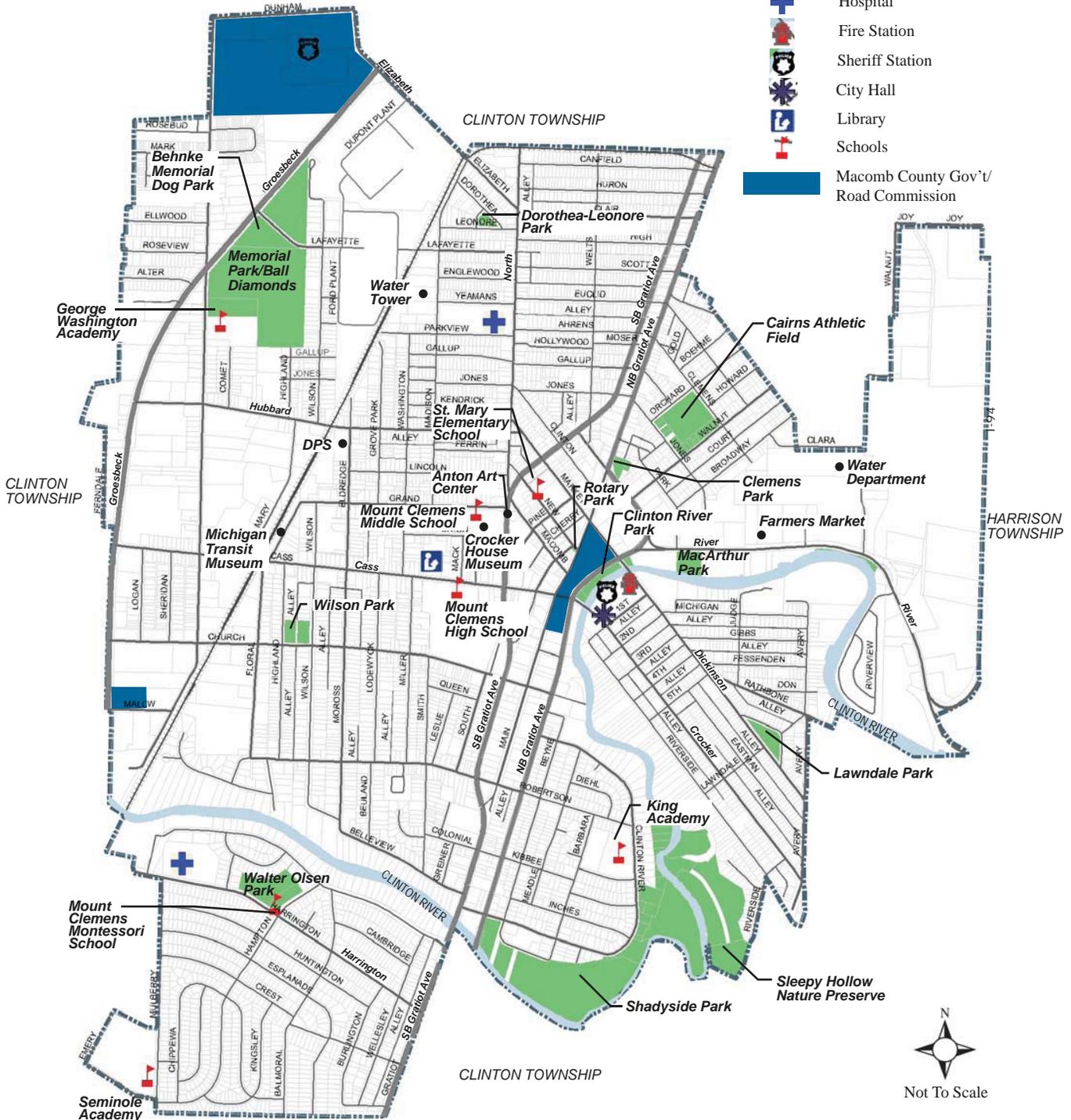


Michigan Transit Museum

Community Facilities Map

Community Facilities - Legend

-  City Limits
-  Parks and Open Space
-  Hospital
-  Fire Station
-  Sheriff Station
-  City Hall
-  Library
-  Schools
-  Macomb County Gov't/ Road Commission



Source: City of Mount Clemens 2007



TRANSPORTATION & CIRCULATION

The transportation chapter of this master plan:

- Serves as a reference guide regarding the transportation system within the city;
- Sets a vision for future motorized and non-motorized transportation needs within the city;
- Promotes a better understanding of the strong relationship between transportation and land development patterns and how planning can be better integrated; and
- Identifies opportunities for change, including: better management of parking, access management techniques, traffic calming, and creating corridor improvement authorities.

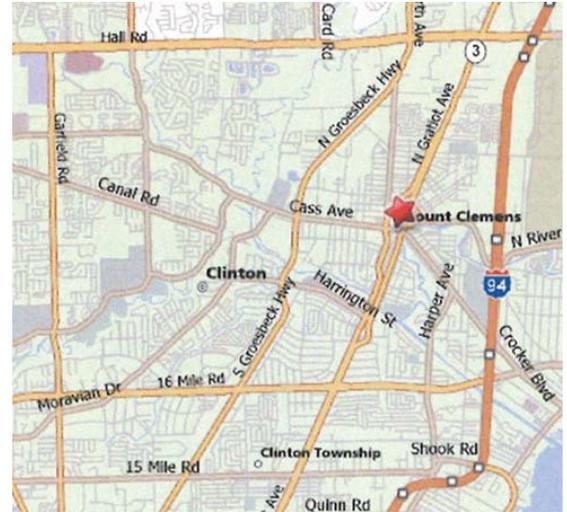
As the Macomb County seat, the City of Mount Clemens requires a safe and efficient transportation system. This is essential to commerce and daily activities and is a major consideration in the city's development.

As a built-out community, the street system is largely complete; the opportunity to add new links is limited. Therefore, future transportation improvements must focus on the best use of existing rights-of-way. Opportunities include managing parking wisely, traffic calming, access management techniques, and focusing additional regulatory and redevelopment assistance efforts on primary travel corridors.

Mount Clemens is centrally located; local residents have easy access throughout the Greater Detroit Metropolitan Area via Interstate 94 at the eastern boundary; North River Road to the east; Groesbeck Highway (M-97) and Gratiot Avenue (M-3) travel north-south through the city. Hall Road (M-59), one mile to the north, and Metropolitan Parkway (16 Mile Road), less than one mile to the south are primary east-west connectors to Oakland County. It is a thirty minute drive to downtown Detroit and a forty five minute drive to the Detroit Metropolitan Wayne County Airport.

In the 1970's many one-way pairs were created by the Michigan Department of Transportation (MDOT) in an effort to efficiently move traffic through cities and commercial cores. This happened to Gratiot Avenue in Mount Clemens. By 1981, MDOT had completed the southbound portion of the downtown by-pass. Although improved regional mobility was intended, the resulting effect was detrimental to the downtown businesses. Valuable on-street parking was stripped away and the resulting traffic pattern continues to baffle and frustrate visitors. Potential patrons of the downtown are discouraged and pedestrian crossings are unpleasant. A conversion from the one-way pair to two-way streets should be evaluated. Two-way streets have social and economic advantages for downtown revitalization, such as more visibility for businesses and reduced speeds improving pedestrian connections.

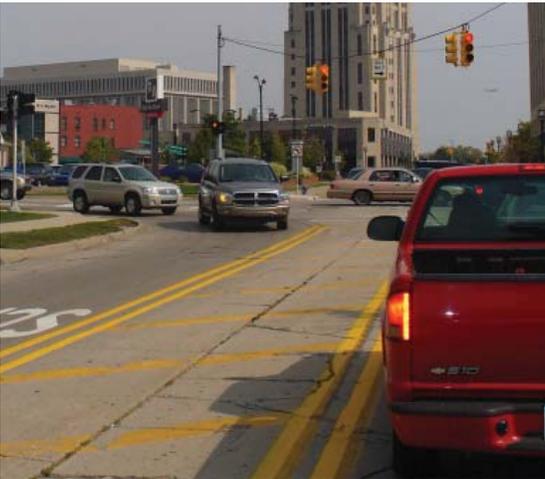
Although the private vehicle will continue to be a key part of the transportation system, an effort should be made to strive for a balanced system offering viable mobility alternatives such as transit, bicycling and walking. Environmental considerations should be incorporated into every decision to enhance the quality of life. Ideas include the development of a non-motorized riverfront path along the Clinton River, and readily linking trail spurs to the downtown and the regional county trail system.



major roadways of the Mount Clemens area



"strip" development with parking in front of businesses



major thoroughfares in Mount Clemens

Administrative Jurisdiction

Act 51 of the Public Acts of 1951, as amended, creates a fund into which specific transportation taxes are deposited, sets priorities for the use of transportation revenues, and charges county road commissions with the responsibility of classifying county primary and local roads. Act 51 establishes jurisdictional road networks, sets priorities for the use of transportation revenues, and allows bonded indebtedness for transportation improvements and guarantees repayment of debt. County road commissions are given responsibility to classify county and local roads. These classifications are subject to Michigan Department of Transportation (MDOT) approval. Roads designated as primary roads must be of "the greatest importance." This determination is based on traffic volumes, primary generators of traffic served and other factors.

Functional Classification and Responsibility

Roadway classifications are often confusing because planning agencies use the classifications for different purposes.

Administrative jurisdictions identify roads in terms of governmental responsibility for construction and maintenance. The two classifying jurisdictions that affect the Mount Clemens street system include the Michigan Department of Transportation (MDOT) Act 51 fund allocation and the federal government's National Functional Classification System. Roadway classifications are also used to determine eligibility for state funding and federal aid.

Roads designated as primary roads must be vital to the operation of the city. The determination is significantly based on traffic volumes and primary generators of traffic served. MDOT, the Road Commission of Macomb County (RCMC) and City of Mount Clemens share responsibility for the operation and maintenance of the roadway network.

MDOT is responsible for maintenance and improvement of I-94, Gratiot Avenue (M-3) and Groesbeck Highway (M-97). The Road Commission of Macomb County (RCMC) has jurisdiction over Cass Avenue, and has shared/partial jurisdiction on the city border roads (Wellington Crescent, Avery, Dunham Road, Elizabeth Street and Henry B Joy Boulevard). The remainder of the roads fall under the jurisdiction of the City of Mount Clemens. By designating a road as

part of the County Primary System, State and Federal weight and gas tax revenues can be obtained for maintenance. All public roads not classified as interstate, state, or primary roads are local roads.

National Functional Classification System

The Road Classification Map proposes the hierarchy of transportation routes based upon the National Functional Classification (NFC) System. Refer to the Road Classification Map. The NFC, developed by the Federal Highway Administration is a planning tool used by federal, state, and local transportation agencies since the late 1960s. The NFC is used by transportation agencies to classify all streets, roads and highways according to their function. All public roads are classified according to the type of traffic service they are intended to provide. The NFC designation also determines whether a road is eligible for federal funds, either as part of the National Highway System (usually limited to principal arterials) or through the Surface Transportation Program. Federal-aid roads are, collectively: all principal arterials, all minor arterials, all urban collectors, and all rural major collectors.

- Principal Arterials - These roadways are at the top of the classification hierarchy. The primary function of such roadways is to accommodate relatively long distance, through-travel movements. Examples include interstates and other freeways as well as state routes between larger cities. Principal arterials include Interstate 94 at the city's eastern border, Groesbeck Highway (M-97) and Gratiot Avenue (M-3) traveling through the city.
- Urban Collectors - Major collectors provide access and mobility within residential, commercial, or industrial districts and connect local roads to arterials. Major collectors generally carry more traffic than minor collectors. Major collectors include Elizabeth Street, Henry B. Joy Boulevard, Avery Street, Dickinson Street (east of South River Road), Main Street, Market Street, Hubbard Avenue, Church Street, and North Rose Street.
- Minor Arterials - Minor arterials function similarly to principal arterials, with the exception being that they carry trips of shorter distance and to lesser traffic generators. Minor

arterials may emphasize land access and carry bus routes that generally do not penetrate neighborhoods. Minor arterials include North River Road, Crocker Boulevard, Dickinson Avenue, South River Road, North Avenue, Harrington Street and Harper Avenue.

- Local Roads - Local roads provide access to individual properties and typically have moderate to low speeds. City roads and streets not already mentioned are classified as local roads.

Traffic Counts and Crash Locations

There are approximately sixty-three road miles and five bridges within Mount Clemens. Current traffic volume data generated by the Southeast Michigan Council of Governments (SEMCOG) and the Michigan Department of Transportation (MDOT) identifies the most heavily used roadway sections within the city. The two locations with the highest volumes are Groesbeck Highway (30,000+ 24 hour two-way counts) and Gratiot Avenue (25,000+ 24 hour two-way counts). Cass Avenue (20,000+ vehicles per day) and North Avenue (16,000 vehicles per day) also experience high traffic volumes.

Crashes are identified by location and severity. The top two locations are Groesbeck Highway and Cass Avenue (185 crashes 2003-2007) and Groesbeck Highway and Elizabeth Street (106 crashes 2003-2007). The Tables on this page indicate the intersections with the greatest number of crashes, and the number of crashes by severity in Mount Clemens.

| Local Rank | County Rank | Region Rank | Intersection | Crashes | |
|------------|-------------|-------------|-------------------------------|-----------|-------------|
| | | | | 2003-2007 | Annual Avg. |
| 1 | 18 | 72 | Cass Ave @ Groesbeck Hwy N | 185 | 37 |
| 2 | 93 | 399 | Elizabeth Rd @ Groesbeck Hwy | 106 | 21 |
| 3 | 164 | 746 | Gratiot Ave S @ Harrington St | 80 | 16 |
| 4 | 221 | 1,011 | Cass Ave @ Gratiot Ave N | 67 | 13 |
| 5 | 226 | 1,039 | Main St N @ Market St | 66 | 13 |
| 6 | 243 | 1,117 | Cass Ave @ Gratiot Ave S | 63 | 13 |
| 7 | 262 | 1,219 | Gratiot Ave N @ Market St | 60 | 12 |
| 8 | 272 | 1,249 | Cass Ave @ Main St N | 59 | 12 |
| 9 | 337 | 1,616 | Church St @ Gratiot Ave S | 50 | 10 |
| 9 | 337 | 1,616 | Gratiot Ave S @ Market St | 50 | 10 |

Note: Intersections are ranked by the number of reported crashes and does not take into account traffic volume. This ranking method tends to rank a high-volume intersection as a high-crash intersection.

