CITY OF GRAND BLANC

LAND USE PLAN

JULY 17, 2007

ACKNOWLEDGEMENTS

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CHAPTER ONE
INTRODUCTION

High quality neighborhoods, diversity of business, excellent schools and municipal services, and a mixture of uses to provide a stable tax base and employment opportunities are among the many assets found in the City of Grand Blanc. Few communities in the area can match Grand Blanc for its high quality of life.

Like most communities in developing areas, Grand Blanc is constantly undergoing change. Some changes are viewed favorably, such as reinvestment, while others, like increased traffic, may cause concern. Businesses and industries develop and redevelop, homes are remodeled or new ones built, streets and parks are improved. Some communities simply let this change happen, hope for the best, and react to development proposals when presented. Others, like Grand Blanc, work diligently to influence change in a manner that maintains the high quality of life enjoyed by residents and businesses today. A major step in that 'influencing process' is the preparation and application of the master plan.

Community leaders are proud of the City of Grand Blanc and the way development has occurred. Over time, issues arise or conditions change, which require the future land use plan to be reevaluated or confirmed. This update focuses on the City's future land use plan and other factors, which are directly tied to land use decisions. This update provides a written framework for the future to make substantive, well thought-out decisions to ensure the vision of the City is fulfilled.

The City and Township have worked together for many years to prepare planning documents to address the shared needs and goals for the overall community. The City continues to work with the Township on an overall community plan, but has developed this Land Use Plan to focus on specific land use recommendations that are unique to the City. It is the intent of the City to eventually incorporate the recommendations in this Plan into an overall plan document that covers both the City and Township.

WHY THE CITY OF GRAND BLANC UPDATED THE MASTER PLAN

Many factors led the City to initiate this Master Plan Update. This document is the 5-year state mandated update to the 2001 Master Plan. The City's last full update was adopted in 1991. While that document has provided guidance over the past decade, new issues and opportunities have arisen. According to the 2005 Mid-decade census conducted by the Township and certified by the Michigan Secretary of State, substantial growth of 38% occurred from 1990 to 2005 in the Township. This information, together with a number of key issues, which have been identified through many public meetings and workshops, held over the last few years, have driven this land use update. Although some chapters of the City's Master Plan have been updated since 1991, land use, a key component of the Plan has not. This update

therefore, primarily focuses its attention on addressing the changing land use conditions in the City. Issues that need to be addressed include:

- If more commercial areas are needed in the Grand Blanc community, where should they be located?
- What is the most appropriate mixture of uses in the downtown?
- How should the remaining vacant acres in the city be developed?
- How can the downtown develop in a more compact, walkable arrangement and still accommodate the traffic that is directed through the downtown area?
- How can the City accommodate increases in traffic volumes associated with planned land uses in the surrounding Township?
- How can the City promote reinvestment in its housing stock?
- What type of development is needed to support desired public facilities and infrastructure improvements desired in the future?
- How can the City encourage redevelopment of certain commercial land uses that may be approaching their obsolescence?
- What is the appropriate level of regulation to upgrade site and building design to meet City expectations but still make development financially attractive to property owners?

SUMMARY OF THE PLAN

This document begins in Chapter Two with a review of how this plan is integrated with other plans completed by the City either independently or in conjunction with the Charter Township of Grand Blanc. Chapter Three, Future Land Use, describes some of the land use issues in the City and the City's planned land use. This chapter includes a future land use map which illustrates the desired long-term land use pattern. Corresponding text explains the map and its recommendations.

Chapters Four and Five provide an overview of policies and recommendations for the City for transportation and community facilities and services. These chapters serve to reflect recent trends in the City in addition to offering a general summary of other related planning documents. These chapters are intended to supplement the other planning documents, and the reader is referred to those documents for more information.

Chapter Six provides a table which describes tools and methodology for implementation. This is to assist the City with fundamental strategies on the most efficient and effective methods of accomplishing the policies and recommendations set forth in the Plan. Demographic and existing land use information is located in the Appendices. This data helps to provide a general picture of the community that serves as the foundation for policies and recommendations.

CHAPTER TWO
THE "MASTER PLAN"

Grand Blanc, which literally means "Great White", was originally settled by Chippewa Indians. French traders arrived before 1800 and gave the town its name. By 1823, pioneer families began setting up trading posts and settling on the abundant farmland. With the development of the railroad the town attracted more work and as a result, the small community flourished throughout the 1800s. Grand Blanc adopted its City Charter on March 4, 1930. Since that time, the City and Township have continued to grow and become an attractive area, which serves predominantly as a residential community.

This chapter describes master planning, briefly illustrates the planning history in the Grand Blanc community, provides an understanding for the relationship between this Land Use Plan and other planning documents that have been prepared for both the City and the Township, and explains how to apply the Master Plan in everyday planning.

WHAT IS THE MASTER PLAN?

The Master Plan is a guide for the future growth and development in the community. The Plan incorporates an examination of existing conditions, discussions with community leaders, professional planning expertise, along with the desires of the residents and business owners and with the needs of developers to assist in creating a livable and sustainable community. The Master Plan is a policy document that sets the direction for the City. The Plan establishes future land uses, guides regulation changes, and helps identify and prioritize improvements to infrastructure, facilities, and services. Unlike a Zoning Ordinance, it is flexible in order to respond to changing conditions. While the Zoning Ordinance sets forth specific legal requirements for today, the Master Plan provides recommendations for the future.

The City's Master Plan is authorized by the Municipal Planning Act (285 of 1931). This Act describes the basic purposes and requirements of master plans including the need to:

- Promote the public health, safety, and general welfare.
- Encourage the use of resources in accordance with their character and adaptability.
- Avoid the overcrowding of land by buildings or people.
- Lessen congestion on public roads and streets.
- Facilitate provision for a system of transportation, sewage disposal, safe and adequate water supply, recreation and other public improvements.
- Consider the character of each municipality and its suitability for particular uses judged in terms of such factors as the trend in land and population development.

CHAPTER TWO
THE "MASTER PLAN"

HISTORY OF PLANNING IN GRAND BLANC

This Land Use Plan represents the latest in a series of planning documents that have helped guide decision-making in the City and Grand Blanc Township for over thirty years. In April 1970, the first Future Land Use Plan for the area was prepared for a group called the Grand Blanc Regional Planning Commission. Several years later the Regional Planning Commission was dissolved and was replaced by separate Planning Commissions in the Charter Township of Grand Blanc and the City. Initially the City used a planning advisory committee. The City's official Planning Commission was established in June of 1980 pursuant to Act 285, of the Public Acts of 1931.

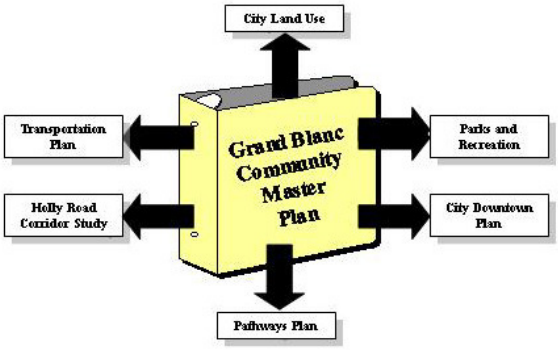
In 1981, a Plan titled "Comprehensive General Community and Economic Development Plan" was adopted by the City Planning Commission. In addition to addressing demographics, existing land use, goals and policies, and future land use this plan also focused on economics. The Plan addressed potential for growth and included an Economic Development Strategy Plan.

In 1991, the City and Township Planning Commissions jointly prepared and adopted a Grand Blanc Community Master Plan. This was a Comprehensive Plan that addressed land use, transportation, environment, and other concerns. The Hill Road Corridor Study, which addresses a major thoroughfare in the Township, was also part of this Plan. This Plan replaced the 1981 Plan.

Following adoption of the Grand Blanc Community Master Plan, there was a significant "grass roots" planning process during the mid 1990s. Defined as "Grand Blanc 2020 Vision", a large group of business representatives, community leaders, and citizens held a series of workshops to help define goals for the Grand Blanc Community. Ideas that evolved through out the Grand Blanc 2020 Vision process form the foundation for many of the subsequent "official" planning documents described below. Many of those who volunteered considerable time as part of the 2020 Vision process remain active in on-going planning efforts.

This Plan is the final replacement chapter to the 1991 Grand Blanc Community Master Plan for the City. The City's current Master Plan now includes this Plan, along with the separate documents for the downtown, pathways, parks and recreation, transportation, and Grand Blanc Road Corridor. The 1991 Plan remains the current Plan for the Township. A joint update of the overall Plan for the City and Township into a single document had been initiated as this Plan was being prepared.

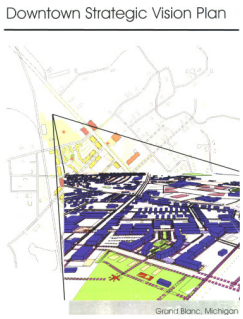
Since the joint Master Plan, the two communities have prepared several other documents that were adopted as amendments to the overall Master Plan. All of these documents are considered new chapters, or updates that replace corresponding sections of the 1991 Master Plan. Public input was received and considered throughout the development of each of these plans that was used to help develop this Plan. In addition, the City held an Open House during this Plan update to obtain public comment.



- **Pathways Plan.** A Plan that provides recommendations for a community-wide network of bike paths, bike lanes, trails and sidewalks.

- **Parks and Recreation Plan.** A Plan adopted by the Grand Blanc Parks and Recreation Commission with recommendations on park improvements and recreation programming. This Plan is updated at least every five years to maintain eligibility for state funding.

- **Downtown Strategic Vision Plan.** City officials recognized that the "downtown" had potential to be a unique component in the community, but not without a specific Plan. An extensive public involvement effort, which included several design charettes, led to the creation of an overall Plan for the downtown area. This Plan included a market study, transportation, land use and urban design. Implementation of the Plan began through amendments to the Zoning Ordinance through a special CBD overlay. This overlay included standards to place buildings closer to the street, like a traditional downtown. Other standards are included for architecture and site design.



- **Downtown Design Manual.** This document includes narrative and photos as guidelines for new development and redevelopment in the downtown. In tandem with the Downtown Strategic Vision Plan and CBD ordinance, the design manual has helped ensure several new projects have a "timeless" traditional downtown design.

GRAND BLANC TRANSPORTATION MASTER PLAN

DRAFT REPORT

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- **Grand Blanc Community Transportation Plan.** This Plan serves as the transportation chapter of the overall community Master Plan. Existing and projected traffic conditions were evaluated to determine potential short and long term improvements. A number of intersection and road improvement projects are recommended.

