



Master Plan

City of Montrose

October 18, 2018

City of Montrose

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Prepared For

City of Montrose

Mayor:

Colleen Brown

Mayor Pro-Tem

Mark Richard

City Manager:

Neil Rankin

Council Members

Robert Arnold

Thomas Bigelow

Deborah Gross

Ryan Helsop

Christy Sanborn

Planning Commission

Todd Pangle (*Chairman*)

Frank Taylor (*Vice Chairman*)

Anthony Brown

Connor Pangle

Amanda Richard

Sara Taylor

William White

Mark Richard (*Council Representative*)

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Chapter 1

Statement of Purpose



Chapter 1

Statement of Purpose

The City of Montrose has a history as an organized community beginning in the year 1899 when it was incorporated as a village. In 1900, the U.S. Census reported the village population at 348 people. The village grew steadily to 1,706 by 1980, the year it became a city.

During the majority of the City's 119 years since village organization, little need was felt to put the community's plans for growth and development in writing. Since World War II, however, Montrose experienced the same surge in population growth, and then the sudden halt of that growth, that was experienced in most of southeastern Michigan. More significantly, Montrose experienced the substantial growth of personal affluence and ease of mobility and communication, which has had such a dramatic impact on American culture. While this growth has improved and enriched numerous lives in countless ways, it also has created the potential for increased interpersonal conflict. No longer are only local communities influencing the ideas and attitudes of our immediate neighbors; instead, influence occurs through increased levels of education which more people can afford, contact with other communities through personal travel, and daily radio and television communications from around the world.

It is inevitable that some of these ideas may conflict when brought together in a small, traditionally oriented, rural and suburban community. In order to moderate the impact of these ideas, reliance on officially established government policies rather than commonly held values to regulate personal behavior in our communities is necessary. Among these policies are those which are designed to regulate physical development. Zoning codes have been established to help mitigate the impacts of conflicting land uses.

Finally, physical development plans are drawn-up to suggest a pattern for the future development of communities. These plans are designed to take into account existing development and zoning decisions and provide a frame of reference for such decisions in the future. In Michigan, government agencies cannot establish such plans without opportunities for review and comment.

This Montrose Master Plan is the first comprehensive plan prepared for the City and is intended to guide development in Montrose over a period of 10-20 years. As such, it has been deliberately designed to be simple, straightforward, and general. It takes into consideration community decisions about existing land use, zoning, transportation facilities, sewer and water systems, schools, and recreational facilities. These concepts should guide local decisions on public and private uses of land and the provision of public facilities and services. It is intended to be representative of the ideas and attitudes of City elected and appointed officials, staff, and citizenry. An effective Master Plan will, therefore, leave a legacy on both the built and natural environment while promoting a land use pattern that is consistent with community goals. When it ceases to be representative, it should be updated per State statutory requirements.

Chapter 2

Introduction



Chapter 2

Introduction

The City of Montrose is located in mid-Michigan in Genesee County, 22 miles north of the City of Flint, and 20 miles south of the City of Saginaw. It is a place where people have chosen to live, work, and play and, therefore, is a place where certain services and facilities are required. Parks, religious institutions, government centers, retail shops, meeting places, and a host of other facilities are woven together by physical infrastructure and communication routes. To organize and develop all of these essential services and facilities, the City has chosen to create a comprehensive Master Plan.

The intent of this Master Plan is to serve as a guide for the future growth and development of the City of Montrose, which will, in turn, promote the health, safety, welfare, and convenience of the people who live and work in the City. It is both a realistic assessment of current conditions, and an expression of the future goals and vision of the City, defining the form and character it seeks to achieve. The Plan will provide guidance to both the public and the private sectors regarding a range of topics, including future land use and economic and residential growth decisions. Finally, the Plan will be responsive to the changes that occur within the City. The development of land can be dynamic and alter significantly over time. Therefore, the Plan must be flexible to these changes while still advancing the goals and aspirations of the community.

Authority

The City of Montrose derives its authority to Master Plan from Public Act 265, which was recently adopted by the Michigan State Legislature to amend the 1931 Public Act 285, which provides municipalities with the ability to plan their community. Public Act 265 states:

“The Planning Commission shall make and approve a plan for the physical development of the municipality, including areas outside its boundaries which, in the Commission’s judgment, bear relation to the planning of the municipality.”