Source: SEMCOG

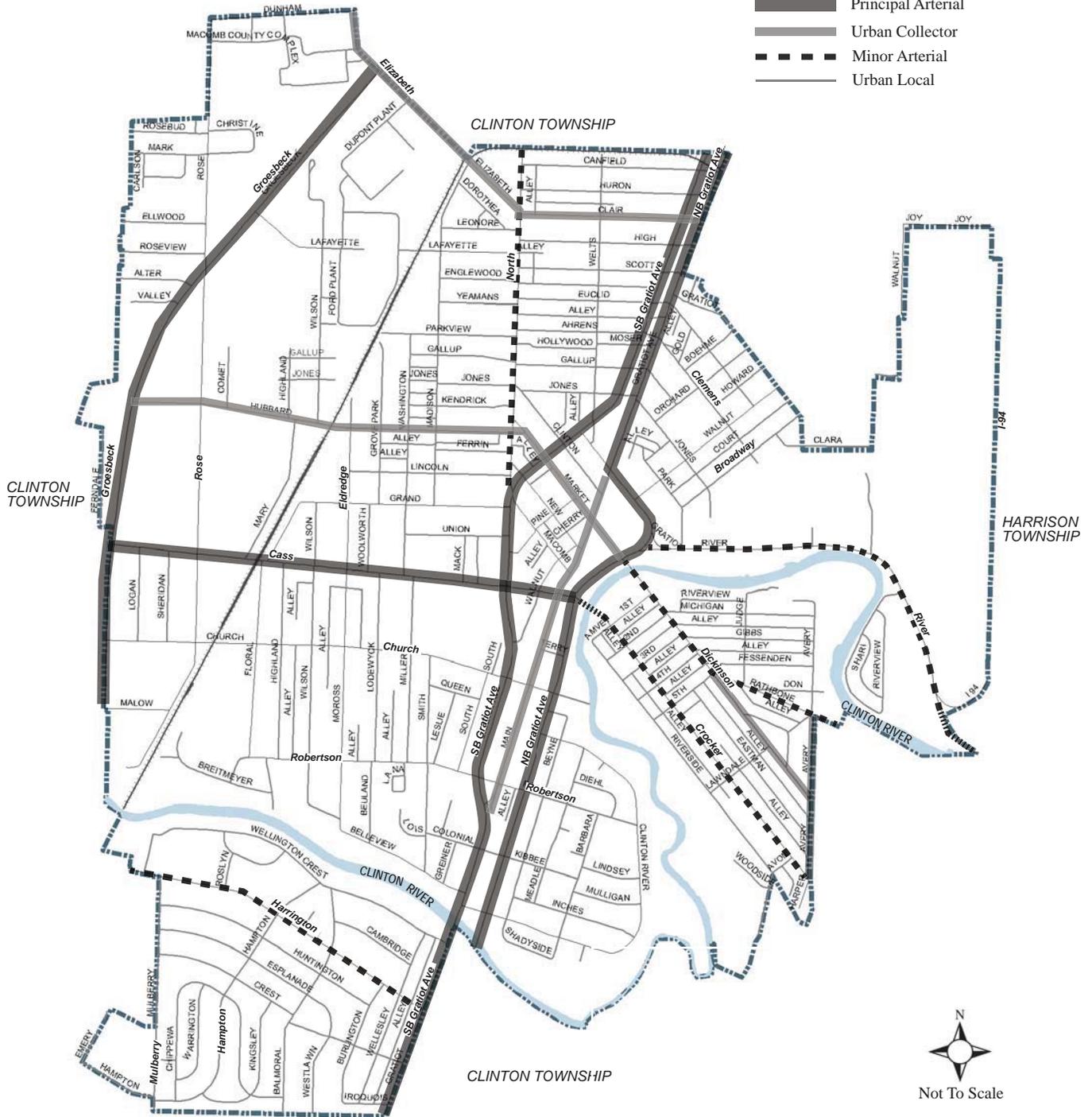
| Crash Severity | Year | | | | | Percent of Crashes 2003-2007 |
|-----------------------|------|------|------|------|------|------------------------------|
| | 2003 | 2004 | 2005 | 2006 | 2007 | |
| Fatal | 3 | 2 | 2 | 2 | 0 | 0.30% |
| Incapacitating Injury | 13 | 15 | 10 | 6 | 7 | 1.70% |
| Other Injury | 115 | 92 | 83 | 86 | 102 | 16.20% |
| Property Damage Only | 575 | 490 | 498 | 389 | 462 | 81.80% |
| Total Crashes | 706 | 599 | 593 | 483 | 571 | 100.00% |

Source: SEMCOG

Road Classification Map

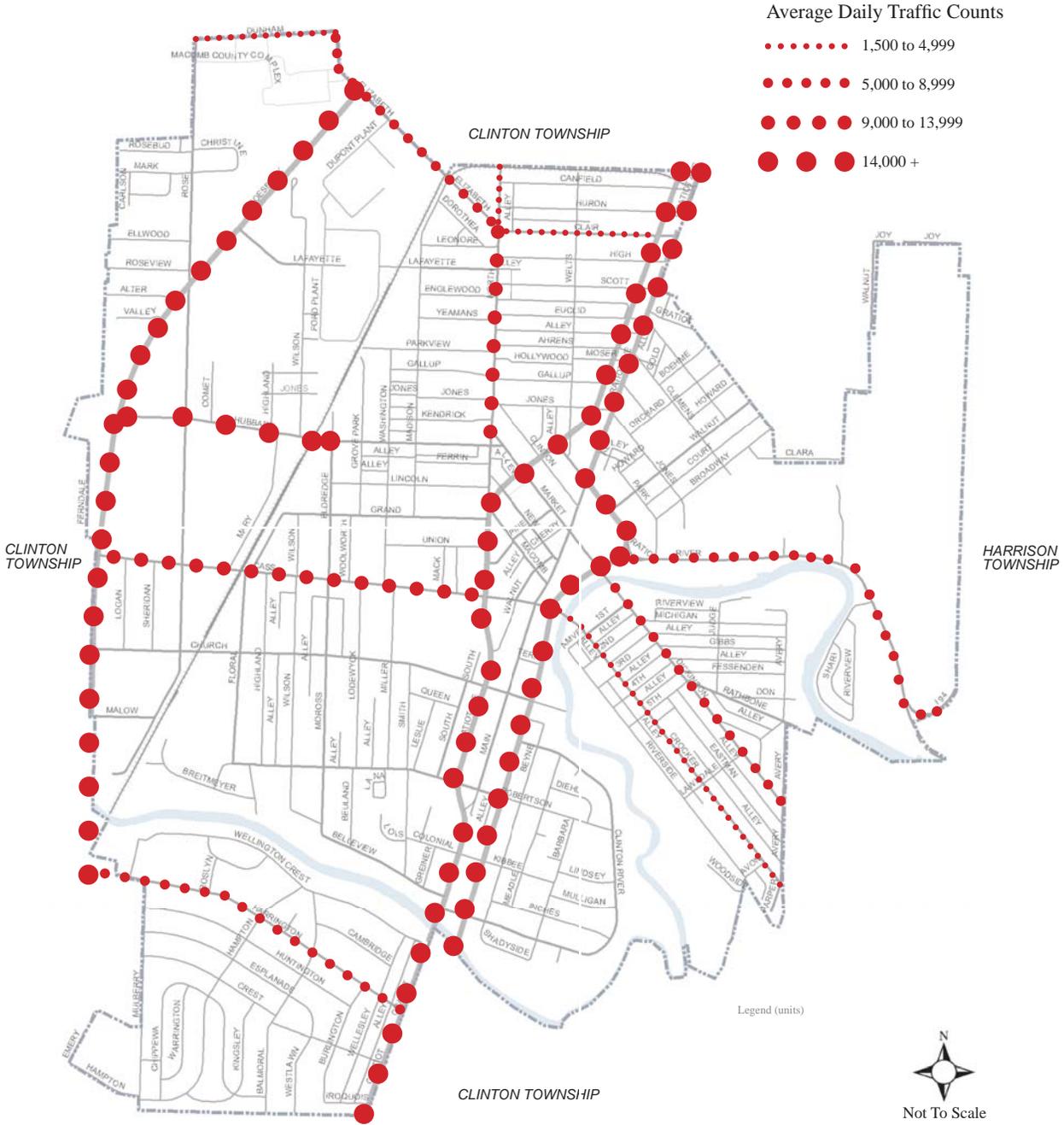
Road Classification - Legend

-  Principal Arterial
-  Urban Collector
-  Minor Arterial
-  Urban Local



Source: SEMCOG Traffic Count Data Base 2006 and MDOT Traffic Count Data Base 2006

Traffic Volumes



Source: SEMCOG Traffic Count Data Base 2006 and MDOT Traffic Count Data Base 2006

Transportation Projects
RTP and TIP Projects in Mount Clemens

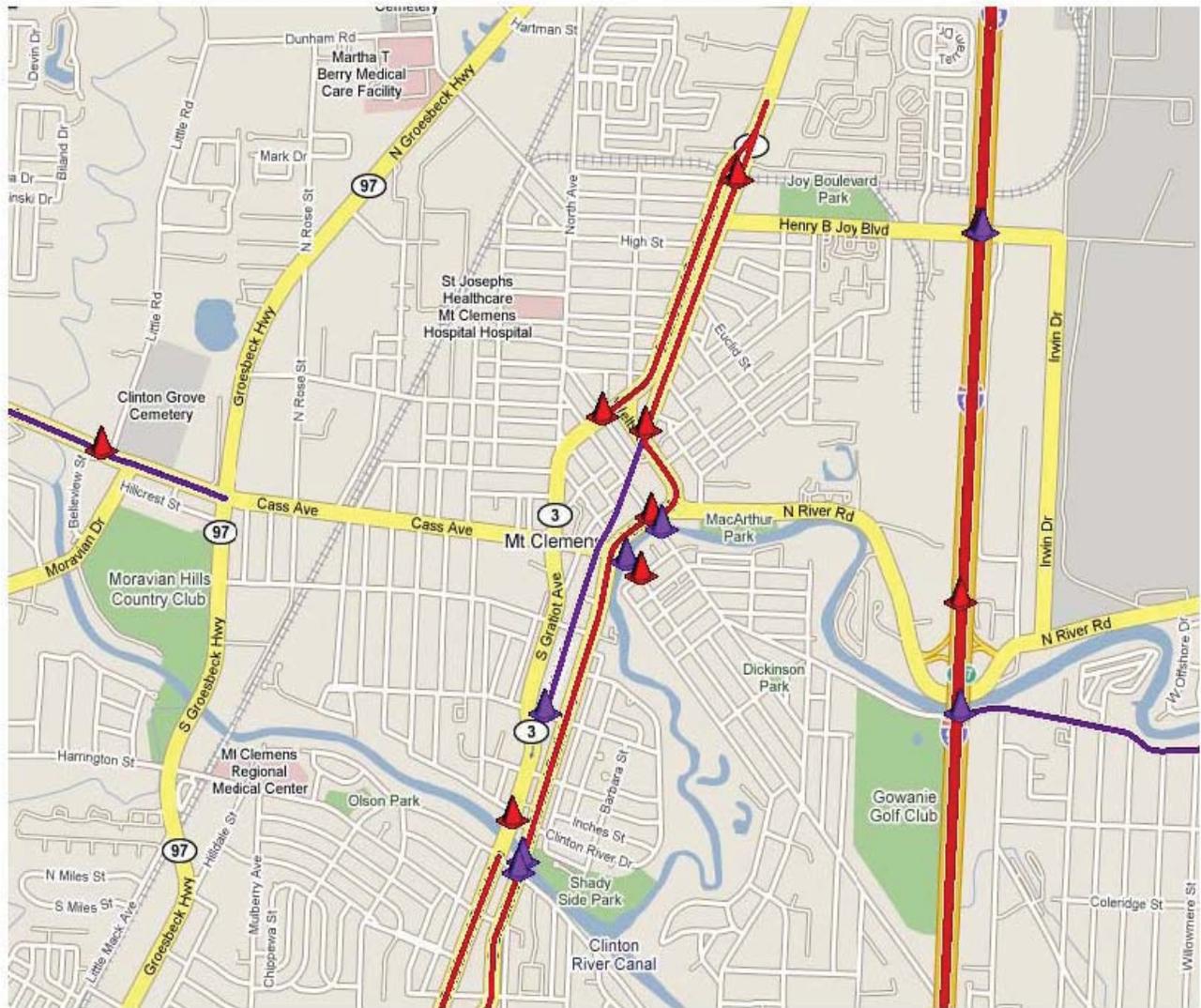
| | Project Name | Project Limits | Proposed Work | Implementing Agency | Year |
|-----|-------------------------|---|--|---------------------|-----------|
| RTP | Crocker Boulevard | Over Clinton River | Rehabilitate Bridge | Mt Clemens | 2006-2010 |
| RTP | Dickinson Street | Over Clinton River | Rehabilitate Bridge | Mt Clemens | 2006-2010 |
| RTP | M-3 | Wellington to Sunnyview | Resurface | MDOT | 2006-2010 |
| RTP | M-3 | Over Clinton River | Replace Bridge Deck | MDOT | 2006-2010 |
| RTP | M-3 NB | Remick to Sandpiper | Reconstruct | MDOT | 2006-2010 |
| RTP | M-3 SB | Clinton River to Sandpiper | Reconstruct | MDOT | 2006-2010 |
| RTP | Main Street | Welts to Robertson | Reconstruct | Mt Clemens | 2021-2025 |
| RTP | Various Roads | Countywide | Resurface, Reconstruct or Rehabilitate | RCMC | 2006-2010 |
| RTP | Various Trunkline Roads | Regionwide | Improve Safety | MDOT | 2006-2010 |
| TIP | M-3 | at the RR crossing near Canfield & Transit Museum | Pavement removal and reconstruction | MDOT | 2008 |
| TIP | M-3 | Crossings of the Michigan Transit Museum | Reconstruct crossing and add gates | MDOT | 2008 |
| TIP | M-3 | NB and SB over Clinton River | Replace bridge | MDOT | 2011 |
| TIP | M-3 NB | from Remick to Sandpiper | Resurface roadway | MDOT | 2011 |
| TIP | M-3 SB | from Wellington to Sunnyview | Resurface | MDOT | 2011 |
| TIP | M-3 SB | from Clinton to Sandpiper | Resurface roadway | MDOT | 2011 |
| TIP | North Avenue | from Elizabeth to SB Gratiot | Resurface roadway | Mt Clemens | 2010 |

Source: SEMCOG

Road Improvements

Through the use of federal gas tax revenues, the city has performed maintenance of their local and major roadways over the years. Annual maintenance programs include joint sealing, pothole repairs and patching. According to SEMCOG’s 2030 Regional Transportation Plan (RTP) and the 2008-2011 Transportation Improvement Plan (TIP), a number of roadway improvements are planned for Mount Clemens. They are shown in the RTP and TIP Projects Table and on the Planned Road Improvement Projects Map.

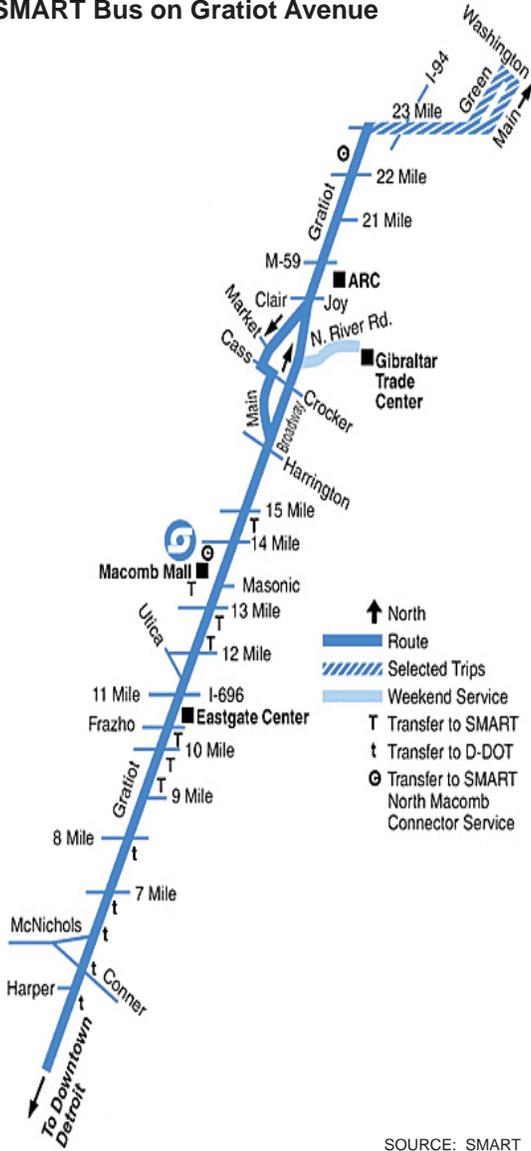
Planned Road Improvement Projects within Mount Clemens



 **Short-Range (TIP)**  **Long-Range (RTP)**

SOURCE: SEMCOG

SMART Bus on Gratiot Avenue



Public Transit

The Suburban Mobility Authority for Regional Transit (SMART) currently provides the following fixed route bus service:

Route 560/565 Gratiot:

Operates Monday through Sunday. Chesterfield Twp, Gibraltar Trade Center, Target and Kmart, Downtown Mount Clemens, Macomb Mall, Roseville Plaza, Times Square, Eastgate Mall. From Gratiot & 23 Mile to Downtown Detroit via Gratiot and I-375 Service Drive. Additional service operates to Downtown Detroit from New Baltimore (Main-Washington) via Green Road, 23 Mile Road, Gratiot Avenue and I-375 Service Drive. Selected Saturday & Sunday only trips operate to/from the Gibraltar Trade Center on North River Road.