- **Holly/Saginaw/Baldwin Corridor Plan.** Prepared jointly by the City and Township, this Plan includes specific land use and access recommendations for these three critical arterial roadways in the southeastern/central part of the Grand Blanc community. A series of site and building design standards are also included.

USING THE PLAN

The Master Plan, including all of the various documents previously discussed, is intended as a guide for City officials in land use, development, zoning, and capital improvement decisions. The Planning Commission, City Council, and the public should continuously use this document and make reference to the Master Plan to:

- Visualize what can be reasonably expected to occur - to provide some assurance and security with individual investment decisions.
- Review development proposals – to confirm the proposal meets the goals and objectives of the Master Plan.
- Review rezoning requests – to confirm the request is consistent with the City's criteria to consider rezonings including existing conditions, the future land use map, the appropriate timing of the change, consistency with the goals and policies of the Master Plan, and potential impacts on the city.
- Provide a basis for amendments to the Zoning Ordinance - to help realize plan goals.
- Identify and give priorities to decisions on physical improvements - elected officials can look to the plan to identify desired capital improvements for roads, pathways, parks, and public facilities.

CHAPTER THREE
FUTURE LAND USE

Future land use, how the City should develop or redevelop over the next decade, is the key component of the Master Plan. Other Master Plan chapters on transportation, pathways, downtown and parks and recreation are intended to support the Future Land Use Plan. The Future Land Use Plan establishes the intended densities and arrangement of land uses for the future to help achieve the City's various long-term goals. Use of the Plan will help guide decisions on individual parcels of land over a period of years to ensure they fit into the bigger picture.

Today's land use issues have been largely influenced by the historic development pattern in the Grand Blanc community. Thus, this chapter begins with a short review of the development history in the Grand Blanc community. This is followed by a list of important land use issues the plan is intended to address, followed by the City's policies and actions in response to those issues. The second half of this chapter includes the Future Land Use Map along with a narrative, which explains the categories and specific recommendations for various land use categories.

HISTORIC DEVELOPMENT PATTERN – IMPLICATIONS FOR TODAY

Development in the Grand Blanc community followed a traditional pattern. The City of Grand Blanc, located in the center of the Township, long served as the community's hub. A downtown commercial and civic area was surrounded by small, single family lots. Industrial areas located along the rail line, which still runs north-south through the City. The surrounding Township was largely agricultural/rural, with scattered industrial uses and commercial centers, such as Whigville a mile north of the City.

Rapid growth in the community began in the 1960s and continued through the 1980s as many people moved to Grand Blanc from larger urban areas, like Flint, similar to the nationwide suburbanization trend. Most of the new residents moved into single family subdivisions, but several multiple family projects were also developed to meet the demand. Several major employers established locations in the area, and new businesses developed to meet the needs of the growing population.

Population and business growth was accelerated by the construction of the I-75 expressway. I-75 provides convenient access to major employment and shopping centers in Flint, Auburn Hills and other areas. As noted in the 1991 Plan, Grand Blanc became a "bedroom community", meaning most residents work outside the community. The 2000 U.S. Census confirms this is still true, as the average resident commutes 24.6 minutes to work (see Appendix A).

Over time, growth within the City slowed as the most buildable land became developed. Most growth over the last decade occurred in the Township, which experienced a 17.5% population increase in the 1990s. Still the City has many opportunities for both population and business growth. There are a number of vacant lots scattered throughout the City. In addition, there are many sites ripe for redevelopment.

Table 1
Population Trends
City of Grand Blanc

	% Change
1970-80	**33%**
1980-90	**13%**
1990-2000	**6%**
2000-10	**6%**
Build-out*	**30%**

*Potential population if all vacant land develops as zoned
See Appendix A for more

Infill development and redevelopment poses different challenges than the development of open lands addressed in the City's previous plans. Continual reinvestment in existing housing stock needs to be encouraged to help maintain the quality of the neighborhoods. Some areas long zoned for industrial use, such as along the rail lines, are no longer considered prime industrial locations, so alternative uses must be defined. Established shopping centers have limited room to expand as a result of surrounding development, therefore they cannot meet the prototype sizes of today's stores. The City desires to retain existing business and encourage them to grow, but the protection of the adjacent neighborhoods must also be considered. Revitalization of the downtown, a focus of recent planning efforts, must continue to remain on the forefront. City streets are not configured to meet the traffic demands of the growth in the surrounding Township. In addition, the general public has become much more involved in planning and zoning issues to voice their expectations. A combination of all those factors demonstrates the importance of a land use plan, which provides a blue print for the future.

POLICIES AND RECOMMENDATIONS

In response to the issues noted above, a framework has been established for the Future Land Use Plan through a set of policies and recommendations. The policies are statements of goals and guidelines which describe the City's guiding planning principles. The policies should be reviewed along with the Future Land Use Plan when development proposals are considered. Recommendations offer more specific direction on how this will be accomplished. The policies and recommendations must be reviewed collectively and not used in isolation to support a particular request.

Policy 1, Land Uses In General. Promote development and redevelopment which meets public needs, accommodates a diversity of uses, and provides a sound tax base to sustain the City's high quality facilities and services. This policy is based on the following guidelines:

- protect the significant investments made by landowners by ensuring land use changes are compatible with established areas through their location or sensitive site/building design;

- protect the significant investments made by the City so new development does not overburden public facilities, but instead optimizes their potential;
- balance the economic interests of individual land owners with the public interest to ensure each land use decision is in the best interest of the City overall. The land use should offer a reasonable rate of return but may or may not be the most profitable use on a particular parcel of land;
- provide a diversity of residential, commercial, industrial, and institutional uses to sustain prosperity and support desired public facilities and services;
- promote a community-wide land use plan which emphasizes the downtown as the retail and civic center; uses in the nearby areas of the City and Township should complement the downtown rather than compete with it;
- cluster office uses at major entry points into the City and provide a transition between commercial uses or major streets and residential areas;
- encourage businesses to remain and expand in the City, or the community, to strengthen the local economy;
- foster the revitalization and redevelopment of existing uses or areas which have become obsolete, either through upgrades or redevelopment with more appropriate uses for the area;
- where existing land uses are clearly non-conforming with the area, work toward their gradual removal of relocation and replacement with a compatible land use;
- protect natural and historic resources;
- encourage existing commercial and industrial properties to eliminate unnecessary automobile access points; and
- encourage all power, phone and cable companies to locate all related equipment below grade.

Recommendations/Actions to Achieve the Policy

1. Coordinate major land use planning decisions and decisions along community borders with Grand Blanc Township to ensure the objectives of both communities are considered.
2. Create strategies for nonconforming uses to either eventually remove or relocate them or require improvements to the site or operations to make them more compatible with the surrounding area.
3. Encourage desired redevelopment through regulations, streamlined procedures, financial incentives and targeted investments for supporting municipal facilities or services.
4. Use planning and zoning tools to direct development to locations where current or planned capacity of municipal utilities, services, and the transportation system can support the impacts of the proposed use(s).

5. The Plan supports the retention of the use but with careful review of any major change or expansion of use to improve compatibility with the area. If the use were to ever discontinue, the Plan recommends redevelopment of the site with either residential uses or an expansion of Rust Park rather than replacement with another industrial or business use.
6. Encourage continual upgrades to uses along the rail lines, once zoned industrial, to gradually become more compatible with the adjacent residential areas. This may include additional landscaping, improved lighting, or changes in parking and site circulation.
7. When Lots that have excessive automobile entry and exit points are redeveloped, through the site plan review process, the developer should be encouraged to remove all unnecessary access points.
8. Encourage power, phone and cable companies to locate all utility lines, boxes or other related equipment below grade. In the event that a company proves they can not locate all related equipment below grade, then the equipment should be screened through additional landscaping. All landscaping should be maintained by the company which has ownership of the equipment.
9. Encourage reinvestment in the existing commercial centers, such as in the downtown and at the Holly Road/Saginaw Street intersection, before new competing centers are permitted.
10. Improve the image of the commercial areas though additional landscaping, modernization of lighting, façade improvements/maintenance and replacement of nonconforming signs with conforming signs.
11. Explore potential for an Act 425 Agreement with the Township for the General Motors site to share taxes and apply some funds toward specific improvements to benefit the project and community overall.
12. Revise regulations to provide more flexibility for redevelopment of significant sites, such as the General Motors properties.
13. Work with the Township, General Motors, and interested community groups to develop a plan for the General Motors properties. This should promote a mixed use development that meets the needs of the landowner, desires of the community, and complements the City's downtown.

Policy 2, Housing. Retain single family owner-occupied homes as the predominant land use in the City and encourage continual reinvestment within the high quality single family neighborhoods. In addition, provide diversity in housing choices so residents can afford to remain in the City for their entire life – starter homes, a reasonable amount of rental units, moderate to higher end single family homes and condominiums, and specialized housing for seniors.

Recommendations/Actions to Achieve the Policy

1. Provide high quality municipal facilities, services, and parks City-wide to ensure Grand Blanc remains a good investment for homebuyers.

2. Maintain streets, street trees, sidewalks, utilities, street lighting, and entry signs within neighborhoods.
3. Use a combination of code enforcement, community education, and housing funding to encourage investments in home improvements.
4. Target community development grants and other programs to senior programs and facilities.
5. Encourage public involvement and support neighborhood associations to strengthen the connection between residents and the City.
6. Review, and revise as necessary, regulations to balance the need to promote home improvements and expansions with the policy to protect adjacent homeowners.
7. Develop creative regulations that would encourage preservation of open space, views and important natural features if development is proposed in certain areas (Grand Blanc Golf and County Club, etc.).
8. Where non-residential uses abut residential areas, promote a harmonious relationship through buffers (landscaping, walls, fences, and/or setbacks), controls on lighting, and sensitive site design. In the case of nonconforming uses, work to gradually eliminate the use and replace with a more conforming use.
9. Respond to concerns about cut-through traffic or high speeds with a combination of neighborhood education, enforcement, and design improvements (i.e. use traffic calming techniques where a problem is documented).
10. Continue to make neighborhoods and the entire City "walkable" through sidewalks, pathways, and bike lanes.
11. Work in cooperation with Grand Blanc Schools and other institutions that contribute to the quality of life in the community to meet their needs while responding to potential negative impacts associated with traffic or site design.

Policy 3, Revitalize the Downtown. Pursue implementation of the recommendations from the Grand Blanc Downtown Strategic Image Plan through efforts to encourage (re)development, refinements to regulations, and public investment.