The Master Planning process is cooperative and public. Input from the public and various governmental entities are gathered throughout the planning process. Public Act 265 requires the Planning Commission to hold a public hearing before the final adoption of the Master Plan. Also, Public Act 265 requires review of the Master Plan after a five-year period but allows for change at any time. However, a public hearing is required if the Planning Commission wishes to alter or amend the Master Plan after its original adoption. This process offers the Planning Commission the opportunity to analyze and address any significant changes to the City that may result in needed modifications to the plan. It also provides the opportunity to ascertain progress in implementing the goals and objectives outlined in the Plan. In addition, the process offers an excellent opportunity to enter into communication and collaborative practices with neighboring, as well as regional governing jurisdictions in order to promote both greater harmony and increased efficiencies.

Purpose

The planning process is designed to involve the conscious selection of policies relating to growth and development in a community. The Master Plan serves to promote these policies through the following:

1. Provides a general statement of the City’s goals and provides a comprehensive view of the community’s preferred future.
2. Serves as the primary policy guide for local officials when considering zoning land division, capital improvement projects, and any other matters related to land development. Thus, the Master Plan provides a stable and consistent basis for decision making.

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3. Provides the statutory basis for the City's Zoning Ordinance, as required by the City and Village Zoning Act, Public Act 207 of 1921.
 4. Helps to coordinate public improvements and private development activities to assure the judicious and efficient expenditure of public funds.
 5. Establishes a common, united set of adopted planning policies, goals, objectives, and strategies between City Council and the Planning Commission.

Plan Organization

In order to communicate the most complete and accurate picture of the existing conditions within the City of Montrose, as well as its goals for the future, the Master Plan is divided into nine separate sections. These sections detail the existing conditions of population characteristics, land use, transportation, regional issues, and public facilities. Additionally, the future character of the City will be articulated through description of its goals and objectives, and future land use plan. So as to supplement textual descriptions, visual representations of data are included; these consist of tables, maps, and other graphics. These sections represent the history and future development within Montrose and, therefore, provide a guide for its continuing growth and evolution in the coming years.

Differences and Relationships between the Master Plan and Zoning Ordinance

Zoning is the basic means for controlling the classification and regulation of land use. It is binding law. The Zoning Ordinance controls land uses based on contemporary conditions. Zoning divides the community into districts, or zones, and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land.

The Master Plan, on the other hand, is a set of policies, not laws. While the Zoning Ordinance and Zoning Map regulate current and proposed land use, the Master Plan and its maps and policy statements are intended to guide land use and decision-making over the long term. The Master Plan is the community's "vision", while the Zoning Ordinance governs the pathways to achieving that vision. Michigan law requires that the Zoning Ordinance be based on a Master Plan. Consequently, the Master Plan provides the foundation upon which zoning decisions are ultimately made. With an adopted Master Plan, those zoning decisions consistent with the plan are typically considered valid by the courts.



Chapter 3

— *Goals, Objectives, & Strategies*



Chapter 3

Goals, Objectives, & Strategies

Before a community can actively plan for its future growth and development, it must first set certain goals and objectives that define the boundaries of its needs and aspirations. These goals and objectives must reflect the type of community desired and the kind of lifestyle its citizens wish to follow, given realistic economic and social constraints.

In order to appropriately administer goals and objectives, and implement the strategies of each, it is important to understand the role of goals, objectives and strategies and their relationship to one another. To this end, the following definitions shall apply:

Goals:

A basic statement that sets a critical path, provides direction, and describes to the organization how the desired outcome should look. Goals are a critical part of the planning process in that they are flexible, defining for the organization, and timeless. Goals stay with the organization until they are achieved. Goals are ambitious and general. They address issues and specific needs or problems, but they are grand in scope and speak to fundamental change and directly serve the mission of the organization.

Objectives:

These are the means to achieve a goal. An objective is a plan of action that sets a more specific task within a goal. Often they assign responsibility, set schedules, and gauge success. Objectives must meet the following criteria:

1. An objective must be specific.
2. An objective must be measurable, that is, there must be no question that the objective was begun, carried out, and completed and that a tangible result can be produced as a result.
3. An objective must be assigned to a responsible party. There must be a party made to be in charge of each objective to ensure that it will be carried out and that there is no confusion as to who should answer for the results of the objective.
4. An objective must be trackable, or easy to follow. Each objective must be carefully monitored and its status must be known at all times. It is essential that the objective be set to a specific schedule and “landmarks” within it be set to convey its ongoing progress to the organization as a whole.