Other services include Connector Service (by advanced reservation) and Community Transit operated by the City of Mount Clemens providing service to medical visits within Mount Clemens and to surrounding communities.

Airports

Airports certified for carrier operations nearest to Mount Clemens include:

- Coleman A. Young Municipal Airport (approximately 23 miles; Detroit, MI)
- Windsor Airport (approximately 33 miles; Windsor, Ontario)
- Detroit Metropolitan Wayne County Airport (approximately 45 miles; Detroit, MI)
- Oakland County International Airport (approximately 31 miles; Pontiac, MI)
- Flint Bishop Airport (approximately 60 miles; Flint, MI)
- Other public use airports nearest to Mount Clemens include Romeo and Ray Community Airports.

Rail

The Canadian National Railroad runs through the city. Amtrak stations near Mount Clemens include:

- Detroit (11 W. Baltimore Avenue - approximately 24 miles)
- Royal Oak (201 S. Sherman Drive - approximately 23 miles)
- Birmingham (449 S. Eton Street - approximately 18 miles)

OPPORTUNITIES FOR CHANGE

This section highlights a number of ways the city can influence the function and character of its roadways through the construction of greenways, management of driveway access and the calming of traffic.

Access Management

Access Management is the planning, design and implementation of land use and transportation strategies that dictate traffic flow between streets and adjacent land; more specifically, it is the process or development of a program intended to ensure that the major arterials, intersections, and freeway systems serving a community or region will operate safely and efficiently while adequately meeting the access needs of the abutting land uses along the roadway (FHWA, ITE, 2004).

By utilizing access management strategies, significant benefits can be realized by the community, including:

- Increased roadway capacity
- Improved safety conditions
- Reduced congestion and delays
- Reduced crashes
- Property owners have safe access
- Desirable land use patterns promoted
- Increased pedestrian and cyclist safety

Examples of less obvious benefits, in the case of businesses, include: reduction in maintenance and other costs by utilizing shared driveways or eliminating entrance and exit points and increased road frontage and improved aesthetics as a result of eliminating driveways. There are a number of physical design and policy-related tools and techniques that can be used to provide good access management.

Basic design techniques used to achieve access management include:

- Provide a specialized road system – It is important to design and manage roadways according to the function they are intended to provide.
- Limit direct access to major roadways – Access control is needed to preserve the traffic function of higher volume

roads serving regional traffic. Local and collector roadways require more frequent and direct property access.

- Promote intersection hierarchy – A roadway network should transition from one classification of roadway to another. Intersection types should also reflect roadway hierarchy.
- Locate signals to favor through movements – Proper placement of signals allows for better coordination of signals, continuous movement of traffic at the desired speed, and reduces delays.
- Preserve the functional areas of intersections and interchanges – The “functional area” refers to the area where motorists respond to the intersection or interchange, decelerate, accelerate, or complete turns. This area is required for safety and efficiency. Access points too close to intersections or interchange ramps should be avoided since they can result in increased congestion and safety issues.
- Limit the number of conflict points – More collisions and mistakes occur when the driving environment is complex. Simplifying the driving environment by limiting the number of conflict points among vehicles, pedestrians, bicyclists, and transit helps improve safety.
- Separate conflict areas – Traffic conflicts can also be reduced by separating conflict areas. Effective ways include establishing minimum distances between intersections and driveways, corner clearance standards that separate driveways from critical approach areas of intersections, and encouraging shared driveways. These types of techniques permit less cluttered sight distance for the motorist, thus allowing longer reaction time and improved safety.
- Remove turning vehicles from through traffic lanes – Vehicles typically slow prior to turning. When turning vehicles are removed from through traffic lanes, better traffic flow is maintained, roadway capacity is better preserved, and safety is improved. This measure can help address rear-end accidents, a problem in the Mount Clemens corridors.
- Use non-traversable medians to manage left-turn movements – Research shows the majority of access-related crashes involve left turns. The use of medians to channel turning movements to controlled locations is effective in improving safety.

- Provide a supporting street system and circulation system
 - Well-planned communities with a supporting network of local and collector streets, unified property access and circulation systems are better able to accommodate development. Furthermore, interconnected street and circulation systems better support alternative forms of transportation. For example, a commercial strip development with separate driveways for each business forces short trips onto arterial roadways, thereby reducing safety and mobility. However, unified property access with a well developed circulation system for the same commercial strip development would help prevent unnecessary trips and improve access (TRB Access Management Manual, 2008).

Cooperation between property owners, local land use authorities, and local, county, and state transportation agencies is essential in order for access management to be successful. In 2001, the Michigan Department of Transportation developed an access management guidebook and since that time has pursued a number of statewide corridor access management plans.

Traffic Calming

Traffic calming techniques use physical and visual cues to encourage drivers to travel at slower speeds. Traffic calming is intended to be self-enforcing, with the design of the roadway providing the desired effect. It is an important consideration in residential and active pedestrian areas. When implemented correctly, traffic calming has been shown to reduce traffic speeds, reduce the number and severity of crashes, and reduce noise levels. Other benefits of traffic calming are less measurable and can include aspects such as improving community livability.

Traffic calming slows but does not stop traffic. Measures are intended to achieve one or more of the following objectives:

- Improve the neighborhood environment - Speeding, cut-through traffic and traffic conflicts all impact the livability of a neighborhood. Traffic calming measures can be used to address these concerns and provide opportunities to aesthetically enhance the neighborhood environment with landscaping and design features.



residential street adjacent to industrial access



residential street

- Reduce vehicular speeds - Most traffic calming measures are used to increase motorist awareness of the street's function and thus reduce vehicular speeds. Excessive speeds are a major safety concern due to the increased risk for pedestrians and cyclists. Secondary effects of speed reduction include traffic volume reduction, vehicular conflict reduction and an enhanced neighborhood environment.
- Discourage through traffic - Some traffic-calming methods are used to discourage non-local traffic from traveling through a neighborhood on local and collector streets, thereby reducing traffic volumes. High traffic volumes increase the potential for conflicts within a neighborhood as well as cause delays for pedestrians and cyclists, and reduce the attraction for local and collector streets for walking and cycling.
- Minimize conflicts between street users - Traffic calming measures are used to reduce conflicts between various street users, including motorists, cyclists, pedestrians and others. Reducing vehicle speeds and volumes, correcting geometric deficiencies and improving sight lines can all help to reduce conflicts without the need to separate street users.

There are numerous devices and techniques that communities have successfully used for "traffic calming." In some cases a single device may be implemented, while in others, a combination of techniques achieves the desired outcome. Some typical traffic calming measures are as follows:

- Gateways / Entryways – A special entrance feature or gateway has the effect of narrowing a street at the entryway into a neighborhood. It helps create identity to a neighborhood and increases driver awareness of common neighborhood elements, like pedestrians and children crossing the street.
- Speed Bumps / Speed Tables – Speed bumps are mounds of paving material placed across a roadway for the purpose of causing drivers to reduce their speed. Speed tables are similar to bumps, but are constructed with a flat table in the center portion. Both speed bumps and tables reduce speed and may reduce traffic volume by discouraging cut-through traffic.

- Cul-de-sacs – Perhaps the most common form of traffic calming devices are cul-de-sacs which represent a complete closure of a street either at a location that might otherwise be an intersection, or at a mid-block location. This technique has proven to be very effective at reducing traffic speed and volume, increasing the safety for all users of the right-of-way. But cul-de-sacs should be used sparingly as they can have a devastating effect on community continuity.
- Alternative Pavement Surfaces – Alternative pavement surfaces, such as pavers or cobblestone, have the effect of increasing driver perception of a change in driving environment. Alternative surfaces can be used for the entire street or just for sections of the street.
- Curvilinear Roads – Straight roads increase speed. Curves break up the driver’s line of sight and require the driver to drive more alertly. This technique increases the potential for reduced traffic speed and volume, thereby increasing safety on the road.
- Roundabouts / Traffic Circles – A roundabout is a circular barrier placed in the middle of an intersection to restrict the movement of traffic through that intersection. This tool tends to reduce driver speed by interrupting the direct flow of traffic and requiring turning movements. Traffic circles can also discourage cut-through traffic. Circles can be landscaped to reduce road impervious surface.
- Street Parking / Street Trees - These help to physically and visually minimize street width, thus, slowing traffic. Ordinances and private road standards can be modified to allow less road width in many instances.



typical traffic circle

Traffic calming measures traditionally fall within three headings – vertical deflections, horizontal deflections and obstructions.

Vertical Deflection

Vertical deflections generally direct motorists to slow and avoid unpleasant sensations when travelling over a raised road feature. Vertical deflection measures include raised crosswalks, raised intersections, rumble strips, sidewalk extensions, and textured crosswalks.

- A raised crosswalk is a marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the roadway. Raised intersections (including crosswalks) are constructed at a higher elevation than the roadway. Both measures are intended to produce an uncomfortable sensation for motorists traveling at higher speeds and improve the visual identification of the crosswalk area. Pedestrian priority is also emphasized. Raised crosswalks and intersections are appropriate at school and park access points. This method is appropriate on local streets, but thoroughfares whose purpose is to move vehicles.
- A textured crosswalk incorporates textured and/or patterned surface to contrast with the roadway. This better defines the crossing location for pedestrians and reduces pedestrian-vehicle conflicts. Variations can be incorporated on all types of streets.
- A sidewalk extension is a walk continued across a local street intersection. For a “raised” extension, it is continued at its original elevation, with the local roadway rising to the level of the sidewalk. For an “unraised” sidewalk extension, the sidewalk is lowered to the level of the roadway. The purpose of the sidewalk extension is to signal approaching motorists to an intersection to yield to traffic and pedestrians at an intersection.



typical curb extension



typical textured crosswalk

Horizontal Deflection

Horizontal deflection measures primarily discourage short cutting or through-traffic. Some measures may also reduce vehicle speeds, reduce conflicts or enhance the neighborhood environment. Some examples of horizontal deflection measures include chicanes, curb extensions, curb radii reductions, on-street parking, raised median islands and traffic circles.

- A curb extension occurs when the curb is extended on one or both sides of the roadway resulting in a narrower section of the roadway. The purpose of a curb extension is to reduce vehicle speeds, reduce crossing distance for pedestrians, increase pedestrian visibility and prevent parking close to an intersection. This method is appropriate in many areas, such as the Downtown District.
- A raised median island is an elevated median constructed

on the centerline of a two-way roadway to reduce the overall width of the adjacent travel lanes. The general intent of a raised median island is to reduce vehicle speeds as well as pedestrian-vehicle conflicts. Islands may be used along arterial roads at locations of high pedestrian traffic, such as the Gratiot pairs.

Obstructions

These measures, which physically obstruct specific vehicle movements are typically applied at intersections but may also be used at mid-block locations. They are intended to reduce vehicular shortcutting or through traffic. Some measures may also reduce pedestrian-vehicle conflicts and may enhance the neighborhood environment where landscaping is utilized. Closures are typically passable by emergency vehicles.

- A directional closure is a curb extension or barrier extending to the centerline of the roadway, obstructing one direction of traffic. When combined with other measures, directional closures deter shortcutting and through-traffic routes. This measure is appropriate for local streets.
- A diverter is a raised barrier placed diagonally across an intersection, forcing traffic from proceeding straight through an intersection. Diverters can incorporate gaps for pedestrians, wheelchairs and bicycles and can be mountable by emergency vehicles. This measure is appropriate for local streets.
- A full closure refers to a barrier extending the width of a roadway, which obstructs all motor vehicle traffic movements from continuing along the roadway. A closure can change a four-way intersection to a three-way intersection, or a three-way intersection to a non-intersection. Gaps can be provided for cyclists and pedestrians.
- Intersection channelization is the use of raised islands located in an intersection to obstruct specific traffic movements and physically direct traffic through an intersection. They can improve pedestrian crossing safety by reducing crossing distances and providing rest areas. Bicycles are typically permitted to make all movements, including those which motor vehicles are prevented from making.
- A raised median through an intersection is an elevated median located on the centerline of a two-way roadway



the existing boardwalk south of the MacArthur Park Arboretum.

through an intersection that prevents left turns and through movements to and from the intersecting roadways. It can create a refuge for pedestrians and cyclists, enabling them to cross one direction of travel at a time, thereby reducing waiting time for gaps when crossing a roadway.

Non-Motorized Transportation

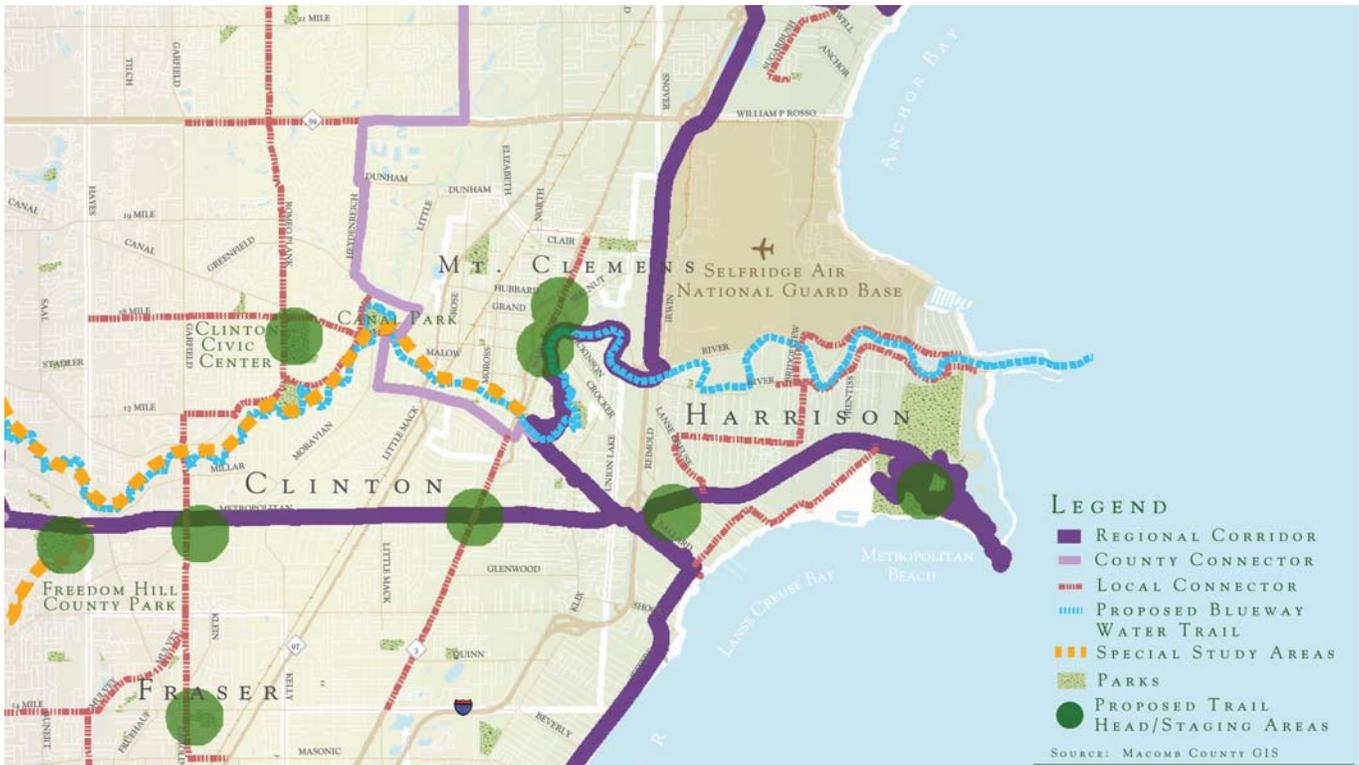
Sidewalks are provided along most streets, affording good pedestrian access to parks, local schools, and other community resources. The grid street pattern permits continuity for bicycle travel and walking in all directions. Improvements addressing the Americans with Disabilities Act (ADA) standards continue to be implemented.