Recommendations/Actions to Achieve the Policy

1. Promote a diversity of commercial, office, entertainment, and municipal uses in the downtown.
2. Encourage moderate to high density residential within and adjacent to the downtown to provide additional support for businesses.
3. Apply the Grand Blanc design guidelines and downtown zoning district regulations to new projects in the downtown and when uses desire to expand or change, incorporate the best elements of a traditional, mixed use, and walkable downtown.
4. Continue to upgrade public lands and street rights-of-way to support private investment downtown, such as the recent improvements to Physicians Park (parks, City buildings, and

streetscape improvements such as trees, ornamental lights, sidewalks, entry signs, street furniture, etc.).

5. Acquire and assemble select parcels to create sites sufficient for new development along with public improvements downtown. The City may consider joint public-private partnerships or solicitation of qualified developers to promote development consistent with the downtown plan.
6. Improve traffic circulation in a manner that helps balance the needs of the automobile while at the same time promoting a more pedestrian-friendly environment, particularly along Saginaw Street.
7. Work cooperatively with the Township and Genesee County Road Commission to evaluate and pursue road improvements to improve traffic flow around the City to help reduce through traffic volumes within the City and its downtown.
8. Continue to use banners, ornamental street lights, and other design elements to announce entry to the downtown. Expand this effort to incorporate the rail overpass as a northern entry element and create a west entry feature near the rail crossing along Grand Blanc Road.
9. Continue to utilize Grand Boulevard as a community gathering place for public events (e.g. City Open-Air Market.)
10. Utilize the economic development tools of the Downtown Development Authority and Brownfield Redevelopment Authority to help make the redevelopment of downtown feasible.
11. Utilize the Downtown Development Authority to help existing businesses to remain profitable and grow.

Policy 4, Natural Feature Preservation. Enhance the quality of life through the conservation of significant natural features including water bodies, floodplains, open space, wetlands, woodlands, aquifers, and well-head areas.

Recommendations/Actions to Achieve the Policy

1. In recognition that Grand Blanc is a designated Tree City, preserve quality trees woodlands and diversify all new species of trees planted on private land and within city right of way through site design and site plan review.
2. Direct development away from designated floodplains.
3. Utilize best management practices for storm water design.
4. Incorporate key natural features as a part of site design by limiting the amount of tree clearing to the minimum area practical.
5. Protect both regulated and important non-regulated wetland environments.
6. Protect open views of the waterways by regulating the type, size, and number of structures that may be constructed along the waterfront.

FACTORS CONSIDERED FOR THE FUTURE LAND USE PLAN

The Future Land Use Map and the Master Plan were prepared in consideration of proper planning principles. Other factors affecting land use patterns were taken into consideration in preparing the Future Land Use Map. These factors include:

- **Existing Land Use.** Approximately 87% of the land in the City has been developed. Locations of most existing commercial and industrial developments are appropriate and will continue to serve as the primary business centers. Residential areas have developed throughout the City. The City's land use patterns have evolved in a relatively orderly manner and will be built upon, with slight modification, rather than altered in a significant manner.

- **Existing Zoning.** There is no 'vested interest' that guarantees zoning will not change; in fact zoning changes are suggested in this plan. However, such changes were carefully considered to ensure the general development arrangement remains complementary to surrounding uses and landowners will be ensured a reasonable use of their land.

- **Population Projections.** Population projections predict demand for various land uses throughout the City. A build-out analysis for the City was conducted based on population figures, number of building permits, and household size to provide an idea of what the population of the City would be when vacant land is developed. This provides insight as to where potential land use deficiencies or surpluses exist.

- **Relationship of Incompatible Uses.** The Future Land Use Plan provides important guidance in the ongoing effort to reduce or eliminate incompatible land use relationships. Providing a transition between land uses, such as the introduction of office or multiple-family residential between light industrial and single family residential areas, is one approach that can accomplish such a transition. In other cases natural features, landscaping, and setback strategies can help facilitate a transition. Importantly, the plan designates general land use patterns for uses considered most appropriate to fulfill the long-term objectives of the community.

- **Capacity of Streets, Infrastructure, and Facilities and Services.** The density of residential uses and the designation of land for industrial and commercial development are dependent on the availability and capacity of the infrastructure. Accessibility to, and the capacity of, the street network, help to establish the types and intensity of uses that may be served in an area without adversely impacting traffic operations. The availability of community facilities such as schools and recreation facilities identify areas that are especially attractive for residential development, while the availability of police and fire protection may place limits on the quality of service provided.

- **Market Conditions and Trends.** Market conditions were considered even though they will change during the twenty year time frame of this Plan. 2000 U.S. Census information on population, income, and housing statistics were considered.

- **Public Desires.** Comments and opinions about land use patterns and related community planning issues were conveyed at various public forums, informal meetings, and discussions with property owners, residents, and officials.

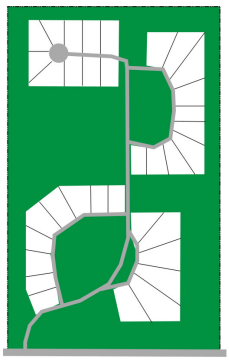
- **Previous Comprehensive Plan and Planned Land Uses in Grand Blanc Charter Township.** Recommendations from the previous comprehensive plan formed the foundation of this plan update. Those recommendations were refined based on analysis of new data, recent development trends, and other factors.

FUTURE LAND USE CATEGORIES

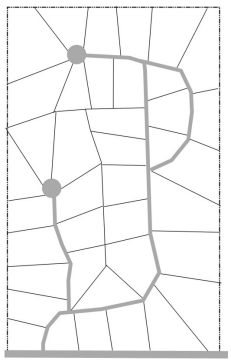
Based upon the policies and recommendations previously listed, a Future Land Use Plan was prepared. This Future Land Use Plan visually represents the desired land use pattern for the City. The plan is intended to provide a foundation for the City to direct future development/redevelopment in a manner that is consistent with its character.

The Future Land Use Plan includes a number of categories with corresponding recommendations on the types and extent of development within those areas. A description of the future land use categories are provided below and illustrated on the Future Land Use Map.

Open Space/Residential PUD. The Open Space/Residential PUD offers an alternative to conventional subdivision development as it allows development but still preserves key natural features or open space. An Open Space/Residential PUD is a zoning approach which allows a developer to cluster units on smaller lots than would typically be required in exchange for common open space within the project. This flexibility can benefit the developer, nearby residents, and the City overall. The developer can save construction costs and can offer a more attractive setting to prospective residents. Nearby residents and the City overall can benefit through the preservation of open space that may otherwise be lost.



Clustered Development



Typical Subdivision Development

The Grand Blanc Golf Course and County Club is shown as an Open Space Residential PUD on the Future Land Use Map. This does not mean the City desires to see the golf course developed, to the contrary, the City would prefer that the golf course remain. The golf course not only provides an amenity for the City, it also provides desirable views from many nearby homes. This designation suggests that some residential units could be developed along the fairways or through reconfiguration of the course. If at some point the landowner desires to redevelop the golf course, the intent is that units should be clustered to preserve the existing views and open space character of the area. The overall density should be the same as if the golf course were developed under the Large Lot Single Family Residential category defined below. This approach could also be considered for any development along the City's southern border, or redevelopment of the Grand Blanc Cement Products site.

Large Lot Single Family Residential. This classification includes residential lots of 12,000 square feet or more in area. Most of these areas tend to include curvilinear streets in contrast with the grid streets of the older subdivisions with smaller lots. This classification includes most of the subdivisions in the City including the majority of Indian Hills, Grand Oak, Stone Hollow, Kirkridge, Riverbend East and West, Kings Pointe, Kings Pointe Greens and residential areas to the east and west of Center Road. The Clover Ridge condominiums are also in this category. A comparison of the existing and future land use maps illustrates that while most of the subdivisions are built-out, there are still several undeveloped lots within Kirkridge, Stone Hollow, and Kings Pointe Greens.

Small Lot Single Family Residential. This category includes residential lots that are 12,000 square feet or less in area. Most of these residential uses are outside of formal subdivisions and tend to be located around the downtown. Areas defined as Small Lot Single Family Residential are located southwest of Indian Hills Subdivision, Schram Street, south of Reid Road and just west of Seward Street, southeast of Center Road, south of Hillcrest Drive, and the single family detached condominiums located within Kirkridge Condominiums.

A manufactured housing (mobile home) park would be consistent with this density, but no location is proposed. This is not intended to be exclusionary, but practical given the small size of the City and lack of available land. In addition, Grand Blanc Township has three manufactured housing developments that appear to meet the public need for the Grand Blanc community.

Two-Family Residential. This category includes duplexes, which are two separate living areas located within one structure. Some two-family residential units were designed to resemble single family homes; others are within homes originally constructed as single family homes but

later divided into two separate living quarters. Hawthorne Glen just south of Grand Blanc Road, Applegate Farms north of Perry Road and pockets of Two-Family Residential can be found within the City. In 2006, a residential two-family attached condominium development, The Cliffs, was approved and is now under construction. The Cliffs is a 42 unit owner occupied condominium development that is located on the east side of Holly Road at the City limits in the area of Smith Lake.

Low-Moderate Density Multiple Family Residential. This category includes multiple family developments with up to 8 units per acre. These can generally be defined as low-rise condominiums and apartments, or attached single family homes. Multiple family developments include Perry Creek south of Perry Road and two apartments south of Grand Blanc Road. Two undeveloped areas are within this category, one south of Grand Blanc Road, and the other west of Hawthorne Glen Drive.

High Density Multiple Family Residential. Multiple family residential development, which consists of 8 or more units per acre, is considered to be High Density Multiple Family Residential. Most multiple family development within the City falls within this category including apartment complexes, attached condominiums, and specialized housing for seniors.

The recently approved 120 unit Planned Unit Development (PUD) project tentatively named Morgan Manors along the north side of Reid Road across from Country House Apartments is also in this category. This was the City's first PUD. The PUD process replaced the typical rigid zoning code with flexible standards to allow a creative arrangement of buildings.
The only undeveloped lands in this category are southwest of Riverbend East Subdivision and south of Perry Place Apartments. The PUD process may be an alternative approach for those sites as well.