Strategies:

A strategy is a task and is a statement that sets forth the “what, when, where and how” of an objective. An objective that requires a series of specific activities to be completed may have multiple strategies attached to it. For instance, an objective similar to “Aggregate parcels for resale to commercial developers...” may require the assignment of many specific activities, or strategies, to be met. To meet this objective, a party would be given the task of working with a local land trust to physically purchase lands, another the task of marketing to and meeting with potential commercial developers, and another the task of administering the demolition of vacant properties and the general clean up of materials on each parcel.

Goals, Objectives, and Strategies

The following text represents the set of goals (the ultimate purposes or intent of the plan), objectives (means of attaining community goals), and strategy statements (which establish the what, when, where, and how of specific actions) that were prepared to guide the City of Montrose in its efforts towards the development of a new Master Plan. These statements were developed in conjunction with, and responds to, the City's Master Plan vision, as elaborated by the following principles.

- *To promote and maintain the City's historic, aesthetic, cultural, and natural heritage.*
- *To establish a physical environment that promotes the health, safety and welfare of the residents of, and visitors to, the City of Montrose.*
- *To redevelop vacant and/or underutilized properties to enhance the historic character and vibrancy of the Central Business District (CBD).*
- *To encourage the development of a community pride and identity that will be reflected in the improved maintenance and upkeep of business and residential areas.*
- *To promote harmonious living, working and recreational conditions between members of the community and the surrounding area.*
- *To continue to develop an economic environment, that provides meaningful and rewarding occupational opportunities, as well as the goods and services needed for a healthy community.*
- *To promote and maintain cooperative relationships with other area communities and institutions, which lead to an efficient and economical provision of necessary public goods and services to those who work and live in the City and its environs.*

Residential Development

Goal:

To maintain the current housing stock and its positive characteristics, and to plan for new residential types that will offer a variety of residential densities and styles to meet the needs of current and future City populations.

Objectives:

- Provide a reasonable range of choices in housing styles to accommodate the needs and means of those who desire to be a member of the Montrose community.
- Ensure that, while meeting objectives for affordable housing and varied housing options, detached single-family homes remain the predominant housing type, and are not detrimentally encroached upon by higher density housing.
- Ensure that new development reflects the scale and character of adjacent existing residential development and neighborhoods.
- Ensure that the future development of residential neighborhoods are well integrated into the existing landscape, and complement the character of existing neighborhoods and/or residential development.

Strategies:

1. Identify lands that are particularly suited for single family housing, and lands that are particularly suitable for multiple family housing, and appropriately zone these lands for such uses at such time when the need is apparent and/or a responsible rezoning request comes before the City.
2. Encourage higher density housing on lands that have, or are planned to have, the capacity to support such development by means of public roads and utilities.
3. Require that the layout of new residential developments be logical extensions of existing neighborhoods. This shall apply to lot layout, road extensions, and open space plans.
4. Provide flexibility in zoning to permit either a site built accessory unit detached from the principal dwelling, or an expansion of the existing unit to accommodate those with special needs (i.e., related elderly and/or disabled persons). Mobile homes and trailers should not be permitted as the secondary dwelling unit.
5. Encourage the incorporation of existing vegetation and other natural features into the design of new residential developments.

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6. Improve all housing that falls below minimum standards through comprehensive code enforcement, encouraging home improvements via private and public investment in rehabilitation programs.
 7. Residential development shall provide adequate off-street parking, open space, and other infrastructure necessary for the development of quality residential neighborhoods.
 8. Promote preservation and concentrated code enforcement to maintain residential areas.
 9. Encourage new residential developments to incorporate a pedestrian sidewalk system that ultimately connects with abutting developments to keep the community walkable and connected.

Commercial Development

Goal:

To maintain the existing commercial base and encourage commercial development that satisfies local market needs and provides a positive contribution to the local tax base without compromising the City's traditional and compact character.

Objectives:

- Provide reasonable opportunities for the establishment of commercial uses that meet the demonstrated market needs of City residents.
- Improve the overall aesthetic character, and encourage the maintenance and restoration of structures within the Central Business District (CBD).
- Maintain and continue to improve relations between business owners and City government.