Greenways

The term 'greenway' was formed by joining "greenbelt" to "parkway". A greenway is a series of linked linear open spaces that serves as a route for non-motorized transportation. Many times greenways are only recognized as a recreational or environmental resource; but greenways have proven to promote public health, benefit economic development and improve transportation; they also have a positive effect on community pride and identity. These effects are magnified when communities use trails and greenways to highlight and provide access to historic and cultural resources. Evidence about the benefits of trails and greenways is compelling, especially given the minimal public investment involved compared to other undertakings with the same community goals.

In 2004 the Macomb County Department of Planning and Economic Development developed a county-wide trailways master plan with funding assistance from the Michigan Department of Transportation. The purpose of the plan was to capture the momentum of existing trail projects and work closely with local, regional and state agencies to coordinate a unified vision for non-motorized transportation planning and development in Macomb County. The plan identified a regional route along the I-94 right-of-way from Chesterfield Township where it intersects North River Road. The route is also proposed to follow the Clinton River into the downtown and then to the spillway to Lake Saint Clair.

Currently the City of Mount Clemens has approximately 1,800 feet of boardwalk constructed on the north side of the Clinton River



Source: Macomb County Trailways Master Plan. Macomb County Department of Planning & Economic Development.

extending from the Crocker Boulevard Bridge east to the MacArthur Park Arboretum. The continuation of the boardwalk south would provide the opportunity to visit the downtown area, Shadyside Park, and trails to Metropolitan Beach and Metropolitan Parkway. In 2003, the city was awarded an \$80,000 GreenWays Initiative Predevelopment Grant for engineering services for the expansion of the riverfront boardwalk an additional 800 feet. In 2006 the city was also awarded a \$75,000 GreenWays Initiative Land Grant for the construction of a bike path that would extend from the downtown to Shadyside Park along South Main. Currently the above mentioned projects are on hold and the city has no plans to explore other greenway connections either through study or construction.

PUBLIC PARTICIPATION

Civic infrastructure of a city is as important as physical infrastructure. Community involvement in planning for the city is directly proportionate to the success and longevity of a specific improvement or project.

The “public” in public participation refers to the community - citizens of all walks of life who will likely be affected, either positively or negatively, by a decision made in the planning process - public participation involves people who have a stake in the success of their community; consequently, the term “stakeholder” is used when discussing public participation. Stakeholders are more than owners of businesses or corporations. The best laid plans can lose momentum over time as city officials, staff and leaders come and go. A plan that incorporates the public’s goals is more likely to have a lasting and stable constituency. The following pages give a brief description of the public process for the plan.

Public Forum

The public participation workshops identified many important issues that the City of Mount Clemens faces. A day-long forum was organized into several public workshops offered at various times to serve a maximum number of residents. The workshops were designed to provide the city, local stakeholders and the general public the opportunity to provide direct input into a blueprint for how Mount Clemens should grow in the future and ways to enhance the quality of life in the city. The day long forum was intentionally designed to be flexible enough to accommodate the public's needs, while structured enough to gain input on important topics.

Elected and appointed officials, city staff, and consultants were on hand throughout the day to answer questions. The public was notified about the forum via direct mail postcards, cable station announcements, community posters and table tents, at local businesses, a city newsletter announcement, and the city's web site.

The forum was held at the Anton Art Center on Thursday, September 27, 2007, beginning at 7:30 a.m. and lasting through 9:00 p.m. that evening. The morning began with a special meeting for the top taxpayers in the city. This meeting was designed to obtain insight to the opportunities and challenges facing those who run a business in Mount Clemens. Two formal public presentations were held at 1:00 p.m. and 6:30 p.m. These presentations outlined the time-line for updating the city's vision and revising land use plans for Mount Clemens. The presentations were followed by two group exercises geared toward gathering information on the community's goals for the future.

In addition to the formal presentations and exercises, the public forum included an ongoing variety of informational topics at stations throughout the Art Center. Each station featured a specific topic, such as enhancing use of the Clinton River, and outlined what has been accomplished and what is planned. Residents were invited to share opinions on the success of past endeavors and what action steps should be considered for improvement. A questionnaire that specifically targeted the public's opinions regarding land use was distributed throughout the forum. Those unable to attend the forum had the opportunity to share their opinions by downloading a copy



a station designed "just for kids"



residents participate in informal discussions.

City of Mount Clemens - Public Forum

Thursday September 27th, 2007 - 10am to 9pm
Anton Art Center - 125 Macomb Pl, Mount Clemens, MI 48043

PUBLIC FORUM



Join us for a public forum focused on creating a vision for the future of Mount Clemens.

The Master Plan will provide a blueprint of how your community will grow.

...Because the Master Plan drives decisions made by elected and appointed officials, it is essential the voice of residents is incorporated into the vision.

The City of Mount Clemens is in the process of updating its Master Plan (the Plan). The Plan will provide a blueprint consisting of maps, policies, goals, and objectives of how your community will grow. The Plan includes vision statements for the community and proposes action steps to reach that vision. The Plan will become a basis for establishing policies and ordinances, and may respond to legal challenges to restrictions on land use. Because the Plan drives decisions made by elected and appointed officials, it is essential that the voice of residents is incorporated into the vision.

We need your help! Please bring your family, friends, and neighbors to the Anton Art Center **any time between 10am and 9pm** to express your views and perspectives on future land uses. You will have the opportunity to share opinions on the success of past endeavors and what action steps should be considered for improvement. Discussions may include such topics as enhancing the use of the Clinton River, ideas to improve the quality of life in our neighborhoods, or the future of our commercial corridors. For more in-depth information, there will be two identical presentations regarding the Master Plan at 1pm and 6:30pm. These presentations will further describe the purpose of the Master Plan, outline what has been accomplished and what is planned for the future.

The forum will be held on Thursday September 27, 2007 between 10am and 9pm at the Anton Art Center - 125 Macomb Pl, Mount Clemens, MI. Free Parking will be provided in the North Roskopp Lot, directly behind the building. Light refreshments will be served. Please contact us if you have questions or will require special assistance during the forum.

Your participation is an important part of your city's future!

of the questionnaire from the city's web site or requesting a copy by mail. A comprehensive summary of the results from the survey can be found in the appendix of this document.

The topic stations generated a variety of public comments. The topic categories included; 1. Residential, 2. Recreational, Cultural and Public Services, 3. Commercial, 4. Downtown, and 5. Industrial. Most comments regarding residential included the need to preserve the quiet single family neighborhoods and develop better methods for enforcing the maintenance of the city's many rental units. The forum attendees had several comments regarding Recreational, Cultural and Public Services. Discussions included pride of the city's cultural opportunities and concern over the city's dwindling recreational opportunities. The topic of commercial land garnered the most concerns. The forum attendees are concerned with the variety of business offered in the city and the overall design and appearance of the businesses that currently operate in the city. Discussions surrounding the downtown included pride in the walkable district but concerns over confusing traffic patterns and the need for housing. The industrial topic was focused primarily on questions regarding the future for vacant industrial land the need to screen industrial uses from other land uses.

The survey proved to be a valuable resource for obtaining specific data on public opinion. For the purposes of the survey, a neighborhood map was created to track levels of participation from various parts of the city. Refer to the Neighborhood Area Map. The neighborhood with the largest number of respondents was neighborhood 7 (44%), followed by neighborhood 3 (27%), and neighborhood 9 (14%). The neighborhoods with the least representation were neighborhood 1 (1%), neighborhood 2 (1%), and neighborhood 6 (0%).

The survey proved useful in understanding the demographic of the participants; 57% were 50 years of age or older, 33% were between the age of 36 and 50, 8% were between the age of 26 and 35, and only 2% of respondents were under 25. The average length of time the respondents lived in Mount Clemens was 22.5 years. Only 30% of the respondents have children living in their home.

Some of the more important topics to survey participants included the quality of the existing neighborhoods, housing values, safety



residents listen to a presentation describing the Master Plan



residents complete the survey

and security, and a focus on renewable energy. The respondents also placed an emphasis on arts and culture in the city and the overall walkability of the community. When asked more open ended questions about the community, the respondents consider some of Mount Clemens greatest assets to be the River, the downtown, the existing neighborhoods and the walkability of the neighborhoods. Conversely, respondents considered the greatest concerns to be the quality of the schools, blight, vacant properties, and code enforcement of rental housing in the city. A copy of the survey and a complete listing of the survey results can be found in the appendix of this document.

Steering Committee

A steering committee was formed at the conclusion of the public forum and after the tabulation of the surveys. The purpose of this committee was to aid in the development of the recommendations to be presented in the plan. A cross section of residents, business owners, city and school district officials was selected by the Office of Community Development to oversee the process. The committee met twice a month, beginning in November of 2007 and continued until February of 2008.

The committee was charged with the following tasks:

1. Provide information on the plan update and its process to members of the community and provide feedback from the community to other members of the steering committee;
2. Ensure the process is inclusive, open and reaches a broad cross section of the community;
3. Attend and participate in meetings of the Steering Committee;
4. Share experiences and ideas while maintaining an open mind to others' perspectives.

The committee's initial task was to review the findings of the public meetings. The results of the survey and the topic stations were discussed in detail to develop an understanding of what the public's general opinion of the city's future is through the filter of the steering committee. Committee members took the opportunity to clarify many public comments and provided background information to the consultants in an attempt to provide possible reasoning behind the general public's listing of assets and concerns for the city.



members of the Steering Committee discuss priorities for the plan

The ongoing task given to the steering committee was value defining. Members were asked to list their personal values as they relate to the several topics defined in the public forum. Given the cross section of steering committee members the resulting list of values was quite diverse. The members were then asked to compare their personal values to the priorities and policies that the city currently places on the various land uses within the city. Several disparities between personal values and city priorities were identified; including a lack of focus on the existing neighborhoods, low priority currently placed on recreation and overall walkability of the city.

The committee continued to track and refine the initial set of values to guide like items together. This process ultimately resulted in the following categories:

- Existing Neighborhoods
- Business and Corridor
- Economic Development
- Natural Resources, Recreation, Open Space, and Culture
- Roads, Transit, and city services
- City Leadership and Partnerships

These categories, associated goals and recommended policies for action will be discussed in the Goals and Policies Chapter of this document. Once established, common observations were made by the planning consultant, steering committee and gleaned from the public survey. The following observations refer to the categories as described above:

Existing Neighborhoods

- Well maintained houses and properties
- Mix of people contributes to the city's interesting flavor
- Large and modest two-story single-family homes with mature tree lined streets will continue to be an asset. Surrounding communities offer mostly post WW II homes.
- Lack of senior housing
- Lack of housing for young people
- Lack of higher-density housing, i.e. upper floors of commercial buildings, in and around business districts
- Corridor frontages can support multiple-family townhomes or other forms of similar density styles of housing
- Walkability to and from neighborhoods can be difficult

Business and Corridor

- City is used by most as a thruway
- General business health appears strong
- Must be ready to seize redevelopment opportunities when presented
- Residents are loyal to local businesses
- Corridor image needs to be improved
- Major commercial is not the focus of the city
- Little to no consistency in business facades
- Inconsistent development patterns

Economic Development

- Closely tied to the health of its corridors.
- Acting on relationships rather than physical changes
- Diversity of small businesses.
- City relies heavily on top tax payers
- City does not appear ready for future populations
- City needs to promote culture and mineral springs

Natural Resources, Recreation, Open Space, and Culture

- Different city parks receive different level of maintenance and programming
- Well-maintained parks and thoughtful programming of recreation activities will attract families.
- Parks and greenways provide economic benefits
- Highest valued homes are located near the River
- Businesses that serve users such as food and convenience stores, restaurants and bicycle repair and rental shops can capture customers
- Green areas adjacent to the Clinton River are positive assets of the city

Roads, Transit, and city services

- Gratiot pairs provide a transportation benefit to all-except the City of Mount Clemens
- Development patterns do not allow businesses to capture Gratiot traffic
- Opportunity to improve the transportation system includes implementing traffic calming measures in the neighborhoods and creating a walkable downtown



- City is behind adjacent communities in the development of Greenways

City Leadership and Partnerships.

- City-wide communication needs improvement
- Wide range of activities exist from providing police and fire service to reviewing site plan applications
- City provides most services efficiently
- Code enforcement requires improvement
- Residents are active and willing to take ownership of their specific neighborhoods

Finally, the committee used its experience and familiarity with the recently defined categories for improvement to craft the following vision statement mentioned earlier in this document:

Mount Clemens will be a vibrant, walkable, urban community valuing heritage, natural resources, culture, and commerce guided by open and progressive civic interaction.

The vision statement is a picture of what Mount Clemens should be in the future. The vision statement answers the question, “Where do we want to go and what are we trying to build?” The goals and policies of this plan are based on this fundamental vision.

Public Hearing and Adoption

Upon completion of the draft document, the Planning Commission submitted the document to City Commission for review and comment on August 5, 2009. City Commission approved the distribution of the proposed Master Plan on October 5, 2009 to the following stakeholders, by first-class mail or electronic mail, as per Public Act 33 of 2008:

- The planning commission, or if there is no planning commission, the legislative body, of each municipality located within or contiguous to the local unit of government.
- The regional planning commission (SEMCOG).
- The Macomb County Board of Commissioners.
- Each public utility company and railroad company owning or operating a public utility or railroad within the Mount Clemens city limits.
- The Michigan Department of Transportation.

- As a public courtesy, the proposed Master Plan is also put on display in Mount Clemens City Hall, at the Mount Clemens Public Library, and electronically on the city's web site.

Such stakeholders are given 63 calendar days to submit advisory comments. On February 2, 2010, the Planning Commission held a Public Hearing in the Mount Clemens City Commission Chambers regarding the document. This Public Hearing was advertised (minimum 15 days in advance) in the Macomb Daily and on the city's web site.

With approval by the Mount Clemens Planning Commission, the Master Plan was recommended to the City Commission for approval on February 2, 2010. The Master Plan was adopted by the City Commission on February 16, 2010. Copies of the adopted Master Plan are made available for distribution to the stakeholders listed above.

GOALS AND POLICIES

Goals, policies and actions state the desires, social and aesthetic values and directions for a community to follow. These statements are divided into Neighborhoods; Business Districts and Corridor Investment; Economic Development; Recreation Open Space and the Environment; Circulation, Transportation and Utilities; and City Services. Each category is then prefaced with observations, followed by goals, objectives and implementation actions.

Mount Clemens recognizes that in 21st century revitalization, a livable society involves the interplay of where a family lives, works and plays. No longer can a community easily segregate land uses as it did during the mid to late 20th century. The complexity and demands of life is swinging the development pendulum back toward an integrated pattern. Goals and policies must recognize that neighborhoods, parks, cultural amenities, businesses and special interests must work together for the benefit and progress of the whole city. Extensive cross-referencing between topics within this chapter emphasizes the interrelationships of goals and issues.

NEIGHBORHOODS

The City of Mount Clemens is a community of many residential neighborhoods with well-maintained homes and properties. The variety of home designs, many of which are historic, and mature tree-lined streets with sidewalks are assets. The residents inhabiting these homes come from a mix of backgrounds, which contributes to the interesting flavor of the city. Corridor frontages can support multiple-family townhomes or other forms of similar density styles of housing.

The goals and objectives recognize that housing options for seniors and young first-time home purchasers need strengthening. To provide options, the plan proposes a foundation for the zoning ordinance revisions to permit higher-density housing and mixed-use buildings in and around business districts. The goals for existing neighborhoods focus on preserving and protecting this valuable asset.

N1 Goal

Preserve the character of existing neighborhoods.

N1 Objectives

- Design guideline standards for neighborhoods to preserve the character of existing neighborhoods.
- Historically appropriate street lighting, reforestation and other physical improvements into the City’s Capital Improvements Plan for historic designated neighborhoods is in place.

N1 Actions

- Communicate to all neighborhoods the benefits and challenges of using design guideline standards.
- Identify neighborhoods or individual homeowners wanting to use design guideline standards.
- Provide assistance in developing appropriate design guideline standards.

N2 Goal

Improve the viability of existing neighborhoods for future generations.



an example of housing stock in Mount Clemens.

Goal:
What are we trying to achieve?

Objective:
What is the desired end product?

Action:
What can we do, specifically, to make it happen?

N2 Objectives

- Program used to stimulate greater care in home maintenance and improvement are in place.
- Building codes and blight ordinances are strictly enforced.