Downtown. In 2006, the Downtown future land use boundary was expanded to encompass the Downtown Development Authority (DDA) district boundary. The DDA was established to help promote new development as well as support existing business within the DDA district. The City has invested considerable resources and attention over the last few years on the downtown area. The overall goal is to revitalize the area as a focal point in the Grand Blanc community. Grand Boulevard, a street located between Saginaw and Davis Streets, was constructed in 2004. This street connects city hall and Physicians Park at its terminuses. While the street is intended to

as a community event and gathering place, redevelopment of multistory mixed use buildings is encouraged. Strategies for the downtown area and Grand Boulevard include: a diversity of complementary residential, commercial, entertainment, office, and municipal uses; compact design with buildings near the street edge; a unified streetscape; parks and public spaces; traditional appearance for both old and new buildings; and a transportation network equally friendly to both vehicles and pedestrians. The overall vision for the downtown is outlined in the City's Downtown Strategic Vision Plan.

Mixed land uses are targeted for the downtown area in an effort to make it a multi-purpose destination for residents and visitors alike. Intended uses include local and specialty retail, hardware stores, restaurants, sidewalk cafes, specialty bakeries, coffee shops, bookstores, music stores, florists, personal service establishments, banks, the post office, offices, the museum and City hall. Single and multiple family residential uses are also desired around the commercial uses or on upper stories of certain buildings. Drive-through uses are acceptable along Saginaw Street provided the site is designed to meet the City's published downtown design guidelines. Automotive related uses such as gas stations and auto maintenance shops are preferred on the edges or outside of the downtown instead of within the primary core.

Downtown Grand Blanc is defined as the area along Saginaw between the rail overpass at the north to Perry Street at the south, and extending west of Saginaw roughly to the rail line. The area shown as the Downtown category on the Future Land Use Map generally corresponds to the Central Business District Overlay Zone in the City's Zoning Ordinance. Based on the success with the ordinance and new opportunities, the downtown area has been expanded from the original district out to the rail lines along Grand Blanc, Reid, and Saginaw Roads.

Office/Service. The Office/Service uses are intended to provide goods and services to meet the needs of residents and area employees, to offer local employment opportunities, and to help maintain a well-balanced tax base. Representative uses include professional offices such as doctors, dentists, lawyers, engineers, accountants, etc.; real estate and insurance offices; banks and other financial institutions; and art and photographic studios.

Locations shown for Office/Service are along major roadways such the north and south ends of Saginaw Street, with clusters along Perry and Holly Road. The Office/Service uses are viewed as a preferred use at the major north and south entries to the City. In some locations Office/Service uses are used as an effective land use transition between higher intensity uses or major streets and interior residential neighborhoods.

Neighborhood Commercial. The Neighborhood Commercial category is intended to provide convenience goods and services to residents and employees in the nearby areas or neighborhoods, typically within a one to two mile radius, though this varies with the type of business and location. Neighborhood Commercial uses are intended to be smaller in scale than similar uses in the General Commercial category. Typical uses include small to medium sized grocery stores, convenience stores, drug stores, dry-cleaners, florists, video rental establishments, small-scale restaurants, certain personal service (dry cleaners, hair salon, barber shops) and smaller scale offices for patients of the nearby neighborhoods (physicians, dentists etc. as opposed to corporate offices). Neighborhood commercial uses that are immediately adjacent or next to established, planned or zoned areas of residential use should not degrade or conflict with the residential character of these areas. Every effort to maintain and improve the residential character of these areas is imperative in order to continue to provide a high-quality of life for the residents who live in the area of neighborhood commercial developments.

Neighborhood Commercial uses are located at the corner of Saginaw Street and Perry Road, Perry Road and Belsay Road, and a node along Grand Blanc Road.

General Commercial. General Commercial includes a wide range of uses that includes uses also appropriate in the Office/Service and Neighborhood Commercial areas, but is expanded to include other more intense uses that serve the entire Grand Blanc Community. General Commercial uses include retail stores, fast food restaurants, sit-down restaurants, community entertainment and dining, gas stations and automobile maintenance facilities such as car washes, auto parts, oil change and tire repair. These areas are distinct from the uses in the downtown category in that they typically are auto oriented, with front yard parking lots and bigger buildings.

The most notable General Commercial area is centered around the Holly Road intersection at Saginaw Road, including the Grand Mall and other shopping centers. Continued economic success of those centers is important to help meet the needs of residents in the community. The limited size of the sites makes it difficult to accommodate the prototype stores of today without some changes to the sites and buildings. This may result in fewer, but larger, stores. In addition, in some cases the sites need additional landscaping, upgraded lighting and new signs to meet the City's current standards. In the summer of 2006, the goal of improving buffering between residential homes on Via Catherina and the Grand Mall property was accomplished by upgrading a dilapidated screening fence with a vinyl privacy fence. The Zoning Ordinance has flexible standards to allow a reasonable amount of upgrade to the site, rather than requirements for full compliance as if the sites were new.

Automobile traffic has continually increased along Holly Road. This increase is

expected to continue with both residential growth in Grand Blanc Township and the construction of major commercial developments. Trillium Circle, one of these major commercial developments, is located on Holly Road and is anchored by a movie theater. This commercial and office center will approximate 305,000 square feet when completed. Another major commercial development, anchored by a hotel, is also approved for construction and is located north of the I-75 exit and west of Holly Road. This hotel anchored development will also add to the traffic congestion on Holly Road.

Many single family homes just south of the intersection of Jewett Trail and Holly Road have driveways that have to directly access Holly Road in order to travel to and from these homes. The increased automobile traffic on Holly Road in the area of As expressed by Holly Road residents at a 2004 Planning Commission meeting, the increase in automobile traffic on Holly road is creating a less than attractive residential living environment. At the 2004 Planning Commission meeting, residents living in this area expressed interest in rezoning their property to a commercial district. This area should be seriously considered for rezoning to a commercial zoning district. If commercial rezoning of these homes fronting on Holly Road occurs then extensive buffering would be required for the remaining homes on Hillcrest and Greenview Drives in order to maintain the residential character for the remaining homes.

Two locations are shown for future General Commercial development. The first is a lot centered amongst office uses along the east side of South Saginaw. The intent of that location is to meet the needs of the adjacent office employees and provide another commercial location to take advantage of the high traffic volumes along Saginaw Road. Alternatively, the plan supports development of another office building on that site. The second vacant area is along the south side of Grand Blanc Road, west of the rail crossing. The plan suggests the existing strip center be redeveloped with a more modern commercial project.

Heavy Commercial. Heavy Commercial land uses are the most intensive commercial uses in terms of impact to the neighboring uses, however not to the extent of an industrial use. Businesses within this category include automotive body shops, lumber and landscape yards, and automotive and small engine repair. These important uses serve the entire Grand Blanc Community similar to General Commercial uses, but are so classified due to their impacts and operations, such as occasional loud noise associated with day-to-day business operation, outdoor storage, and activities of trucks and equipment.

Clustering these types of uses is preferred over dispersing them throughout the City. Due to the predominantly residential character of the City, the only area so classified is between Grand Blanc Road and Reid Road west of the railroad tracks. This area had historically been zoned industrial due to the proximity of the railroad; but industrial use is no longer considered

appropriate due to the surrounding land uses. A transition from industrial to Heavy Commercial uses has improved the compatibility with both the downtown and nearby neighborhoods. Over time, businesses at those sites should continue to refine their operations and sites to be more compatible with the character of the area.

Light Industrial. Light industrial includes a hybrid of uses which share characteristics of both lower intensity industrial and heavy commercial uses. Common characteristics include outdoor storage or display, overhead doors, and often a retail component that desires visibility along arterial streets as the principal or accessory use. Representative uses include contractor establishments, warehousing, workshops, and small manufacturing facilities.

In most cities, industrial land uses provide a large share of the tax base. Given the relatively small size and established development pattern, potential for industrial uses in the City is limited. Less than two percent of the City's tax base is classified as industrial use. The only area designated for Light Industrial is along Reid Road at the City's western border which is adjacent to a larger industrial area in the Township. Additional Light Industrial may also be developed within the Mixed Use PUD designated north of Reid Road.

Institutional. A variety of institutional uses in the City provide high quality facilities and services for residents and visitors. Uses classified as Institutional consist of community facilities under public ownership, excluding public parks and recreation. Examples include cemeteries, fire stations, schools, post offices, government offices, and the library. Some privately owned facilities such as churches, nonprofit organizations, utilities, and private schools are also considered institutional uses. Locations illustrated for Institutional uses correspond to the current locations as shown on the existing land use map (found in Appendix B). If at some point an existing or proposed institutional use desires to redevelop to another use, the City will need to establish an appropriate re-use in consideration of the existing site development and impacts on the surrounding uses.

Mixed Use PUD. A Mixed Use Planned Unit Development (PUD) is shown for the area commonly known as the General Motors site in the northwest corner of the City. The Mixed Use PUD allows for the concentration of certain compatible uses in a planned setting to meet objectives of both the community and developer.

The intent of this designation is to promote a coordinated development to accomplish the following objectives:

- Provide the opportunity to mix compatible land uses that may not be permitted if the site were zoned for a single use.
- General Motors has indicated its employment at the site is expected to increase. Therefore, a majority of the site should be designated for research and development or high-tech use, which includes research facilities and centers, technology or pilot testing facilities, and corporate offices. Other uses which complement General Motors plans should also be included. Potential or preferred uses could include light industrial and retail with moderate to high density residential uses in the southern sections.
- Ensure the land uses complement the downtown and surrounding land uses.
- Provide flexible design to respond to the unique characteristics of the site.
- Ensure any redevelopment on the site is coordinated, even if the actual development occurs in phases or in a piecemeal fashion (i.e. create a master development plan for the site).
- Preserve significant natural features and provide some open space or public recreation.
- Ensure public infrastructure and street improvements necessary to meet the demands of the development are completed concurrent with the development, with developer participation.
- Evaluate traffic impacts and ensure improvements needed are funded.
- Provide an overall circulation plan that uses both Saginaw Street and Dort Highway to take advantage of the latter's excess capacity.
- Provide additional tax base to support planned public improvements and encourage visitors (customers) to support the downtown.
- Create a high quality showpiece for the community.
- Ensure that the North Uptown Sub-Area Conceptual Plan is utilized by quality developers interested in developing the vacant GM property and that the design guidelines in the design guidebook for the plan are followed (see Conceptual Plans "a" and "b".)