Strategies:

1. Designate and promote the CBD as the commercial focus of the City.
2. Encourage the consistent design of lights, benches, planters, trash cans and other amenities in the CBD.
3. Encourage the restoration of historic building facades in the CBD.
4. Continue to implement the Downtown Montrose Facade Improvement Program by requiring adherence to the recommended guidelines and dedicating funds to be used for private improvements.
5. Commercial uses located within the residential areas abutting the central business uses shall be encouraged to maintain the residential appearance of the structure and lot.
6. Review commercial architectural and landscape designs to ensure that such uses are carefully integrated into the City landscape.
7. Regulate signs to minimize clutter, confusion, and aesthetic degradation while permitting reasonable opportunities for announcement of products and services.
8. Improve the paving, lighting, and marking of existing parking areas within the CBD.

Industrial Development

Goal:

To encourage light manufacturing industries or other similar entrepreneurial activities that provide a positive contribution to the local tax base, as well as provide local jobs without degradation to the environment.

Objectives:

- To provide for limited light industrial or other similar entrepreneurial uses which are well-designed and compatible with the existing character of the City, as well as adjacent land uses.

Strategies:

1. Encourage industrial development and other start-up businesses that are primarily research oriented, low intensity, and environmentally clean.
2. Industrial uses which are located near existing residences shall not negatively impact those neighborhoods, and shall be encouraged to provide landscaping and other elements to minimize any potential conflict between the uses.
3. Utilize the concept of a planned industrial park that emphasizes access control, building and site design, and controlled signage and lighting.

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4. Light industrial loading areas, service docks, and outdoor storage should be screened from the view of abutting public streets and adjacent non-industrial properties.

Public Utilities

Goal:

To provide for the efficient and logical extension of public utilities and siting of community facilities.

Objectives:

- To provide a plentiful supply of potable water to all developed areas of the City that can be economically expanded to accommodate future development.
- To provide a sanitary sewer system, which serves all developed areas of the City, and which can be economically expanded to accommodate future development.
- To provide a storm drainage system and appropriate developmental controls designed to minimize the effects of flooding on all areas of the City.
- To maintain harmonious relations with power and communication companies providing services to the City.

Strategies:

1. Require public sewer and water for all major developments as well as on-site storm water retention where practical.
2. Extend public sewer and water to developments that will be incorporated into the City, or subject to an intergovernmental tax sharing agreement.
3. Control non-point source pollution impacts through development regulations that reduce impervious surface areas.
4. Require the installation of underground utilities in connection with all new developments and major renovations.
5. Restore and repair the City's well water system as a prudent back-up supply source in the event of an emergency.
6. Develop renewable energy standards to promote the use of geothermal, solar, wind and other renewable energy sources.

Open Space and Recreational Facilities

Goal:

To identify and maintain areas in the City which provide residents with opportunity to conveniently experience the benefits of the natural environment.

Objectives:

- To promote conservation in areas which provide natural drainage, wild animal habitats, and relief from the monotony of man-made development.
- To promote the development of recreational facilities which provide community residents with a variety of physical activities.

Strategies:

1. Annually prepare a 5-year parks and recreation plan according to Michigan Department of Natural Resources requirements.
2. Seek State grant funding for park and recreation improvements.
3. Investigate non-motorized trails, such as bike paths, for residential and recreation areas.
4. Ensure connectivity through non-auto dominant means with the enhancement of existing, and development of new, sidewalks throughout the City.
5. Start a process to work collaboratively with the school district, neighboring townships, library district, Genesee County, other public entities and private recreation facility owners to create additional cultural, recreational, and educational program opportunities for people in the community.

Transportation

Goal:

Facilitate development and coordination of access oriented transportation plans for both motorized and non-motorized transportation amenities.

Objectives:

- To provide a street system that allows access to appropriate traffic levels for all developed areas of the City.
- To harmonize the relationships between motorized and non-motorized modes of transportation within the City.
- To design and provide a street network which enhances the potential for development in undeveloped areas of the City.
- To promote ongoing, harmonious relationships with the Michigan Department of Transportation, the Genesee County Road Commission, and other agencies which maintain the transportation linkages within the City.

Strategies:

1. Facilitate restoration of existing sidewalks within the City to ensure completion of a pedestrian transportation network.
2. Ensure retention of the Railroad spur at its present location along the Central Michigan Railway.
3. Coordinate area and regional transportation plans to ensure development of non-motorized transportation networks including, but not limited to, bike paths.
4. Continue to provide for asphalt paving and concrete curb, gutter, and sidewalks on all City streets through a dedicated infrastructure improvement program.
5. Work with the railroads to investigate the potential for an additional northern railway crossing to ensure greater transportation connectivity.