N2 Actions

- Use preventative measures and available incentives to protect and preserve exiting homes and neighborhoods.
- Assist homeowners to package applications for the Macomb County low-income assistance program.
- Communicate the benefits of controlling and enforcing codes through newsletters, cable TV, website and similar means.
- Permit residents to anonymously report violations through paper forms or the website.
- Adopt performance criteria in the Zoning Ordinance for building and site reuse, screening and landscaping, traffic generation, off-street parking, noise and similar factors for non-residential uses impacting residential neighborhoods.



condominiums in Mount Clemens.

N3 Goal

Provide sufficient housing alternatives for future populations.

N3 Objective

- City has a variety of viable, in demand housing stock for residents.

N3 Actions

- Promptly respond to shifts in housing market trends.
- Continually monitor housing trends and needs for all demographic cohorts – singles, couples, families and seniors – and types of persons such as artists and craftsmen.
- Adopt flexible zoning regulations permitting different types of housing alternatives based on performance and design standards.
- Adopt zoning regulations permitting mixing of uses in strategic locations.
- Adopt zoning regulations permitting increased density in the downtown district and expanding along the Gratiot Avenue frontages.



an example of housing stock in Mount Clemens.

N4 Goal

Increase level of home ownership.

N4 Objective

- Higher percentage of owner-occupied to renter-occupied housing in city.

N4 Actions

- Aggressively promote and use home ownership programs to encourage entry level home buyers, established homeowners wanting an urban environment, or others desiring alternative types of housing to locate in Mount Clemens.
- Partner with Macomb County and the Michigan State Housing Development Authority to activate home ownership programs in the city.
- Explore options for converting vacant housing in the city.

BUSINESS AND CORRIDOR

Most of the city’s major thoroughfares are lined with business vying for attention with the many vehicles using the road. Unfortunately, over the decades, fewer of the travelers are stopping, and instead are using the street system as a thruway to destinations outside the city. While business health appears generally strong, the following goals strategize redevelopment opportunities. The residents are loyal to local business but major retail business has developed and thrived outside of the city.

The goal identifies techniques to strengthen corridor images and turn streets into identifiable districts and destinations with prescribed façade and site design treatments are listed. These goals and objectives should be worked in tandem with the other goals to reach the intent of this section.

B1 Goal

Establish corridor and business concentrations as identifiable districts.

B1 Objective

- Building and site design reflects the values and principles of the city and its residents.



B1 Action

- Consider the use of form-based coding, overlay districts, design guidelines or similar regulatory techniques to prescribe quality of the built environment.
- Identify strategic locations such as mixed-use districts, select corridor frontages, and large areas exhibiting reuse potential, public property and sites ripe for economic development to institute prescriptive zoning techniques.
- Require adherence to design controls as part of development incentive packages.
- Use physical incentives such as additional building height or lot coverage for development adhering to special design criteria.
- Modify the zoning map pattern to permit the concentration of complementary land uses as a means to create identifiable districts.
- Maintain an effective code enforcement program through education and action.

ECONOMIC DEVELOPMENT

The city has many assets and attributes that should be promoted throughout the region; there are the neighborhoods with their rich diversity of heritages, businesses, cultural amenities, unique resources such as the mineral springs, the Clinton River, and burgeoning entertainment venues. A comprehensive strategy for marketing and promoting existing assets and partnering with the correct players is important. There are also opportunities to be a catalyst for redevelopment and prepare for future populations. The linear industrial zone east of the rail line can become home to new business types; the riverfront can be a vibrant residential community with a linked public open space system ; and the reemergence of holistic health gives rise to new opportunities.

The Economic Development goals range from a city-wide strategy to redevelopment of specified locales. These goals are tied closely with those of Business and Corridor.

ED1 Goal

Develop and follow city-wide strategy of marketing and promotion.

ED1 Objective

City becomes a regional destination.

ED1 Actions

- Combine City Commission, Planning Commission, Downtown Development Authority and Chamber of Commerce efforts to prepare and follow a plan to regionally market the city as a destination.
- Conduct annual status of all groups involved with development and jobs to review the marketing direction.
- Strategize and use a comprehensive multi-media approach to aggressively market the attributes of Mount Clemens.

ED2 Goal

Create a thriving holistic health industry founded on the city's unique mineral springs resource.

ED2 Objective

- City is known as an alternative holistic health destination.

ED2 Actions

- Create an advisory body to identify and capitalize on opportunities.
- Advisory body incorporates promotional recommendations into overall city marketing program.

ED3 Goal

Catalyze new development in focused areas.

ED3 Objective

- Non-industrial uses are developed on industrial property east of rail line.
- Industrial development between the rail line and Groesbeck Highway.
- Clinton River frontage takes advantage of the waterfront location and becomes a dynamic public space with riverfront use.

ED3 Actions

- Prepare a sub-area study plan for the current industrial land use east of the rail line to study the reuse of industrial sites involving emerging markets and green building techniques.

- Consider creating a zoning designation replacing industry with permitted business incubator, artist studio/workshop and live/work uses based on performance and environmental standards.
- Adopt performance based zoning regulations permitting reuse of industrial sites east of the rail line for business incubators or artist studios/workshops.
- Prepare subarea plan identifying opportunities to reuse vacated and underutilized properties, implement access management techniques and improve physical relationship with residences.
- Adopt zoning regulations or other ordinances putting recommendations in effect.
- Prepare a subarea plan for the Clinton Riverfront that includes mixed use development, homes for seniors and young people, new recreational opportunities, a local non-motorized greenway connection with a focus on green building techniques.
- Study the feasibility of retaining public buildings on riverfront.
- If a sale or lease agreement is negotiated, retain the riverfront as public space, owned and controlled by the city.

ED4 Goal

Locate events and public venues that catalyze economic, physical and cultural development in the downtown area.

ED4 Objective

- City becomes a regional destination for events and venues.

ED4 Actions

- Partner with the Downtown Development Authority and Chamber of Commerce to study the feasibility of relocating the Farmers Market downtown.
- Implement study recommendations.

ED5 Goal

Implement a wayfinding system to assist visitors in locating the downtown and places of interest.

ED5 Objective

- Attractive, easy to use city wide way finding system.

ED5 Actions

- Prepare wayfinding system design using signage and mapping
- Implement program as funds become available.

RECREATION, CULTURE AND ENVIRONMENT

Well-designed, programmed and maintained amenities provide a higher-quality of life for residents that attract new residents and families. The city has parks, open space, the Clinton River and museums that should be linked both physically or programmatically. Linking these amenities permits greater visibility and promotes greater usage. The city has shifted responsibility for recreation planning and programming to the County and YMCA for sound financial reasons but with a noticeable decrease in service.

The goals focus on the important components of city planning and design that are not often seen as prime factors in redevelopment. Recreational and cultural amenities add greatly to a vibrant urban experience, stimulate development, and should be promoted and encouraged.

RCE1 Goal

Preserve and enhance the quality of existing parks and open space

RCE1 Objectives

- City run parks and recreation programs.
- Expanded recreation opportunities on the Clinton River.
- City’s natural resources maintained in pristine condition.

RCE1 Actions

- Commission a Parks and Recreation Master Plan.
- Incorporate park improvements into the Capital Improvements Plan.
- Conduct park study to determine underserved neighborhoods, potential locations of new neighborhood parks and the prevalence of walkable connections.
- Reinstate the recreation department and reuse the community center to improve the level of and reduce costs of recreation programs to its users.
- Program recreation, cultural and social activities in the public parks.

- Construct a non-motorized greenway as described in the Roads and Transit goals.
- Increase the number of public access points to the Clinton River.
- Improve the marina as a destination through needed capital improvements.
- Develop the riverfront with moderate-density residential uses that retain a public riverfront park and a non-motorized greenway connection.
- Optimize public use of the riverfront through continuous promotion of public events.
- Use education and clean-up events to maintain the river as a healthy environment.
- Partner with the schools, Michigan State University Extension (MSUE) and other environmental groups to conduct environmental education programs regarding the River's health.

ALTERNATIVE RCE1 Objective

- Maintain current recreational status but with improved service.

ALTERNATIVE RCE1 Actions:

- Develop stronger relationship and communications between the Department of Public Services, YMCA, and County to improve services and programming.
- Contribute funds to YMCA to sponsor free events for community.
- Incorporate recreation focused people into the Department of Public Services that will focus on recreational issues.

RCE2 Goal

Promote city as a regional cultural destination for the arts, music, entertainment and literary events.

RCE2 Objectives

- City is a regional cultural destination.

RCE2 Actions

- Create an administrative body comprised of representatives from the city's cultural institutions to identify and capitalize on opportunities.

- Create a continuity of cultural and environmental events in locations throughout the City of Mount Clemens.
- Consolidate events planning into one calendar to provide continuous activity year round.
- Coordinate events into city overall marketing campaign.
- Distribute cultural opportunities throughout the city.
- Establish partnerships with Mount Clemens Foundation and similar organizations dedicated to recreation, cultural and environment causes to fund or program events.

RCE3 Goal

Provide “green” city services and public buildings.

RCE3 Objective

“Green” city services and public buildings in place.

RCE3 Actions

- Adopt policy incorporating LEED and Smart Growth concepts into zoning regulation and design and construction of public sites and buildings.
- Study the LEED and Smart Growth programs for application to the City of Mount Clemens.
- Adopt policy incorporating “green” friendly practice for city assets.
- Adopt environmentally friendly regulations that balance the goals and objectives for economic development.

ROADS, CIRCULATION AND TRANSIT

The transportation network of streets, rail and sidewalks is the lifeblood of a place. Mount Clemens has the good fortune of having two state roads. Groesbeck Highway (M-97) provides convenient access to the industry concentration at the west side of the city. Gratiot Avenue (M-3) once served as the spine for the downtown. But since the one-way split was implemented, Gratiot has served as a bypass around the downtown with insignificant connections to this important economic focus.

The city has a vision to welcome mass transit and alternate modes of movement. Gratiot Avenue is on a direct path between Detroit and Port Huron. The plan sets the foundation to permit building of a greater residential density that is transit-ready along Gratiot

Avenue. The city has the opportunity to connect to the County-wide non-motorized greenway system providing a non-motorized alternative for those wanting to walk or bike.

Goals propose a range of directions that the city should embark upon to ultimately create a comprehensive system of safe and efficient transportation alternatives for pedestrians, personal vehicles, mass transit users and commercial deliveries.

RCT1 Goal

Implement a safe network of streets that is viable for commercial development, easy to navigate for motorists, aesthetically pleasing, and safe and pleasant for pedestrians and bicyclists.

RCT1 Objectives

- Street network links the downtown together and to the surrounding neighborhoods.
- Street frontages are aesthetically pleasing, safe and functional.

RCT1 Actions

- Work with the Michigan Department of Transportation to replace the Gratiot Avenue one-way pairs.
- Prepare a road design study to identify methods of eliminating the confusing system of streets in the downtown district.
- Reestablish Main Street south of Cass Avenue as a vital link to downtown.
- Prepare improvement study setting forth recommendations for physical improvements to the public street network.
- Construct streetscape improvements for major thoroughfares leading into the city.
- Implement pedestrian walk designs that meet American Disabilities Act standards.
- Adopt access management regulations.
- Construct traffic calming measures where considered necessary.

RCT2 Goal

Permit transit-oriented development to happen.

RCT2 Objectives

- City actively engages in the regional transportation/mass transit discussion.
- Transit-ready design guidelines or ordinances for areas with potential to accommodate mass transit are in place.

RCT2 Actions

- Amend zoning ordinance to accommodate mass transit and associated development.
- Partner with region in transit development planning and implementation.

RCT3 Goal

Construct a non-motorized greenway system within the city.

RCT3 Objective

- City wide non-motorized greenway system is in place and connected to regional system.

RCT3 Actions

- Commission a non-motorized greenway master plan.
- Link the city bike path system to Macomb County regional system.
- Partner with Macomb County to identify and secure funding for bike path planning and construction.
- Incorporate implementation into the City's Capital Improvements Plan.
- Construct non-motorized greenway.

CITY LEADERSHIP AND PARTNERSHIPS

Any city needs to take an aggressive and strong leadership role in the physical planning of their community. The roles may change from being an active participant to being a conduit in assembling effective partnerships to being a strong partner in a multi-jurisdictional effort. The city should consider recommendations made to strengthen the way business is conducted through its strategic planning process and the Redevelopment Ready Communities program. The goals and objectives for continuing a strong leadership are intentionally broad and far-ranging to cover the many aspects of leadership.

These goals focus on being a leader both city and region wide.

City wide, goals speak internally to ensure efficient and responsive service to residents, business owners and property owners of the city. The goal is to also establish a model in the regional context for partnering, environmental management, mass transit initiatives and cultural opportunities.

CL1 Goal

Provide city services that balance taxpayer needs and fiscal responsibility.

CL1 Objective

- Residents are satisfied with city services and city is fiscally responsible.

CL1 Actions

- Allow city payments to be conducted via credit card and web-based on-line methods.
- Study improved levels of service and provide for curbside garbage pickup, street cleaning and similar services.
- Reinstate the recycling center.
- Study infrastructure capacity in areas planned for greater intensity of land use.
- Adopt policies and processes recommended in the City's strategic plan and the evaluation provided by the Redevelopment Ready Communities committee.
- Maintain an expedient code enforcement program.
- Effectively communicate and engage residents, stakeholders and investors on all aspects of city government through the use of newsletters, website and regular "town hall" meetings.

CL2 Goal

Be a partner and leader in regional planning, development and transportation activities.

CL2 Objective

- Mount Clemens is recognized as a leader in the region.

CL2 Actions

- Partner with Macomb County, Clinton Township and Harrison Township to address issues of interest to the four governmental entities.

- Partner with the Mount Clemens school system to address city image and consolidation of facilities and services.
- Community development staff participates in the Eastside Planners group.

FUTURE LAND USE

The City of Mount Clemens has experienced many changes in land use since the last revision of the comprehensive plan. Many homes have been renovated; the downtown arts and entertainment district is burgeoning; the demand for industrial uses is lessening and alternative types of housing are being developed. The city strives to provide a high-quality place to live, shop and work. This plan intends to retain the delicate balance between alternative forms of new development, higher-intensity land use and the single-family residential neighborhoods that are the foundation of Mount Clemens. It recognizes that Mount Clemens never has had a single land use; it is a “place” that will continue be a home as well as a regional business destination.

The Future Land Use Plan is just that: a plan, and one that requires regular review and updating. This plan identifies areas not simply by land use, but as districts with emphasis on how the city functions.

Direct comparison between existing and future land use allocation is not possible with this approach. However, when planning for integration rather than segregation of uses, comparative acreages become less important.

The overriding concept of the Future Land Use Plan is to utilize land use, design, and performance standards, location synergy, social activity and natural resources to visually and physically combine the city into a single entity. Twelve districts have been identified. The traditional single-family neighborhoods continue to provide the foundation of the city. Four of the districts, and the great majority of acreage, is devoted to residential districts. An additional four districts are mixed-use in intent. Several districts link to the downtown from the furthest reaches of the city. The riverfront district provides a common theme that links with neighborhoods, downtown and businesses.

The districts are individually described by location, existing conditions, land use intent and specific planning considerations.

TRADITIONAL SINGLE-FAMILY RESIDENTIAL

Location: Traditional Single-Family Neighborhoods are located throughout the city. Individual neighborhoods are defined by primary thoroughfares (Gratiot Avenue, Groesbeck Highway, North Avenue and Cass Avenue); secondary streets (Crocker, Dickinson, Harrington and Hubbard); large acreage land uses (industry and medical centers); Clinton River; and the rail line.

Existing Development Pattern: Traditional Neighborhoods serve as the core of the community. The city has ten functional neighborhoods that are well delineated by major streets and non-residential development patterns. The land use pattern is primarily detached single-family residences on modest sized lots (averaging 50' X 120') but lots sizes fluctuate. The primary street pattern is a rectilinear grid street pattern although curvilinear street patterns (modified grids) are found south of Harrington Street and near the Clinton River. The neighborhoods accommodate a range of housing styles - one-story ranches, 1-1/2 story bungalows, two-story colonials and a host of other architectural types.