Since the adoption of the November 2002 Future Land Use Plan, Heritage Park, a large commercial power center of 650,000 square feet, has been developed on General Motors (GM) property formerly named Deer Park. Heritage Park is located south of Hill Road, north of the city limits, between Saginaw Street and Dort Highway. This development has set the tone for potential development on the remaining vacant land owned by GM, which is south of Heritage Park along Saginaw Street. In the spring of 2006, the City of Grand Blanc Planning Commission and Council adopted a conceptual plan, North Uptown Sub-Area Plan and design guidelines, for the vacant land. The plan and guidelines are based on work sessions conducted by the Planning Commission and a public input session. The North Uptown Sub-Area Plan and guidelines are intended to guide a potential developer in planning for development of this

property and suggests a mix of residential, commercial and office uses. This conceptual layout of the vacant GM property is a guide and is not intended to discourage innovative and creative high-quality designs but should serve as a base guide for potential developers to follow. Although there is no information that indicates the GM Metal Fabricating plant is slated for closing or relocation, it is in the best interest of the city to explore the potential that one day the property may be sold and redeveloped.

Achieving consensus for redevelopment of this critical site will require a cooperative effort by General Motors, the City, the Township (most of the site is in the Township), interested community leaders, and interested developers. One approach may be a community design charrette to develop specific design objectives and create an initial concept plan.

Public Parks and Recreation. Public Parks and Recreation uses include both active and passive recreation areas managed by the Grand Blanc Recreation Commission. Facilities include playscapes, open space for informal recreation or relaxation, picnic shelters, outdoor recreation such as pathways, tennis courts, baseball and softball fields, hockey rinks, and soccer fields.

Three locations in the City are shown as Public Parks and Recreation: 1) Physicians Park located west of Saginaw Street and north of Reid Road, 2) Rust Park positioned at the end of Rust Park Drive and east of Center Road, and 3) the largest, Grand Blanc Commons located north of Perry Road and east of Genesee Road. Since the drafting of the 2002 Master Plan, a portion of the Commons located in Grand Blanc Township, approximately 79 acres, was annexed to the city. Improvements to the parks are an on-going process as outlined in the Parks and Recreation Master Plan. While no areas are specifically planned for new public parks, the community continues to evaluate the need for more parkland to be prepared if opportunities for acquisition arise in areas where there is a need and a site is appropriate for park facilities.

CHAPTER FOUR
MULTI-MODAL TRANSPORTATION

An integrated transportation system should contribute to a high quality of life for residents and a desirable business climate. Many transportation issues in the City are related to the increase in vehicular volumes and congestion. While the automobile is the dominant mode of transportation, the City of Grand Blanc wants to provide a balanced and coordinated 'multi-modal' transportation system to accommodate ongoing growth and development. Comprehensive improvements to all modes of travel can help improve the operation and capacity of the street system.

The City of Grand Blanc and Grand Blanc Township adopted a community-wide transportation master plan in late 2000 which details existing conditions, projects future traffic volumes, and provides alternatives for addressing the transportation needs for the community as a whole. Detailed existing conditions information, such as signal location, number of lanes, traffic volumes, level of service, and crash analysis is provided in the transportation master plan. In addition a separate Holly Road/Baldwin Road/Saginaw Road Corridor Plan and Pathways Plan have been prepared to specifically address location and non-motorized travel concerns. The reader is therefore referred to these plans for more complete information.

FACTORS CONSIDERED

A number of factors and issues have been identified as currently affecting transportation services and facilities in the City or will affect these services and facilities in the future. These include the following:

- Current and future streets must function properly and contribute to the livable character sought throughout the City.
- The design and construction of streets must promote safe and effective traffic movement.
- Future traffic volumes can be influenced by decisions on intensity and location of land uses, especially decisions in the surrounding Township. The continued cooperation among the City, Township, and County Road Commission will facilitate addressing these traffic impacts.
- Traffic congestion occurs at several locations, most notably at key intersections along Saginaw Street.
- Many major streets terminate at Saginaw Road, forcing much of the traffic that desires to go East/West onto the already congested North/South Saginaw Street.

- Congestion along major streets has created cut-through traffic in residential neighborhoods, which have led to complaints regarding traffic volume and speed.

- Alternative routes around the downtown have been contemplated for several years, but no easy solutions have been identified.

- Traffic signals are generally based on old technology.

- The intersections of Perry/Bush/Saginaw, Bella Vista/Saginaw, and Grand Blanc/Saginaw, have been identified as critical crash locations based on both crash frequency and crash rates (refer to the Grand Blanc Transportation Master Plan).

POLICIES AND RECOMMENDATIONS

Upon analyzing the determining factors and the existing condition information, a framework was established for a number of policies on transportation in Grand Blanc. The policy identifies a comprehensive statement that is the desired outcome. Recommendations offer more specific direction on how this will be accomplished.

Policy 1, Management of the Street System. Maintain and upgrade the transportation system to support safe and smooth traffic flow throughout the City, while ensuring the design complements the character of that particular area of the City.

Recommendations/Actions to Achieve the Policy

1. Monitor traffic and street pavement conditions though a regular traffic count and pavement management program to determine deficiencies and program improvements based on funding.
2. Continue aggressive program to maintain and reconstruct streets and sidewalks.
3. Promote safe and efficient traffic flow through select widening, intersection reconstruction, upgrades to traffic signals, and use of new technology (refer to the Grand Blanc Community Transportation Plan 2000).
4. Continue to evaluate potential improvements to intersections with a poor level of service or crash problems, particularly at the intersections of Saginaw Street with Grand Blanc and Perry Roads. Short and long term improvements could include widening, signal upgrades, roundabouts, or new alternate routes.
5. Pursue a narrow median option for Saginaw Street at the north and south end of the City to provide a sense of arrival and to "calm" traffic.

7. Continue to work with Grand Blanc Township, the Genesee County Road Commission, Genesee County Planning, and MDOT to project future traffic volumes utilizing community-wide and corridor specific computer simulation modeling and evaluate alternatives to help limit future congestion on City streets.
8. Work with Grand Blanc Township and the Genesee County Road Commission to evaluate a median along South Saginaw to replace the existing four/five lane roadway to improve traffic operations, safety and image of this important gateway to the community.
9. Conduct an impact and cost-benefit analysis for an extension of Genesee Road to determine if the traffic benefits outweigh the impacts on the environment and adjacent residential areas.
10. Require traffic impact studies for larger scale developments to determine improvements necessary to offset the impacts and to help identify the extent the developer may participate in such improvements.
11. Reduce the number of conflict points along streets and separate access points to preserve the capacity, reduce potential for crashes and make the City safer and accessible for pedestrians. This may include removal, consolidation, or redesign of existing access points when new projects are proposed. Shared access drives and parking lot connections are also recommended for certain road segments, such as the north and south ends of Saginaw Street.
12. Monitor traffic volumes and speeds within neighborhoods. When problems arise, use a combination of enforcement, neighborhood education and street design modifications to address the problem.

Policy 2, Support Other Modes of Travel – Pathways and Transit. Continue to pursue a comprehensive system of Pathways (interconnected sidewalks, bike paths and bike lanes) and opportunities for transit.

Recommendations/Actions to Achieve the Policy

1. Continue to work with Grand Blanc Township to implement the recommendations of the Grand Blanc Community Pathways Plan.
2. Periodically review and update the Pathway Plan.
3. Require sidewalks or other appropriate pedestrian systems for all new projects.
4. Require connections between building entrances and the public pathway system.
5. Utilize public and private funds to fill in the gaps in the pathway system and widen pathways that are too narrow to meet needs.
6. Support transit as an alternative through transit oriented design of sites along transit routes.

CHAPTER FIVE
COMMUNITY FACILITIES AND SERVICES

Homebuyers, business entrepreneurs, developers, and industrial users make decisions to remain, reinvest, or move to a community based, in part, upon the ability of a municipality to meet their present and future needs cost-effectively. The range and quality of community facilities and services has contributed to growth and redevelopment in the City. As technology advances, citizens and business owners will expect more from local governments. In order to keep pace with this dynamic trend, Grand Blanc must continually upgrade and diversify facilities and services.

Some of these facilities and services are provided by the City, some through shared agreements with the Township, and others by additional groups or agencies. Among the community facilities and services offered within the City and discussed in this chapter are:

- Educational Facilities
- Library
- Parks and Recreation
- Administrative Offices
- Emergency Services
- Public Utilities
- Streetways and Entry Features

EXISTING FACILITIES

Educational Facilities

Public Schools. The Grand Blanc School District encompasses the City of Grand Blanc, Grand Blanc Township, portions of the City of Burton and Atlas, Holly and Mundy Townships.

The Grand Blanc community currently has eleven school facilities to serve the community needs. Combined, nearly 6,500 students were enrolled in the district during the 2001 school year, an increase of over 200 children from the previous year. Grand Blanc School District facilities include:

♦ Anderson Elementary (K-2)	♦ Cook Elementary (K-2)
♦ City School (Perry Center) (1-5)	♦ Mason Elementary (3-5)
♦ McGrath Elementary (3-5)	♦ Myers Elementary (K-5)
♦ Reid Elementary (K-5) ♦ Indian Hill Elementary (K-5)	♦ East Middle School (6,7,8) ♦ West Middle School (6,7,8)
♦ Brendel Elementary (K-6)	♦ Grand Blanc High School (9-12)

Private Schools. Holy Family School is the only private school in the City. The school, which first opened its doors in September of 1956, teaches Pre-Kindergarten through eighth grade. Enrollment for the 2000-2001 school year was 733 students.

McFarlen Library

Located at the northeast corner of Perry Road and Curwood Drive, this centrally located library serves the needs of both Township and City residents and is part of the Genesee District Library system. The library was developed in part through contributions from local residents.

Parks and Recreation

The Grand Blanc Community has over 380 acres of parkland in the City and Township. These include both active parks with athletic fields and programming to more passive or natural parks and commons. Municipal parks and recreation programs are run by the Grand Bland Recreation Commission which includes representatives of both the City and Township. Grand Blanc Schools provide an additional 191.4 acres of park and playgrounds. Facilities include:

- **Creasy Bicentennial Recreation Complex.** Located in western Grand Blanc Township, this complex encompasses over 200 acres. Amenities include a playground, picnic areas, pavilion, nature/hiking trails, adult and youth softball fields, tennis courts, concession facilities, football/soccer field, fitness area, nature study area, horseshoes, bicycling path, basketball courts and in-line skating area.

- **Grand Blanc Commons.** Located on Perry Road behind McFarlen Library, Grand Blanc Commons encompasses 137 acres. The park is largely undeveloped to accommodate wildlife view and nature trails. Thread Creek runs through the park and is used for canoeing.

- **Rust Park.** A twenty (20.3) acre park located on Rust Park Drive in the northern end of the City of Grand Blanc. Rust Park is equipped with playground equipment, baseball/softball diamonds, tennis courts, picnic area/shelter, bicycling path and a natural ice skating area.

- **Physicians Park.** The 3-acre park located on Reid Road in downtown Grand Blanc recently underwent major renovations. Amenities include playground equipment, a football/soccer field, picnic area/shelter, walking path and a natural ice skating area.

- **Senior Activity Center.** The Senior Activity Center is located in the center of the community off of Pagels Drive in the City. This facility provides organized programs and event for the senior community living in Grand Blanc.

- **Grand Blanc Schools Property.** The Grand Blanc Board of Education operates facilities that are utilized by youth sport organizations and adjacent neighborhood residents.

- **Privately Owned Facilities**. Several privately owned facilities in the Grand Blanc areas provide recreational activities to the community. These facilities include soccer fields at the Maple Road Soccer Complex, the Genesys Health Club and Camp Copeneconic. The community is also serving by several private golf courses; Genesee Hills Golf Club, Warwick Hills County Club, Grand Blanc Golf Course, Loch Lomond Golf Course and the Woodland Golf Club.

A number of improvements are planned to improve the quality of recreation within the community. The Parks and Recreation Plan outlines specific improvements to the infrastructure, active and passive recreation areas, and structure/facilities. The current plan includes recommendations for:

♦ Additional parking	♦ Children's playscapes
♦ Additional signage	♦ Additional athletic fields
♦ A BMX bike course	♦ A toboggan sled hill
♦ A Nature observatory	♦ New pavilions
♦ Mountain bike trails	♦ Restroom facilities
Additional landscaping, benches, trash receptacles, barbeque grills	

Administrative Offices

The City of Grand Blanc Administrative Office is located in City Hall, at 203 East Grand Blanc Road. This building, which went through a much needed expansion in 1988, houses the Grand Blanc Heritage Museum, City Police, and Administrative offices. The administrative offices house the City Administration, Finance Department, Building Department, and the Community and Economic Development Department.

During the last few years the City has made a significant investment in improving technology in the City Offices. One of the departments that has benefited is the Community and Economic Development Department who utilize Geographic Information Systems (GIS) which is an advanced computer-mapping program which allows the City to map community information such as zoning, lot sizes, and land uses for all City parcels with greater ease and accuracy.

Emergency Services

Police. The City of Grand Blanc Police Department occupies the west wing of the City Hall. The Department is a 24-hour 7-days a week full time police service provider. The Department is a member of Genesee Central Communications and relies on this service for twenty-four hour emergency dispatch services. Currently the City of Grand Blanc Police Department has twenty-four members of which twenty are sworn officers and four are support staff.

Fire. The City and Township share a community fire department guided by a Fire Commission. The staff includes two full-time employees and roughly sixty part-time paid fire fighters. The fire department includes the following three stations:

Station #1 – This is the main fire station, which is located on High Street in the City of Grand Blanc. This building was constructed in 1972 with an addition added in 1996. The administrative offices and training room are contained within this station.

Station #2 – This station is located on South Saginaw at the Township Hall complex north of the City limits. This station has the four story-training towers in the rear yard for all of the fire departments training.

Station #3 – This station is located along East Baldwin Road just west of Grand Blanc Road. The station opened in 1996 on land donated by Genesys Health System. This station serves the growing southern areas of the community including the Genesys Health Campus and a number of nursing homes.

Public Utilities

The City of Grand Blanc owns and operates a water treatment and distribution system, along with sanitary and storm sewer collection systems. All lands within the City limits are served by these utility networks. The City's Department of Public Works maintains the utilities along with all public streets and their associated right-of-way in the City.

Water System. The City of Grand Blanc water system draws water from a number of ground water wells. The water system consists of five (5) production wells, two 500,000 gallon storage tanks and forty miles of water main. The well water is treated at three iron removal plants, and two reverse osmosis softening plants where filtration and disinfection take place. Treated water capacity in the City is over 4,000,000 gallons/day while consumption averages 1,200,000 gallons/day with a range of 900,000 gallons/day to 3,000,000 gallons/day.

Water quality is related to the conditions around the wellhead. The City completed a Wellhead Delineation Study and Map to assess the vulnerability of ground water supplies. The delineation found that all of the City's wells were within well-confined aquifers, which provide a safe drinking water source.

Water system improvements are reviewed and discussed each year during budget planning. Each year the City replaces between 2000 and 3000 feet of water main as part of the distribution system improvements. Projects are chosen based on the size, age, material and maintenance history of the sections of water main. These projects directly improve public health and safety by increasing the reliability and fire flow of the system. Within the next five years, the City expects to continue the water main replacement program in order to improve water aesthetics and distribution.

Sanitary Sewer System. The sanitary sewer system consists of over forty miles of gravity flow pipe and one lift station with 0.2 miles of force main. The City's collection system flows into interceptor lines owned and operated by the Genesee County Water and Waste Department. All wastewater treatment is performed at the Ragnone Treatment Plant in Montrose, Michigan. Within the next five years, a Sanitary Sewer Master Plan will be developed and various inflow and infiltration improvements will be made.

Storm Sewer System. The storm sewer system is designed to move storm water runoff as quickly and efficiently as possible without causing flooding or other water problems within the community. Recognizing the important role storm water management plays in the quality of life for all citizens, many improvements to infrastructure are planned to minimize flooding and protect water quality. The City will be engaged in the following:

- Participation in the Genesee County wide application process for the NPDES Phase II, a system designed to reduce water pollution and educate the public
- Storm Water Master Plan
- FEMA funded flood prevention projects
- Enlarge and extend storm sewer service

Streetways and Entry Features

The City has made a substantial investment in the upgrading of the streetways and entryways into the community since the development of the 1991 Master Plan. Ornamental street lights, banners, sidewalks, landscaping, and other streetscape elements have been installed along major roadways such as Saginaw and Grand Blanc Roads. The City and Township have completed new entry signs to announce the key entryways into the community. Creating gateways at important entries into the City is one way of better defining the entrances and creating a better sense of community.

ISSUES AND FACTORS CONSIDERED

The following were raised as key issues during this master plan update and were used to shape the community facilities and services policies and recommendations.

- As the population of the community continues to increase, enrollment in the Grand Blanc School District will continue to rise, potentially requiring additional staffing and facilities.
- Due to the continuing spatial needs of the police department and administrative offices the City may need to expand City Hall, or relocate departments to other buildings.
- Continued quality of recreation within the community depends upon the implementation of planned improvements as described in the Parks and Recreation Plan.
- Continued excellence in the delivery of public service in the future requires the creation of a storm and sanitary sewer collection systems Master Plan, Remediation of inflow and infiltration for the sanitary sewer collection system, and the continuation of yearly local and major street rehabilitation.

POLICIES AND RECOMMENDATIONS

Based on an evaluation of the issues, existing conditions, a needs assessment, and expectations of the public, a framework was established for policies on community facilities and services in Grand Blanc. Following each policy are recommendations for specific action on how policies will be accomplished.

Policy 1, Continuation of Quality Facilities and Services. The City will continue to invest in public facilities and services to retain the reputation as a good place to live or work.

Recommendations/Actions to Achieve the Policy

1. Continue to invest in improvements to and modernization of municipal utilities, buildings, streets, parks and pathways.
2. Promote accessibility for the handicapped throughout the community.
3. Pursue public/private partnerships to build telecommunications network to support high-speed internet access.
4. Continually work to improve the quality of storm water runoff through regulations, construction techniques and public education.
5. Protect the quality of the City's water supply through 'well head protection' programs and studies.
6. Evaluate and plan improvements to the parks and recreation system in conjunction with Grand Blanc Township and Grand Blanc Schools through the Parks and Recreation Commission.

7. Assess community facilities and services using the build-out population to evaluate future staffing and spacing needs.

Policy 2, Create a Distinct Community Image. Apply a combination of public investment and regulations for private development to make Grand Blanc a distinct place.

Recommendations

1. Continue to create entry features at major gateways to the City.
2. Provide uniform streetscape design within the right-of-ways along Saginaw, Grand Blanc, Perry and Holly Roads. Streetscape elements may include sidewalks/pathways, street trees, ornamental lights, signage, underground utilities, etc..
3. Ensure signs are constructed to a scale that balance the needs of businesses with the aesthetic goals of the City overall.
4. Generally require buildings be located close to the street along major corridors, or where parking is located in the front yard, that parking is obscured through landscaping and streetwalls.
5. Work with the railroad to improve the appearance of the railroad overpass along North Saginaw Road.
6. Provide ample opportunity for input from residents and business representatives in planning projects and drafting potential changes to regulations through a number of venues including an interactive web site.
7. Ensure buildings have a timeless, unique design through application of the Design Guidelines, communication with applicants and through site plan review.

CHAPTER SIX
IMPLEMENTATION

In order for the City's Master Plan to be an effective document for the next ten years, steps must be described to guide community leaders towards implementation. This chapter summarizes the policies and the recommendations described in Chapters Three through five and serve as a quick reference for the planning commission and others to monitor progress or serve as a checklist for implementing the Plan. Table 2, on the following pages, includes implementation strategies to help the City achieve its vision.

Tools to implement the Plan generally fall into one of four categories. Each tool has a different purpose toward Plan implementation. Some suggest specific immediate changes, some are long term policies and others involve on-going activities. The key tools are described below.

1. **Land use regulations derived from police powers.** The purpose of the primary tools for Plan implementation, such as the Zoning Ordinance and other land use regulations, are summarized below. The City also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances, and to control impacts on the environment and infrastructure.

2. **Capital improvement programs (CIP) derived from budgetary powers.** The CIP lists recommended improvements, timing, estimated costs and funding for infrastructure (streets, bikeways, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects have been identified and constructed to help support and promote desired development, and to meet the needs of residents and businesses already in the City.

3. **Property acquisition programs derived from eminent domain powers.** Like all municipalities, Grand Blanc has the power of eminent domain to acquire private property for a public purpose. The definition of "public purpose" is quite broad. Thus, in addition to the ability to acquire private property for public infrastructure or facilities such as roads, sewers, public buildings and parks, the City may acquire private property to facilitate redevelopment and even to eliminate nonconforming uses or structures. The City can also acquire land to reduce development pressure. Land may also be acquired through donation, such as street right-of-way or through conservation easements for historic and environmental preservation purposes.

4. **Revenue generation policies derived from taxing powers.** Revenue policies are the purview of the Grand Blanc City Council, within the confines of Michigan law. In addition to traditional sources, the City has the ability to raise revenues or capture the increment in revenues within a specific geographic area for specific purposes.