Land Use Intent: Neighborhoods continue to function with detached single-family residences. The classic pattern major street delineation and grid system of local streets is preferred. Different neighborhood development patterns, if they currently exist, are welcomed to redevelop in the existing arrangement. Schools, churches, parks and lower-density multiple-family communities

are acceptable parts of the neighborhood fabric provided planning considerations described below are considered. Public parks, either individually or as part of a school property are created in each neighborhood. Public riverfront access is increased whenever an opportunity arises.

Planning Considerations:

- Churches, attached single-family and multiple-family development are restricted to the perimeter of established detached-single-family neighborhoods.
- Churches, attached single-family and multiple-family development have direct vehicle access to thoroughfares and should connect to the neighborhoods through the use of walks and locating of natural open space/parks where the opportunity is present.
- Attached single-family and multiple-family developments are designed with usable porches fronting public streets and interior walks. They incorporate a mix of street trees, shrubs and low plantings; and use walks to connect to the public sidewalk system.
- Facilitate neighborhood store development by adding flexibility to the Zoning Ordinance.
- Conversion or reuse of a school or church site to a multiple-family or attached single-family use is acceptable provided the density and scale remains low. The height and placement of buildings is sensitive to the privacy of the abutting yards, and traffic generation is reasonably constant to the converted use.
- Adopt design criteria capturing the predominant development characteristics of the block face for setback lines, window configuration, landscaping, porches and similar features.
- Dimensional requirements set forth in the Zoning Ordinance remain valid.
- Large development in neighborhoods not served by a public park should include such public amenity within its project design.

MODERATE-DENSITY RESIDENTIAL

Location: This land use category is shown in concentrated areas throughout the city, primarily with direct access to thoroughfares and collector streets or in areas that are currently occupied by these uses. Although not shown, these uses are permitted in complementary land use districts as described.

Existing Development Pattern: The moderate-density housing currently in place has many appearances. For the most part, apartments were constructed post-1950 and include larger acreage communities of several buildings. These are often two-story townhomes or garden apartments. Characteristics include deeper lawn areas and larger open off-street parking lots. This description consists of scattered public housing units that are sited within single-family neighborhoods to the northeast and southeast of downtown.

Another moderate-density housing type includes apartment buildings located on individual lots. These building types appear to have been constructed pre-World War II. Characteristics generally include a single-entry serving all units; brick façade; limited open space and off-street parking and a three plus story height. These structures are primarily found near the downtown.

Land Use Intent: Due to the adjacency of multiple-family communities or individual buildings to Traditional Single-Family Neighborhoods, the intent is to permit no greater than 20 dwelling units per acre and three stories in height for these districts.

Planning Considerations

- Vehicles have direct access to thoroughfares.
- Connect to the neighborhoods through the use of walks and locating of natural open space/parks where opportunity is present.
- Include usable porches fronting public streets and interior walks; incorporate a mix of street trees, decorative trees, shrubs and low plantings; and use walks to connect to the public sidewalk system.
- Develop design criteria for site and building design.

HIGHER DENSITY RESIDENTIAL

Location: The city has two locations where mid-rise residential is planned. The larger area is along the north frontage of North River Road generally east of Broadway Street. A second site is solitary and is the current senior housing tower at southbound Gratiot Avenue and Church Street.

Existing Development Pattern: The North River Road site is occupied by two high-rise apartment buildings, several two-story

apartment buildings and an open parking lot serving the farmers' market. The Gratiot site accommodates the eight story senior housing tower.

Land Use Intent: The intent is to permit mid-rise apartments not exceeding 30 dwelling units per acre and ten stories in height. Ground level convenience shopping or office uses are permitted provided Planning Considerations are followed.

Planning Considerations:

- Shadows should not be cast on lower-density residences.
- Provide walk connections to public walk system.
- Develop design criteria site and building design.

RIVERFRONT DISTRICT

Location: The Riverfront Community follows properties adjacent to the Clinton River from south of Crocker Boulevard to the city's east border. The block bounded by First Street, Dickinson Avenue, Second Street and Crocker Boulevard is part of this district.

Existing Development Pattern: Three distinct character zones are found within this linear district. The western most zone is situated between Rohns Street and Crocker Boulevard on the west side of the Clinton River. The central area spans between the Crocker Boulevard and Dickinson Street bridges. The eastern zone is between Dickinson Street and the city's east border.

West Residential: This segment has seen recent development in the form of new apartment buildings and a professional office. The apartments vary in style from typical units to a newer loft-style building to a reuse of a fraternal hall. A church is located at the south end. Most of the properties have riverfront access. A steep drop-off occurs on land directly south of Crocker Boulevard and adjacent to Gratiot Avenue rendering development difficult at best.

Downtown East: This segment is found between the Crocker Boulevard and Dickinson Street bridges and encompasses both sides of the Clinton River. It is occupied by a public park and marina on the west side; and the city hall, fire station and marina on the east side. The Macomb County buildings in the Downtown District abut

the public park. A fraternal hall is located at Crocker Street nearest downtown. The block fronting First and Second Streets is comprised of a mixture of one-story professional and medical offices (primarily on First Street), single-family homes, an individual multiple-family building and a business in a converted residence.

East Residential: This area is also located on both sides of the river. It has the widest range of land uses. The north side has a YMCA, public arboretum and park, a vacant parcel, a docking area for a river cruise ship, a waterfront restaurant and a manufactured home community. The south side has apartments, boat yards, public water plant detached single-family home and a vacant site. The uses are not connected visually, physically or in any logical land use pattern.

Land Use Intent: In general, the land use structure should remain unchanged for the West Residential zone. Long-range change is recommended for Downtown East and East Residential zones.

West Residential: The part of the zone south of Crocker Road remains moderate-density residential of about 20 units per acre. Buildings should not exceed four stories in height. The church property located at Clinton River Drive and Meadle Street can be reused as moderate-density multiple-family provided that the building and site design integrates with the adjacent neighborhood through sidewalks, porches and windows that promote social engagement.

Downtown East: The civic area between the Crocker Boulevard and Dickinson Street Bridges should retain the public park/path/marina along the riverfront. In the event that City Hall or the fire station is relocated, the site should be used for moderate-density residential and public open space. Commercial uses on a small scale are appropriate for this district but should meet design criteria and performance standards to mitigate residential intrusion. Appropriate uses include riverfront uses such as marina retail, restaurant/café, canoe/kayak/bicycle livery and similar uses. Local business is appropriate provided it is integrated into ground level of a residential building. Design and performance standards should be developed as part of any agreement to reuse the property.

The block between First and Second Streets can be used for a mixture of professional offices, accessory commercial and moderate-

density residences in the form of townhomes/rowhomes. Due to the adjacency of a traditional single-family neighborhood, attention to the use of individual porches, direct connection to the public sidewalk and similar characteristics found in the neighborhood should be incorporated into the project design. Buildings in this block should be constructed between two and three stories in height.

East Residential: This area of traditional waterfront uses such as boat yards and storage and the public water plant is intended to become a linear development (along both sides of the river) of moderate density residences – preferably those with individual entries and porches/stoops with a linked system of public parks, pathways and marinas. Businesses serving the residents of the new community such as the YMCA, a restaurant/café, marina and accessory uses, canoe/kayak/bicycle livery and similar uses following performance standards as set by the city are appropriate.

Planning Considerations:

- Buildings are situated along a set build-to line.
- Usable porches, connecting walks and landscaping will be used to improve public connectivity and enhancement of the corridor.
- Mitigate visual and physical intrusion into the adjacent neighborhoods through sensitive design application and adherence to screening and landscape requirements.
- Riverfront is reserved for public access on all new development except in locations currently occupied by detached single-family homes.
- Building height is between two stories and the maximum dimension shown on the building height map.
- Redevelopment of city property is governed by a developer agreement containing design guidelines.

DOWNTOWN

Location: For the purpose of setting a land use pattern, the boundaries of the Downtown District may not correlate with those of the Downtown Development Authority. The boundaries established for the Future Land Use plan include northbound Gratiot Avenue (E), Church Street (S), southbound Gratiot Avenue southbound (W) and Jones Street (N).

Existing Development Pattern: The Downtown is a regional destination with a spectrum of uses including County administrative offices and circuit court, restaurants and nightclubs, retail, office and low- to moderate-density residential uses. The development pattern is different from much of the balance of the city. Buildings are taller, especially the mid-rise county buildings. An urban fabric of tightly woven buildings standing shoulder to shoulder and a system of wide sidewalks promote a pedestrian friendly downtown. The character is compromised in the southwest and the northeast due to the loss of contiguous building mass caused by large off-street parking lots. This area is maintained through funding collected by the Downtown Development Authority.

Land Use Intent: The downtown district is pedestrian-friendly environment of closely woven buildings, wide sidewalks and open transparent storefronts. It continues as a mixed-use environment of County offices, local commercial, retail, entertainment, office and upper floor residential. Moderate-density multiple-family or attached single-family residences are appropriate north of Market Street. The use of vehicles to arrive at this destination is recognized but land uses not contributing to a walkable context are discouraged.

Planning Considerations:

- Building height does not exceed maximum criteria shown on the building height map.
- Buildings sited near the sidewalk.
- Continue to use public parking or shared lots for non-residential uses.
- Construct wide sidewalks with street trees to promote pedestrian use.
- Develop design standards to conceal waste dumpsters. This practice is vital due to close proximity of businesses.
- Adopt site and building design criteria in zoning ordinance.
- Traffic in the adjacent neighborhoods is minimized but sound traffic design and management practices take precedent.

SOUTH GRATIOT

Location: Northbound Gratiot Avenue to southbound Gratiot Avenue from Church Street to the south city border. This district includes property frontage on the opposing sides of Gratiot.

Existing Development Pattern: Main Street is similar to the Downtown in building age and location on site. The close-knit fabric of massing has eroded over the years through demolition and construction of surface parking lots. Remaining buildings retain the near proximity in location to the front building line. The district is divided into three linear strips – property fronting Main Street and the two opposing sides of Gratiot Avenue. The street pattern is dominated by the north south thoroughfares of Main Street in the center and the flanking Gratiot Avenue one-way pairings. Each one-way segment of Gratiot Avenue is four lanes wide. The inner side contains surface parking for the Main Street businesses and offices which does not present an aesthetic pleasing image to visitors entering the City. The U.S. Post Office is located on Main Street.

Land Use Intent: This district intends to be an expansion of Downtown with a pedestrian character. The goal is to link to Downtown but not compete with downtown entertainment venues. Main Street becomes a link to downtown. The intended land use pattern is decidedly mixed-use business, office, limited governmental buildings and upper-level residences along Main Street. Buildings are intended to be multiple-stories with a maximum of four-story structures. Intent is to focus attention on Main Street through building design. Gratiot Avenue frontage provides access to off-street parking for the main street frontage and is enhanced through design considerations for landscaping and forestation and the use of walls and decorative fencing to delineate the private realm.

The opposite frontages have a slightly lower maximum height of three stories to transition to adjacent single-family neighborhoods. These areas can include commercial and office uses but in a more localized and limited use serving the immediate area rather than regional draw. The focus of these strips is to provide alternative types of moderate-density housing.

The visual concept is to step building height up from three stories along the opposing sides of Gratiot to four stories along Main Street, to taller buildings north of Church Street, thus creating a visual hierarchy.

Appropriate land uses inside of the Gratiot Avenue pair include vertical mixed-use buildings with ground level commercial or office

and upper level residences or office; public and semi-public uses provided design criteria are followed; public park; street cafes; moderate and high-density housing; restaurants and neighborhood bars; local commercial serving the immediate neighborhoods and offices – professional and medical.

On the opposing sides, appropriate land uses include commercial and office uses but in a more localized and limited use serving the immediate area rather than the region. The focus of these strips is to provide alternative types of moderate-density housing.

Planning Considerations

- Building height does not exceed maximum criteria shown on the building height map.
- Buildings sited near the sidewalk.
- Continue to use public parking or shared lots for non-residential uses.
- Construct wide sidewalks with street trees to promote pedestrian use.
- Develop design standards to conceal waste dumpsters. This practice is vital due to close proximity of businesses.
- Screening of parking lots essential.
- Add architectural interest to rear facades of buildings fronting Main Street.
- Traffic intrusion into neighborhoods is minimized to the greatest feasible extent.
- Adopt site and building design criteria in zoning ordinance.
- Adopt special zoning for North Gratiot inside the Gratiot Avenue pair to facilitate future development.

NORTH AVENUE

Location: North Avenue corridor frontage from Groesbeck Highway to Gratiot Avenue. West frontage of Gratiot Avenue southbound from North Avenue to Cass Avenue

Existing Development Pattern: This district includes a random mix of single-family homes, small groupings of apartments, converted homes, offices, and local businesses. The Henry Ford Select Specialties Hospital is a central focus of the corridor. This building is the one remaining historic bath house in the city. The district terminates at the Downtown at its south end. Although the land use

pattern appears random, the building setbacks are similar, creating a uniform street edge. With the exception of the medical facility, the buildings do not exceed two and one-half stories in height.

Land Use Intent: The mixed development pattern of low-intensity uses should continue in a cohesive and organized manner. Single-family building types should be retained either as residences or offices. Commercial uses are appropriate but should serve the immediate neighborhood. Residences can be single-family or moderate-density multiple-family or attached single-family. Building height should not exceed two and one half stories. The large hospital/medical facility between Yeamans and Parkview Streets is an integral component and should remain. Reuse of any structure should not cause greater traffic generation than currently experienced. Design standards continuing the current pedestrian-friendly ambience should be instituted.

Planning Considerations:

- Commercial uses stay confined to properties on which they are currently located.
- Expansion of office and attached single-family uses into detached single-family residential frontage permitted in orderly manner. Expansion cannot cause the isolation of single-family residences.
- Building height does not exceed two and one-half stories or equivalent height in feet. The medical facility is exempted from the height limitation but should not exceed a height of four stories.
- Buildings south of Grand Avenue should be constructed between two and three stories in height.
- Screening of non-residential uses as required in the zoning ordinance is strictly followed and enforced.
- Buildings are placed on the right-of-way line.
- Design standards are instituted and followed.

RAILROAD REDEVELOPMENT

Location: Property adjacent to the east side of the rail line from south of Cass Avenue to Lenore Street, including Cass Avenue frontage from the rail line to Moross/Eldredge Streets. The east boundary undulates to generally include Floral Avenue, Eldredge Street, Hubbard Street, Washington Avenue, Parkview Street and Madison Avenue.

Existing Land Development Pattern: This area is primarily occupied by industry but also includes an intermittent mix of single-family homes. A small business concentration is located on Cass Avenue. Industry uses include a collection of modest sized one-story machine shops and businesses relying on yard storage and daily truck traffic such as landscaping and tree removal.

Land Use Intent: This area is recommended to transition from industrial to an area of business incubators, artisan studios, live-work lofts, showrooms of custom furniture, fixtures or equipment, and similar uses drawing retail customers. Single-family homes should be retained where possible.

Planning Considerations:

- Adherence to performance and design standards is critical.
- Buildings should not exceed three stories in height.

COMMERCIAL AND OFFICE

Location: Commercial and office properties are located throughout the city with large concentrations on Groesbeck Highway and Gratiot Avenue. Smaller concentrations are found on Cass Avenue, Crocker Boulevard and Dickinson Street. These uses are permitted in limited scope in the Downtown, South Gratiot, North Avenue and Railroad Redevelopment districts as described in those respective districts.

Land Use Intent: The intent is to permit commercial and office uses requiring more intense traffic patterns to concentrate on Groesbeck Highway, Gratiot Avenue outside of the Downtown and South Gratiot districts and on North River Road near the I-94 ramps. Localized uses primarily meeting the needs of the surrounding neighborhoods can locate on Cass Avenue, North Avenue and strategically placed nodes on Crocker and Dickinson Streets.

Planning Considerations:

- Incorporate access management standards as code.
- Encourage eco-friendly site design practice.
- Adhere to screening and performance criteria for sites in near proximity to residences and business nodes.