Table 2 Implementation Strategies				
	Timeframe			Duty
	Short Term	Long Term	On-Going	
Land Use Strategies				
Initiate necessary City-wide rezonings to implement certain land use changes recommended in the Plan and to eliminate spot zoning situations.	*			PC
Conduct a detailed, technical review of the zoning ordinance to identify amendments that will implement this plan and establish priorities and a timeline for completion.	*		*	Staff, PC
Develop an Open Space/ Residential PUD zoning option to allow more creative development that preserves key natural features and open space.	*			Staff, PC
Initiate a process to prepare a development Master Plan for potential unified development or redevelopment of the General Motors site with the Township and other interested parties.		*		Staff, PC, Township
Continue to work with Grand Blanc Township on an update of the overall Grand Blanc Community Master Plan.			*	Staff, PC, Township
Continue to aggressively pursue the revitalization and appropriate new development in the downtown per the Downtown Strategic Vision Plan.			*	Staff, PC
Review the Master Plan on an annual basis, preferably at a joint planning commission/City Council meeting and amend as deemed appropriate. Review and update the Plan at least every five years per state law.			*	Staff, PC, CC

Table 2
Implementation Strategies

	Timeframe			Duty
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Develop an Open Space/ Residential PUD zoning option to allow more creative development that preserves key natural features and open space.	*			Staff, PC
Initiate a process to prepare a development Master Plan for potential unified development or redevelopment of the General Motors site with the Township and other interested parties.		*		Staff, PC, Township
Continue to work with Grand Blanc Township on an update of the overall Grand Blanc Community Master Plan.			*	Staff, PC, Township
Continue to aggressively pursue the revitalization and appropriate new development in the downtown per the Downtown Strategic Vision Plan.			*	Staff, PC
Review the Master Plan on an annual basis, preferably at a joint planning commission/City Council meeting and amend as deemed appropriate. Review and update the Plan at least every five years per state law.			*	Staff, PC, CC

Table 2 Implementation Strategies				
	Timeframe			Duty
	Short Term	Long Term	On-Going	
Continue water main replacement program.			*	DPW
Develop a Sanitary Sewer Master Plan to establish prioritized inflow and infiltration improvements.		*		DPW
Update Parks and Recreation Plan at least every five years.		*		Recreation Commission

APPENDIX A
DEMOGRAPHICS

Understanding changes over time helps to provide a better picture of what the future may hold for a community. Analyzing past and present demographic, social and economic data may help anticipate future land use patterns and community needs. This master plan utilizes a wide range of community data as a foundation to provide important guidance for both private sector and public sector land use and development decision-making.

POPULATION CHARACTERISTICS

The review of population statistics provides insight to settlement and development trends within the community. Based on this information the City can anticipate future trends which will assist in its decision making. For example, the City has experienced a steady increase in population during the past thirty years. In addition, the surrounding Township continues to see a fast rate of growth. To accommodate future needs of the growing and changing population the City must plan for this growth, and anticipated future growth, in terms of additional traffic, pressure for public services, and potential changes in land use.

Population Trends

The population of the City of Grand Blanc has grown steadily during the second half of the 20th century to a population of 8,242 in 2000. During the past ten years, the City's population increased by 6.2%. This increase, combined with the population increase for the Township, results in nearly a 25% population increase in the area, making it one of the fastest growing areas in the county. It should be noted that Grand Blanc Township conducted a mid-decade census which yielded an increase in population of 17.5% or 5,248 persons. Table 3 compares the population of The City of Grand Blanc to that of Grand Blanc Township and to Genesee County.

Table 3
Population Trends, 1970-2000

	1970	1980	1990	2000	90-00 %
City of Grand Blanc	5,132	6,848	7,760	8,242	6.2%
Grand Blanc	19,229	24, 413	25,392	29,827	17.5%
Genesee County	445,589	450,449	430,459	436,141	1.3%

Source: U.S. Bureau of the Census, 1970-2000

Population Projections

Future population estimates can be helpful to determine potential changes needed to City facilities, services, and parks. Since there has been a trend of decreasing average household size, there is a need for more housing units just to maintain the population.

Table 4
Population Projections

	City of Grand Blanc	Grand Blanc Township	Combined
2000	8,242	29,827	38,069
2005	8,483	32,044	40,527
2010	8,727	34,262	42,989
2020	9,206	38,697	47,903

Source: Draft Grand Blanc Community Comprehensive Land Use Plan, 2002

The future population was projected based on recent growth rates within the area. Using a straight linear projection approach, the population of the City of Grand Blanc is expected to increase by 12% by 2020. The forecast indicates that the City and Township combined will have a population of nearly 50,000 by 2020.

Since the City has little vacant land, opportunities to add population are primarily through infill, redevelopment, and new development on remaining vacant lots. One interesting calculation is to determine the potential population if all remaining land develops or redevelops as currently zoned. This is called a build-out analysis. The methodology for the build-out began with an inventory of the existing undeveloped land within the current City boundary. All sites likely to develop for residential uses were then evaluated. Based on current zoning and building requirements, the maximum number of additional residential units was calculated. This figure was then multiplied by the estimated future average household size to determine the build-out population. At full build-out the City of Grand Blanc's population can be expected to reach 10,700. When build-out will occur depends on a number of factors including growth rates, land availability, trends in household size and market conditions.

Age

The City's age structure is comparable to both Grand Blanc Township and Genesee County. The City has a slightly higher percent of its population in the "Mid-Life" and "Senior Citizen" age grouping. The largest single group is the "Family-Forming" group, which consists of persons between the ages of 20 and 44, accounting for over a third of the population in 2000.

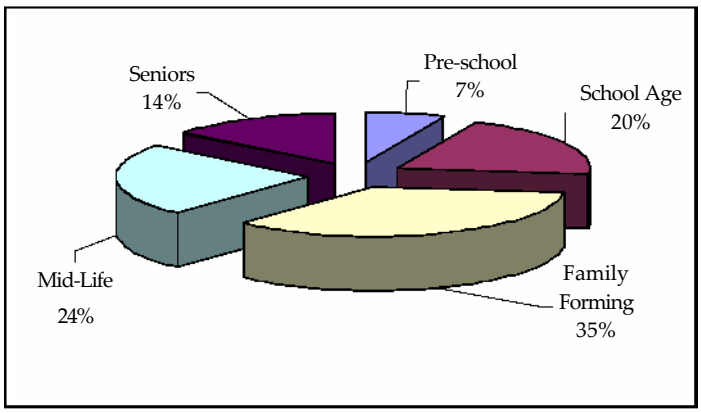

Figure 1
Age Comparison
Source: US Bureau of the Census, 2000

Table 5 Age Comparison				
Group	**Age**	**City of Grand Blanc**	**Grand Blanc Township**	**Genesee County**
Pre-school	**Under 5**	6.7%	6.7%	7.3%
School Age	**5-19**	20.1%	21.1%	23.0%
Family	**20-44**	35.1%	37.6%	35.7%
Mid-Life	**45-64**	23.7%	23.8%	22.4%
Seniors	**65 and**	14.3%	10.7%	11.6%
Source: U.S. Bureau of the Census, 2000				

Economic Characteristics

An analysis of the economic profile of the City includes educational attainment, income, and occupation; which are each directly related to one another. This information provides insight into the skill level of the community and type of work in which the citizens participate. This assists in focusing in on certain needs of the community, which may effect transportation and land use decisions.

Education

Educational attainment of residents 25 years and over in the City of Grand Blanc is higher than both Grand Blanc Township and Genesee County. Slightly over 94% of City residents have a high school diploma as compared to 83.1% in Genesee County. Over 40% of City residents are college graduates, which is also higher than the township and county average.

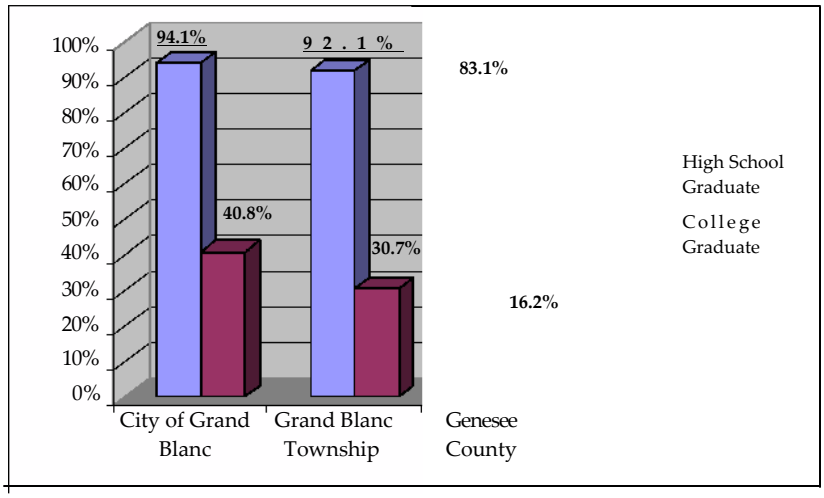

Figure 2
Educational Attainment
Source: US Bureau of the Census, 2000

Employment

The majority of the City of Grand Blanc workers 16 years and older drive an average of 24.6 minutes to work. Many wage earners commute to employment centers in the nearby metropolitan areas of Flint, Saginaw, and Detroit. The largest occupational group in the City of Grand Blanc is professional, management and related occupations which account for nearly half of the residents. Sales and office occupations represent the next largest group.

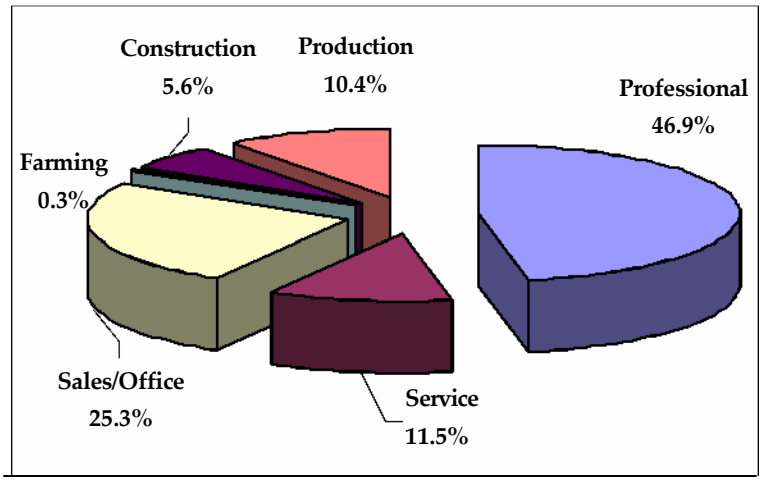

Figure 3
Occupations of City of Grand Blanc Residents
Source: US Bureau of the Census, 2000

The service industry offered the highest number of jobs in the City. Of the 4,288 jobs, 1,990, or 46.4%, were employed in business, personal, education or health services.

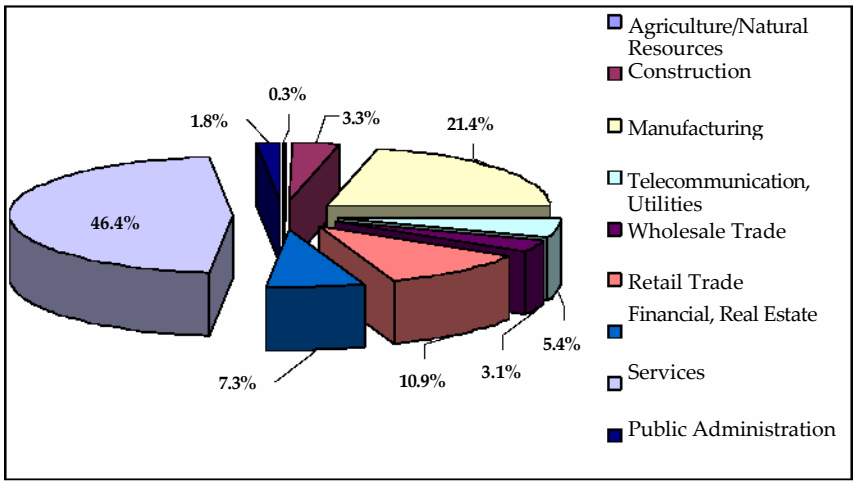

Figure 4
Employment in the City of Grand Blanc
Source: US Bureau of the Census, 2000

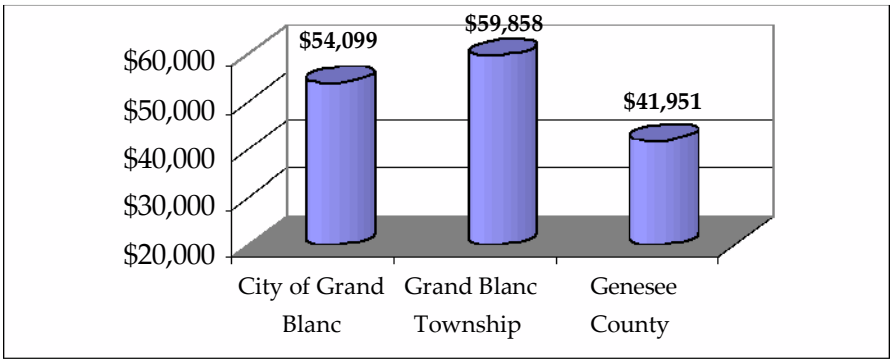

Figure 5
Median Household Income
Source: US Bureau of the Census, 2000

Income

The median household income of The City of Grand Blanc residents was $54,099 in 2000. Grand Blanc has a much higher median income than the county average, but is slightly lower than Grand Blanc Township

Housing Characteristics

Housing characteristics include tenure of ownership, value, type, and construction rate. These all assist in establishing the characteristics of the residential component of the community. Residents require different types of housing which are generally based on their lifestyle. The value and type of homes help identify how affordable it is to live in the community. In addition, analyzing the types of housing available helps indicate whether the community currently serves the various needs of residents.

Housing Units and Tenure

In 2000, the City of Grand Blanc had 3,725 housing units. 4.9% of the housing units were vacant. Of the 3,542 occupied housing units, 2,083, or 58.8%, were reported as owner occupied.

Housing Value

The City of Grand Blanc's median housing value is well above the average of surrounding township and of the county overall.

Table 6
Median Housing Value Comparison

	Median Housing Value
City of Grand Blanc	$148,50
Grand Blanc Twp	$134,90
Genesee County	$95,000

Source: US Bureau of the Census, 2000

APPENDIX B
EXISTING LAND USE

The collection and analysis of existing land use represents one of the most important steps in the Master Plan process. The analysis of this information not only identifies what and where particular uses exist, but also provides insight as to where future development might occur, as well as where conflicts may exist or can develop. Land use conflicts occur when incompatible uses occur adjacent to one another, with various negative short and long-term impacts on a community. An example is an industrial operation, such as a manufacturing plant, next to or near an existing single-family neighborhood. Negative affects from the plant may include fumes, light, noise, or heavy truck traffic, and general nuisances due to plant operations or building characteristics.

In order to avoid conflicting land use situations, communities must take the appropriate planning steps. The existing land use patterns as well as growth trends must be analyzed as part of the process to identify existing or potential opportunities as well as conflicts. This process not only provides the basic framework upon which future land uses proposals will be developed, but will also provide guidance for future land use and development decisions.

ORIGINALLY, the existing land use data was collected in the summer of 2002 and then refined in October 2002. A combination of a windshield survey and aerial photography were used to compile existing land use data. During the time of this survey the City has been going through fairly rapid development and therefore the existing land use data should be revisited in the near future. It is the community's hope that commercial, office, and residential development will occur along Grand Boulevard creating a more traditional downtown for the City. The General Motors property is another key area that may redevelop.

The City of Grand Blanc is nearing build-out. The amount of acreage within the City is narrowing, however, there are some areas that may be redeveloped in the future and others that are not developable due to the existence of regulated wetlands. Residential uses continue to be the largest form of land use at approximately ~~38%~~ **37%** while industrial land uses only make up 1.7% of the City. Industrial uses are expected to decline due to the predominantly residential character of the community.

Since the original drafting of the 2002 Master Plan, there have been several changes of existing land use in the city. The most notable change was the annexation of approximately 79 acres of public park land from Grand Blanc Township. The land annexed is commonly known as the Grand Blanc Commons, located north of Perry Road and west of Genesee Road. The property annexed was already owned by the city. Half of the total land area known as the Commons was already within the city, bringing the remaining portion of this land simplified policing and maintenance of the property by having only one jurisdiction responsible. The Commons' deed

prohibits development and requires that the land remain a passive recreational park.

Another notable change in existing land use in 2006 was the development of the Cliffs. The Cliffs is primarily a two unit attached condominium development located off of Holly Road in the area of Smith Lake. This change in land use doubled the acreage of two family residential land use within the city by adding 26 acres for a total of 51 acres or 2.2% of the total land use within the city.

Table 7
Existing Land Use

Land Use Category		Acreage	Percentage
Residential	Large Lot Single Family Residential	699	30.4%
	Small Lot Single Family Residential	107	4.7%
	Two Family Residential	51	2.2%
	Low Density Multiple Family Residential	10	0.4%
	High Density Multiple Family Residential	109	4.7%
Commercial & Office	Downtown	41	2.0%
	Office Service	45	2.0%
	Neighborhood Commercial	16	0.7%
	General Commercial	54	2.3%
	Heavy Commercial	7	0.3%
Indu-strial	Light Industrial	16	0.7%
	Heavy Industrial	24	1.0%
Other	Institutional	172	7.5%
	Public Parks/Recreation	170	7.4%
	Private Parks/Recreation	310	13.5%
	Vacant Land	242	10.5%
	Vacant Buildings	2	0.1%
	Road Right-of-Way/Railroad	267	11.6%
	Total	2301	100.0%[1]

[1] The downtown category is an overlay district and includes neighborhood commercial, general commercial, and other uses. The acreage and percentage totals, therefore, do not include the downtown figures because they are accounted for in other land use categories.

Source: City of Grand Blanc, October 2002, Updated September 2006

RESIDENTIAL LAND USE CATEGORIES

Single Family Large Lot Residential-Land uses in this category are defined single family residential lots which are greater than 12,000 square feet in area.

Single Family Small Lot Residential-Land uses in this category consist of single family lots with sizes 12,000 square feet and less in area.

Two Family Residential-This category is defined as two separate dwelling units within a single structure.

Low-Moderate Density Multiple Family Residential-This category is defined by attached residential units of 8 units per acre or less in area.

High Density Multiple Family Residential-This category is defined as attached multiple family housing 8 or more units per acre.

COMMERCIAL AND OFFICE LAND USE CATEGORIES

Downtown-The downtown area is not a separate land use category, but rather, an overlay zoning district which includes multiple land use categories already listed. The downtown includes a mixture of neighborhood commercial, general commercial, heavy commercial, institutional, office/service, and single family residential.

Office/Service-Office/service uses include professional offices such as doctors, lawyers, engineers, accountants, etc., banks and other financial institutions, and general offices.

Neighborhood Commercial-Neighborhood commercial uses are those which are convenient and generally draw customers from the adjacent residential areas. Examples of these uses are gas stations that include convenience type uses.

General Commercial-This land use category contains a mix of commercial and limited office use. These uses generally draw customers from the City, as well as those in neighboring communities.

Heavy Commercial-Heavy commercial uses are more intensive than general commercial but less intensive than an industrial land use. These uses offer products or services on site and draw clients from the City as well as other surrounding communities.

INDUSTRIAL USES

Light Industrial-These land uses are more of a service type of use such as construction contractors or automotive body shops. Light industrial land uses do not have many of the negative environmental impacts that are more consistent with heavy industrial uses such as manufacturing.

Heavy Industrial-Heavy industrial land uses consist primarily of manufacturing uses and railroad switching yards. These uses are considered to be the most intensive uses with respect to all other land use categories.

PARKS AND RECREATION

Public Parks and Recreation-Public Parks/Recreation uses are those uses that are accessible to the entire public and owned by the City or the Grand Blanc Parks and Recreation Commission including parks, playgrounds, and nature preserves.

Private Parks and Recreation-Private Parks/Recreation uses are owned by private entities but are open to the public. This category is comprised of Grand Blanc Golf and Country Club.

VACANT

Vacant Land-This category is comprised of land that has not been developed. Land in this category is developable in some cases but may include regulated wetlands or required open space which are not permitted to be developed. This category will fluctuate at a slightly slower rate than vacant buildings and ultimately will continue to be reduced until the City is built out.

Vacant Buildings-Vacant Buildings are those buildings that were not occupied during the time of this land use survey. This category is constantly fluctuating in terms of acreage and percentage and can be expected to increase and decrease with redevelopment and businesses opening and closing.

OTHER USES

Institutional-This category includes schools, municipal building and uses, churches, fraternal organizations and public libraries.

Road Right-of-Way/Railroad-This land use category includes all City right-of-way, roads and railroad tracks and switching station. This category will be slightly increasing in the future once Grand Boulevard is developed.