INDUSTRY

Location: Industry is located in two large concentrated areas. The west concentration is between the rail line and Groesbeck Highway and also includes a triangular area east of the rail line from Cass Avenue south beyond Church Street. The east area lies adjacent to I-94 from Joy Boulevard to North River Road.

Existing Development Pattern: The industry is contained in large contiguous areas. It is directly accessed by Groesbeck Highway, Joy and North River Roads or fed to Groesbeck Highway via Church Street, Hubbard Avenue, Lafayette and Elizabeth Streets and North Avenue. Industrial traffic does not cut through residential neighborhoods or business nodes except for a short two-block segment on Lafayette Street and a larger segment along Hubbard Avenue where industry traffic runs alongside a neighborhood. Industry varies from wholesale retailers to modest machine shops to large manufacturing plants to bulk yards for stone and concrete.

Land Use Intent: These areas are planned to permit light and heavy industry. Adherence to performance criteria is crucial due to the close proximity of residences.

Planning Considerations:

- Adhere to screening and performance criteria for sites in near proximity to residences and business nodes.
- Eliminate or strictly curtail industrial truck traffic through residential neighborhoods and mixed-use areas.
- Encourage eco-friendly site design practice.

PARKS

Location: Parks are located along the Clinton River, and nestled into five residential neighborhoods.

General:The land use intent for parks is unchanged

PUBLIC AND QUASI-PUBLIC

Location: These uses are located on individual sites throughout the city and are integral parts of residential neighborhoods and business corridors.

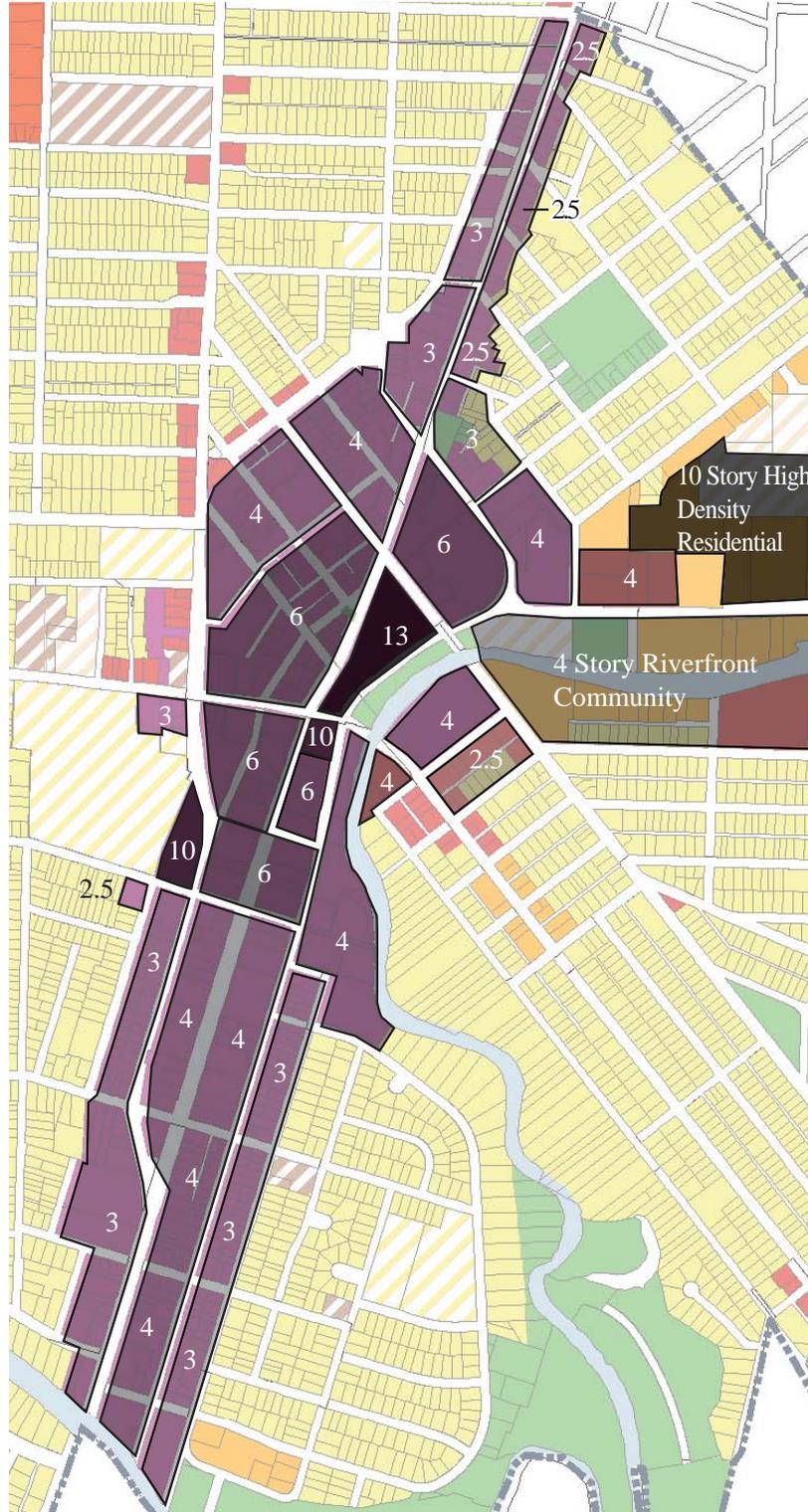
Existing Land Development Pattern: Parks, schools, churches and civic uses are the anchors of Mount Clemens. Schools, parks and churches contribute to the quality of life through providing green space, open space and recreation opportunities. Some public uses, such as the water plant, County Road Commission, city storage yards, school bus yard and others, are essential but may not positively affect neighborhoods or business areas due to the traffic pattern, lighting, noise or odors.

Land Use Intent: These uses continue but design considerations are necessary to minimize conflicts with residences and businesses.

Planning Considerations:

- Reuse or conversion of these sites must consider the surrounding land use context.
- A school or church in a single-family neighborhood is reused as the same use or converted to a lower-density residential community. Along a business corridor, reuse follows the land use intent for the specific corridor in which the public/quasi-public facility is located.
- Public policy and design criteria are important to guide development and retain a cohesive interaction of traffic, building scale and density, and yard privacy.

Downtown Building Heights Map



SUMMARY OF LAND USE CHANGES

| Location | Existing Land Use | Future Land Use Designation |
|---|--|---|
| West of N. Rose St., East of the western city limits, South of Rosebud Ln., North of Elwood St. | Single Family Residential | Moderate Density Residential |
| South of S. Christine Cir., East of N. Rose St., West of N. Groesbeck Hwy. (1 parcel only) | Single Family Residential | Commercial & Office |
| N. Rose St. and N. Groesbeck Hwy. frontage south of Roseview Blvd., north of Alter Ct. | Single Family Residential | Commercial & Office |
| North of Hubbard Ave., West of N. Rose St., East of N. Groesbeck Hwy. (northern half) | Single Family Residential AND Commercial & Office | Commercial & Office |
| North of Hubbard Ave., West of N. Rose St., East of N. Groesbeck Hwy. (southern half) | Single Family Residential AND Industrial | Industrial |
| Southeast of N. Groesbeck Hwy., West of Wilson Blvd., north of the George Washington Academy | Parks | Public & Quasi-Public (Note: This is not meant to change the intended use. Rather, this reflects the park's quasi-public management) |
| East of Railroad Tracks, North of Cass Ave. (including Cass Ave. frontage), west of Eldridge St., north of Hubbard Ave. (including Hubbard Ave. frontage), west of Grove Park St., north of Parkview St., west of Madison Ave. | Single Family Residential AND Multiple Family AND Commercial & Office AND Semi-Public AND Industrial | Railroad Redevelopment |
| East side of Floral Ave., north of Robertson St., south of Cass Ave. | Single Family Residential and Multiple Family | Moderate Density Residential |
| North of the Clinton River, east of Grenier to Colonial Ct., east of South Ave. South of Church St., west of NB Gratiot Ave. to Rohns St., south of Rohns St., west of Beyne St. | Single Family Residential AND Multiple Family AND Parks & Open Space AND Business & Office | South Gratiot |
| South of Church St., west of S. Rose St., north of Malow St., east of city limits | Business & Office AND Industrial | Industrial |
| Intersection of Lafayette St. and N. Wilson Blvd., all corners | Single Family Residential AND Multiple Family | Industrial |
| North side of Church St., east of Logan St., west of S. Rose St. | Business & Office | Industrial |
| West of Logan St., north of S. Church St., south of Cass Ave., east of city limits | Single Family Residential AND Multiple Family | Commercial & Office |
| West frontage of SB Gratiot Ave. south of the Clinton River | Single Family Residential | Commercial & Office |
| West of Westendorf Ct., north of Cass Ave., east of Mack St., south of Union St. | Semi-Public | Moderate Density Residential |
| South frontage of First Ave., east of Crocker Blvd., west of Dickinson Ave., and west frontage of Dickinson Ave. north of Second Ave. | Business & Office | Riverfront |
| West frontage of Crocker Blvd. south of Second Ave., north of Third Ave. | Single Family Residential | Commercial & Office |
| North frontage of Second Ave., west of Crocker Blvd., east of Dickinson Ave. | Single Family Residential | Riverfront |
| North of Clinton River Dr., west of Meadle St., east of NB Gratiot Ave., south of Crocker Blvd. | Multiple Family; and Public | Riverfront |
| South of River Rd., west of Riverview Cir., east of Avery St., north of Michigan St. to Second Ave.; north of First Ave., west of Dickinson Ave., east of the Clinton River | Single Family Residential AND Multiple Family AND Parks & Open Space AND Public AND Business & Office | Riverfront |
| North of River Rd., west of Macomb Daily Dr., east of Park St. | Multiple Family AND Business & Office AND Parking | Higher Density Residential |
| North of Church St., west of NB Gratiot Ave., south of Jones St., east of SB Gratiot Ave. to South Ave., east of South Ave. | Single Family Residential AND Multiple Family AND Business & Office AND Parking AND Parks & Open Space | Downtown |
| East and west frontages of North Ave., north of SB Gratiot Ave., south of the city limits; plus east of North Ave., northwest of SB Gratiot, southeast of Clinton St.; plus west of North Ave., south of city limits, northeast of Elizabeth St.; plus south of Grand Ave., east of Mack St., north of Union St.; plus the north frontage of Cass between Mack St. and North Ave. | Single Family Residential AND Multiple Family AND Business & Office AND Semi-Public AND Schools AND Parking AND Industrial | North Avenue |
| South of Clinton River Dr., north and east of Shadyside Dr., east of Barbara St. | Multiple Family | Single Family Residential |
| West frontage of SB Gratiot Ave., south of the Clinton River, north of the city limits; and south frontage of Iroquois St., west of SB Gratiot Ave., east of Burlington Dr. | Single Family Residential | Commercial & Office |

ZONING PLAN

A disconnect between a master land use vision and zoning ordinance implementation can happen. The Michigan Planning Enabling Act (P.A. 33 of 2008) recognizes this and stresses in the newest legislation a requirement to prepare a zoning plan to bridge the potential disconnect. This chapter fulfills this requirement.

ROLE OF THE ZONING PLAN

The zoning plan describes the relationship between the future land use categories in the master plan and the comparable zoning ordinance districts. Not to be confused with the zoning ordinance, the zoning plan provides generalized recommendations for methods more closely relating the zoning ordinance with the future land use vision. The zoning plan compares zoning districts and the future land use categories as well as the intent and basic standards that control the height, area, bulk, location and use of buildings and properties in comparable zoning districts. These development features are regulated by specific standards in the zoning ordinance. This chapter intends to guide the implementation of and future changes to, the zoning ordinance.

ROLE OF THE LAND USE MASTER PLAN

The Land Use Master Plan sets forth the vision, goals, objectives and policies for growth and development in the city for the ensuing twenty years. The plan includes strategies for managing change in land use and infrastructure during this period. The plan is required to be reviewed at least once every five years.

ROLE OF THE ZONING ORDINANCE

The zoning ordinance regulates the use and development of land. Through Public Act 110 of 2006, as amended, the ordinance is based on a plan to promote public safety and general welfare as described in section 203(1) of the legislation.

DISTRICTS STANDARDS

The plan sets forth twelve land use designations. The Downtown, South Gratiot, Riverfront Community, North Avenue and Railroad Redevelopment designations are intended for mixed-use development supported by design standards. The balance of designations defines a primary land use.

The zoning ordinance has eleven districts and a planned unit development option. All districts except for the CB Central Business and MU Multi-Use areas regulate a more segregated land use pattern, although a minor mixing of compatible uses is permitted. The CB and MU districts comprise a great amount of thoroughfare frontage and promote the compact walkable city vision of the plan.

The format of the zoning plan compares primary locations of zoning districts, summary of zoning intent and primary locations of future land uses. One future land use category may be listed in multiple zoning districts due to the transition from the segregated to the integrated approach. Refer to the Future Land Use Plan Chapter of this plan for the intent for each category.

The plan recognizes that the current height, bulk, location and use of buildings are acceptable in the short-term. The plan establishes specific actions in the implementation chapter to evaluate and prioritize changes to current design standards.

RESIDENTIAL ZONING DISTRICTS

R1-A and R1-B Single-Family Residential

Location: Single-family residences in this are located throughout the city. The greatest concentrations are east of the rail line. R1-A districts have a minimum lot size of 6,000 square feet and are focused south of Cass Avenue/Crocker Boulevard. R1-B single-family uses have a minimum lot size of 5,000 square feet and are concentrated north and west of the downtown.

Intent: The Single-Family Residential Districts are established to provide principally for one-family dwellings at a scale consistent with existing residential development in the city. The specific interest of these districts is to encourage the continued use of single-family dwellings, prohibit land use that would substantially interfere with the development of one-family dwellings and to discourage any land use that, because of its character and size, would result in the depreciation of existing property values.

Future Land Use Designations: Traditional Single-Family Neighborhood; North Avenue.

RM-1 Multiple-Family Residential

Location: RM-1 zoning is the least dense of the three multiple family zoning districts. Although located in many areas of the city, five locales of concentration include the neighborhood east of Gratiot and north of North River Road; along the Clinton River east of Dickinson Avenue; in the north end adjacent to North Rose Street; along Floral Avenue east of the rail line and south of Cass Avenue; and, fronting Cass Avenue east of the rail line.

Intent: The Multiple-Family Low Density Residential District is designed to permit a less intense multiple-family residential use of land with various types of multiple dwellings and related uses. A variety of types and sizes of residential accommodations for ownership or rental are thereby provided to meet the needs of the different age and family groups in the city. Density cannot exceed ten dwelling units per acre.

Future Land Use Designations: Traditional Single-Family Neighborhood; Moderate Density Residential; Riverfront Community.

RM-2 Multiple-Family Residential

Location: This mid-density housing type is located in seven areas located around the periphery of the city. The lone exception is on Hubbard Avenue east of Groesbeck Highway. The properties are isolated complexes and not of significant size.

Intent: The Multiple-Family High Density Residential District is designed to permit a more intense high density residential use of land with various types of multiple dwellings and related uses. A variety of types and sizes of residential accommodations for ownership or rental are thereby provided to meet the needs of the different age and family groups in the city. Density cannot exceed fourteen units per acre.

Future Land Use Categories: Moderate Density Residential; Riverfront Community; and South Gratiot

RMH Multiple-Family High Rise

Location: One multiple-family high rise district is located north of North River Road east of Gratiot Avenue.

Intent: The Multiple-Family High-Rise District is designed to provide sites adjacent to high traffic generators commonly found in the proximity of large acreage non-residential development and areas abutting major thoroughfares. This district is further designed to provide a zone of transition between traffic generators and residential districts through the requirements of lesser land coverage which, in turn, will result in more open space. Density cannot exceed fourteen units per acre.

Future Land Use Category: High-Density Residential

MHC Manufactured Housing Community

Location: One manufactured housing community district is located along the Clinton River west of the North River Road/I-94 interchange.

Intent: The Manufactured Housing Community District is a residential district. The rules are those set forth by the Mobile Home Commission, designed to provide adequate space and land use separation in harmony with the City's other zoning districts.

Future Land Use Category: Riverfront Community

MIXED-USE ZONING DISTRICTS

CB Central Business

Location: The central business district is situated along the one-way pairing of the Gratiot Avenue by-pass routes north of Church Avenue and west of the Clinton River. The Downtown Development Authority functions in a large part of this district.

Intent: The CB Central Business District is established to encourage a diversity of compatible land uses, which may include a mixture of residential, office, retail, and other similar uses within an aesthetically attractive environment conducive to pedestrian movement. Uses oriented towards providing services to customers while in their automobile, or the servicing of automobiles, shall be prohibited in the CB District.

Future Land Use Categories: Downtown; Riverfront Community; and North Avenue.

MU Multi-Use

Location: The Multi-Use district is used in several large geographic areas including significant frontages of Gratiot Avenue, Cass Avenue, Crocker Boulevard, Dickerson Avenue, North Avenue and Groesbeck Highway. The Mount Clemens medical center on Harrington Street is zoned multi-purpose.

Intent: The MU, Multi-Use District is designed to act as a transition district between more intense commercial uses and residential areas. Office uses that have a limited impact on the character of the neighborhood are the typical use in this district. The regulations of this district also provide a suitable environment for certain types of commercial and residential development. This district should also allow offices in a physical setting that is compatible with surrounding residential neighborhoods and are of a common neighborhood size and character. Whenever possible, Multi-Use Districts should be

developed with consolidated site features to provide for a continuity of appearance and function and to minimize any negative impacts on nearby residential neighborhoods or the city's thoroughfare system.

Future Land Use Categories: South Gratiot; Commercial and Office; Riverfront Community; North Avenue; Public and Quasi-Public; Railroad Redevelopment; and, Moderate Density Residential.

NON-RESIDENTIAL ZONING DISTRICTS

GC General Commercial

Location: Large areas of general commercial uses front Gratiot Avenue north and south of the central business district; front Groesbeck Highway; and surround the North River Road/I-94 interchange.

Intent: The GC General Commercial District is designed to provide for a wide diversity of business activities that are predominantly, but not necessarily, totally retail in character. In addition to retail uses, a number of other activities, usually requiring considerable land area and access to major thoroughfares, are permitted. Uses in this district normally must have good automobile accessibility, but should not cause congestion on adjacent thoroughfares.

Future Land Use Categories: Commercial and Office; South Gratiot; and Downtown

I-1 Light Industrial

Location: Light industry fronts Groesbeck Highway and the rail line; east and west of the Clinton River near the east edge of the city; and, west of North Avenue at the north city border.

Intent: The I-1 Light Industrial District is designed to primarily accommodate industrial operations conducted wholly within a building and whose external physical effects are restricted to the area of the district and in no manner impact in a detrimental way any of the surrounding districts.

Future Land Use Categories: Industry; Commercial and Office; Railroad Redevelopment; Public and Quasi-Public; and Riverfront Community.

I-2 Heavy Industrial

Location: Heavy industry occurs in two places west of the rail line and adjacent to I-94.

Intent: The I-2 Heavy Industrial District is established primarily for manufacturing, assembling and fabrication activities including large scale or specialized industrial operations whose external physical effects will be felt to some degree by surrounding districts. The District is so structured as to permit, in addition to light manufacturing uses, the manufacturing, processing and compounding of semi-finished or finished products from raw materials.

Future Land Use Categories: Industry

RECOMMENDED ZONING TEXT ACTIONS

- Amend Central Business District regulations to reflect the vision of the Downtown Designation Vision.
- Amend the Multi-Use District regulations with subsections for the South Gratiot, North Avenue and Railroad Redevelopment land use designations. Design regulations should promote the vision of the master plan. An alternative is to adopt new zoning districts for these areas.
- Prepare new zoning district for the Riverfront Community land use area.
- Evaluate the intent of each zoning district in relation to the vision of the comparable land use area.
- Prepare design standards for neighborhood infill development.
- Prepare design standards for expansion of non-residential uses into residential zoning districts along major corridors.
- Prepare reuse criteria for reuse of school and church facilities.
- Adopt conditional rezoning criteria.
- Review off-street parking regulations for industrial districts.
- Prepare access management standards.

RECOMMENDED ZONING MAP ACTIONS

- Amend zoning map to extend CB Central Business district to correlate with the downtown land use area.
- Amend zoning map to extend MU Multi-Use district to the entirety of the South Gratiot, North Avenue and Railroad Redevelopment land use areas. Specifically delineate the South Gratiot, North Avenue and Railroad Redevelopment subsection areas. If distinct

zoning districts are adopted, amend the zoning map to correlate with the comparative land use areas.

- Amend the zoning map to include the Riverfront Community land use area.
- For the balance of zoning districts, amend zoning map to reflect the corresponding future land designation when development proposals meeting the recommendations of the master plan are met.

IMPLEMENTATION

The City of Mount Clemens Master Plan is a comprehensive community policy statement. The plan is constructed of goals and objectives intended to guide reasonable and realistic development decisions. Realization may only be achieved through cooperative efforts of public and private sectors. This chapter recommends a five-year action plan to fulfill the Master Plan's vision.

The recommended actions are comprehensive in that a spectrum of zoning, physical planning, economic development and leadership actions are necessary. This plan recognizes that all tasks cannot be completed in a year. Therefore, a manageable framework spread over a five year period is provided.

The overriding action is to regularly review the master plan for currency. Although annual review is optimal, the plan recommends not exceeding the five year review cycle as required by P.A. 33 of 2008.

Several actions are recommended to realize the land use vision. Some include corrective measures with others being special initiatives of a greater magnitude. All are important. Major efforts include:

- Revise the zoning ordinance, but at the appropriate timeframe.
- Prepare and annually update a capital improvements program.
- Conduct more detailed planning and design studies of subareas as identified.
- Strengthen planning, zoning and development knowledge of elected and appointed officials.

Actions fall into many timeframes. Some are best completed in a single year such as zoning text and map changes. Others are multiple year or continual actions such as building and nurturing leadership. Depending on the action, efforts may need to be enacted sequentially or simultaneously. An example of a sequential action is the creation of a mixed-use zoning district. The map should not be amended prior to adoption of the ordinance text. A simultaneous action may be the study or planning for multiple subareas in a given year.

IMPLEMENTATION MEASURES BY TOPIC

Zoning Ordinance Text Revisions

Zoning text amendments primarily reflect drafting of design standards that promote a compact and walkable community. The earliest recommendations reflect amendments requiring less intense research. Although listed under zoning ordinance text amendments, recommendations for historic preservation, signs, wireless communications and access management can be considered as separate ordinances. The recommendations are shown as separate actions but optimally, the entire zoning ordinance should be comprehensively redrafted as a single action.

Zoning Ordinance Map Revisions

Zoning map amendments must occur simultaneously or subsequent to drafting zoning text revisions. Recommendations for more thorough subarea planning should be completed prior to enacting zoning text and map amendments.

Physical planning

The physical planning recommendations cover a range of activities from physical design to construction activities. The most critical recommendations are the preparation and maintenance of a capital improvements plan. The capital improvements plan meets a requirement of the Michigan Planning Enabling Act. It also provides the city with an opportunity to structure public improvements with the master plan recommendations.

Leadership

The leadership actions encourage elected and appointed officials to play a proactive role in redevelopment. Joint meetings are recommended to assure all boards and commissions are following a similar vision. A new cultural committee is recommended to pursue and capture cultural and entrepreneurial opportunities.

Economic Development

The recommended actions build a focused economic development strategy and subsequently build partnerships to expand the city's resource opportunities. The recommendations are intended as cost effective measures focused on reaching to a regional audience.

IMPLEMENTATION MEASURES BY ANNUM

The sequential relationships between activities can be best described by summarizing actions by year.

2009 Actions

The focus of the 2009 actions is activities requiring less research and due diligence and can more immediately applied. These actions will continue through the first half of 2010. The early actions include zoning amendments and starting the process of building leadership. The leadership activities continue throughout the five-year life cycle.

2010 actions

The Planning Commission becomes more active in 2010 by forming design standards in the zoning ordinance and conducting subarea planning. Capital improvement planning and economic development activities are initiated. Funding for wayfinding and greenways is pursued.

2011 actions

The planning commission adopts new zoning districts or overlay zones based on recommendations of the master plan and subarea plans. The planning commission adopts more intensive zoning amendments. Zoning map changes are adopted. Leadership and economic development activities continue.

2012 actions

The planning commission reserves 2012 to complete subarea plans and zoning recommendations that are delayed. Leadership and economic development actions continue. Zoning map changes are made in as development pressure accelerates.

2013 actions

Leadership and economic development actions continue.

IMPLEMENTATION SCHEDULE

A five year implementation schedule on the following page is set forth as a means of progressing toward the goals adopted in this master plan. The schedule lists individual tasks, master plan location and anticipated year of initiation.

MONITORING ACTIVITY

This schedule is a fluid and dynamic tool that should be annually monitored and revised accordingly as opportunities arise. The schedule can also be used as an historic accounting of the completed tasks.

| IMPLEMENTATION SCHEDULE | | | | | | | |
|-----------------------------------|--|---|------|------|------|------|-------------------|
| CITY OF MOUNT CLEMENS MASTER PLAN | | | | | | | |
| TASK | MASTER PLAN DISTRICT | Year | | | | | Responsible Party |
| | | 2009 | 2010 | 2011 | 2012 | 2013 | |
| ZONING ORDINANCE TEXT | | | | | | | |
| ZT1 | Assemble community committee charged with the creation and transmission of historic design criteria | Traditional Neighborhood | | | | | |
| ZT2 | Evaluate off-street parking landscape requirements for industrial districts | General | | | | | |
| ZT3 | Refine design standards for residential buildings and neighborhood development | General | | | | | |
| ZT4 | Adopt conditional rezoning section | General | | | | | |
| ZT5 | Amend multi-use zoning district to incorporate design standards for the South Gratiot and Railroad Redevelopment land use areas | | | | | | |
| ZT6 | Consider adopting form-sensitive ordinances for the Downtown, South Gratiot and Riverfront Community future land use areas | Downtown, South Gratiot, Riverfront Community | | | | | |
| ZT7 | Prepare form-sensitive ordinance based on direction from action ZT??? | Downtown, South Gratiot, Riverfront Community | | | | | |
| ZT8 | Modify design standards to reflect LEED and Smart Growth principles | General | | | | | |
| ZT9 | Prepare access management standards | General | | | | | |
| ZT10 | Prepare criteria for allowing expansion of non-residential zoning districts into residential zoning districts | General | | | | | |
| ZT11 | Evaluate wireless communications ordinance | General | | | | | |
| ZT12 | Evaluate school and church reuse criteria | General | | | | | |
| ZONING MAP | | | | | | | |
| ZM1 | Rezoning South Gratiot land use area to multi-use district subsequent to action ZT??? | South Gratiot | | | | | |
| ZM2 | Amend zoning map to reflect the future land use plan as appropriate development opportunities present themselves. | North of Masonic | | | | | |
| ZM3 | Rezoning Railroad Redevelopment land use area to multi-use district subsequent to action ZT??? | Railroad Redevelopment | | | | | |
| PHYSICAL PLANNING | | | | | | | |
| P1 | Adopt the Parks and Recreation master plan as part of the Mount Clemens master land use plan | General | | | | | |
| P2 | Engage MDOT in the redesign of the Gratiot Avenue one-way pair | General | | | | | |
| P3 | Participate in MDOT and RCMC street construction planning | General | | | | | |
| P4 | Implement a greenway system | General | | | | | |
| P5 | Adopt physical components of the Downtown Development Authority plan as part of the Mount Clemens master land use plan. | General | | | | | |
| P6 | Prepare five-year capital improvements plan | General | | | | | |
| P7 | Annually update capital improvements plan | General | | | | | |
| P8 | Annually review master plan | General | | | | | |
| P9 | Implement a wayfinding system | General | | | | | |
| P10 | Prepare traffic circulation plan for the Downtown and South Gratiot | Downtown, South Gratiot | | | | | |
| P11 | Prepare concept design plan for neighborhood development | Traditional Neighborhood | | | | | |
| P12 | Prepare concept design plan for off-street parkway and sidewalk treatment in the Downtown and South Gratiot land use areas | Downtown, South Gratiot | | | | | |
| P13 | Prepare subarea plan for Railroad Redevelopment land use area - incorporate applicable goals of the master plan | Railroad Redevelopment | | | | | |
| P14 | Prepare subarea plan for Riverfront Community land use area - incorporate applicable goals of the master plan | Clinton Riverfront | | | | | |
| LEADERSHIP | | | | | | | |
| L1 | City discuss Corridor Improvement Authority with Clinton Township officials. | South Gratiot | | | | | |
| L2 | Maintain strict code enforcement practice | General | | | | | |
| L3 | Community development department coordinates long-range capital improvement projects | General | | | | | |
| L4 | Strengthen knowledge of development, planning and zoning through training for elected and appointed officials | General | | | | | |
| L5 | Create committee to stimulate cultural and entrepreneurial opportunities | General | | | | | |
| L6 | City staff actively coordinate implementation activities with development authorities and business associations. | General | | | | | |
| L7 | City officials and staff regularly communicate with residents and businesses through newsletters, website and town hall meetings | | | | | | |
| L8 | Adopt relevant policies recommended in the city's strategic plan | | | | | | |
| L9 | CC convenes annual planning and development meeting with PC, ZBA and development authorities. | General | | | | | |
| ECONOMIC DEVELOPMENT | | | | | | | |
| ED1 | Prepare community profile/brochure to share with local and national businesses. | General | | | | | |
| ED2 | Prepare an economic development opportunities strategy | General | | | | | |
| ED3 | Partner with Macomb County economic development and MEDC staff to pursue grants. | General | | | | | |
| ED4 | Network with local realtors to prepare inventory of available commercial/industrial buildings and property | Non-residential land use areas | | | | | |

**RESOLUTION OF ADOPTION
CITY OF MOUNT CLEMENS MASTER PLAN**

Minutes of a Regular Meeting of the City Commission of the City of Mount Clemens, County of Macomb, Michigan (the "City"), held in the City offices, on the 16th day of February 2010, at 7:00 o'clock p.m.

PRESENT: Mayor Dempsey and Commissioners Blash, Campbell, Dreger, Gasior and Hill

ABSENT: Commissioner Johns

The following resolution was offered by Commissioner Hill and supported by Commissioner Gasior:

WHEREAS, the Municipal Planning Enabling Act (P.A. 33 of 2008) provides the Mount Clemens City Commission with the authority to adopt a community-wide Master Plan; and

WHEREAS, the Mount Clemens City Commission adopted a resolution asserting the right to grant final approval of the Master Plan on February 1, 2010; and

WHEREAS, the Plan is intended to serve as a guide for the future development of the City; and

WHEREAS, notices were duly published to hold a Public Hearing on the Master Plan; and

WHEREAS, a Public Hearing was held on February 2, 2010 on the Master Plan, which included text and maps addressing social profile, physical profile, transportation and circulation, public participation, goals and policies, and future land uses in accordance with Act 33 of 2010, as amended; and

WHEREAS, the Mount Clemens Planning Commission on February 2, 2010 recommended adoption of said Plan to the City Commission.

NOW THEREFORE BE IT RESOLVED, that the Mount Clemens City Commission adopts the Master Plan prepared by the Mount Clemens Planning Commission as its guide for future land use decisions.

Ayes: Dempsey, Blash, Campbell, Dreger, Gasior and Hill

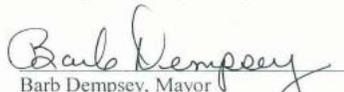
Nays: None

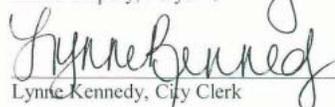
Absent: Johns

Abstained: None

I, Barb Dempsey, Mayor of the City of Mount Clemens, and I, Lynne Kennedy, Clerk of the City of Mount Clemens, hereby certify that the above is a full and true copy of a resolution adopted by the Mount Clemens City Commission on February 16, 2010.

CITY OF MOUNT CLEMENS,
a Michigan Municipal Corporation


Barb Dempsey, Mayor


Lynne Kennedy, City Clerk