Historic Preservation

Goal:

Ensure Montrose's cultural and built aesthetic for current and future residents and visitors.

Objectives:

- Investigate potential and facilitate coordination of possible historic preservation methodologies to preserve Montrose's cultural and built aesthetic.

Strategies:

1. Facilitate restoration of existing traditional downtown area through facade and building improvement programs.
2. Consider creation of an historic preservation commission to assess the potential designation of historic landmarks and/or districts which reflect important elements of cultural, social, economic, political, architectural, and/or natural history.

Chapter 4

Future Land Use



Chapter 4

Future Land Use

The Future Land Use Map is a general expression of the desired pattern of development for the City of Montrose over the next 20 years. This Map for the City is an effort to provide a basis for promoting the full development of Montrose in a logical and efficient fashion. Its design was developed in conjunction with, and respondent to, the City's identified goals and objectives and, thereby, suggests appropriate measures for building upon existing conditions. It is important to note that the land use recommendations, as presented on the Future Land Use Map, do not necessarily relate to property lines or existing uses. This Map is a pictorial guide for future development. Uses that predate the adoption of this Map may go on without change. However, changes in use of property may be guided by the regulations implemented to ensure the vision of the Future Land Use Map.

There are several factors, however, which will dominate the timing and pattern of future development in Montrose:

1. Overall growth of the I-75 corridor and the distribution of that growth.
2. Ease of access from Montrose to the urban centers along the I-75 corridor.
3. The desire and initiative of the community to promote growth or change despite the existing limitations.
4. The availability of building sites with access to public services and facilities.

In future efforts to implement this Future Land Use strategy, the users of this Plan must recognize that planning generally, and land use planning in particular, is a repetitive cycle: planning, implementation, evaluation, and revision. In order to carry out this cycle, it is necessary to keep track of where we started, where we are, and where we intend to go. It is our hope that this Future Land Use Plan will help to accomplish this aim.

Future Land Use by Category

Eight land use categories are proposed for the City of Montrose. The geographic arrangement of land use recommendations is depicted on the Future Land Use Map, and the acreage distribution is summarized in **Table 1**. Unlike the Existing Land Use acreage calculations described later in Chapter 7, **Table 1** also includes the acreage calculation for rights-of-way. Land dedicated to right-of-way was included in the Future Land calculations due to the City's vision to add additional roadway which alters the amount of developable land.

Single and Two Family Residential

The single and two family classification is intended to provide an area for the development of single-family homes and duplexes that generally conform with the established density and character found in existing neighborhoods. The indiscriminate placement of duplex units should be avoided. Residential subdivision design should be sensitive to natural features, maximizing their preservation where possible. Further, residential developments should be walkable, providing sidewalks where appropriate. Infill housing development should be encouraged on buildable parcels within existing residential areas. Moreover, neighborhood parks and churches are welcome in the planned single and two family residential areas. It is recommended that the single and two family residential area support an average of three to five units per acre.

| Land Use Category | Acres | Percent |
|---|--------------|----------------|
| Open Space Residential/Planned Unit Development | 165.4 | 26.4% |
| Single and Two Family Residential | 184.0 | 29.4% |
| Multiple-Family Residential | 30.0 | 4.8% |
| Manufactured Home Park | 29.1 | 4.6% |
| Commercial and Office | 41.6 | 6.7% |
| Downtown Mixed Use | 8.1 | 1.3% |
| Light Industrial/Entrepreneurial | 21.0 | 3.4% |
| Public and Quasi-Public | 58.7 | 9.4% |
| Rights-of-Way | 87.5 | 14.0% |
| Total | 625.4 | 100.0% |

Source: Area measurements performed using ArcGIS.

Approximately 184 acres of land is designated for single-family or low-density residential use. This includes the already extensive development in the northeast and southeast quadrants of the City and a portion of the undeveloped land in the southwest quadrant. Hopefully, new low-density development in these quadrants can replace the single-family residences that are being displaced by the upgrading of, and increasing traffic on, M-57.

Multiple-Family Residential

The Multiple-Family Residential category is intended to provide an area for high density, affordable housing that departs from traditional subdivision development, such as apartments and townhouses. This category includes existing developments such as Beech Trail and Helen Street Apartments. Landscaping treatments and greenbelts should be mandated through zoning to screen multiple-family developments from adjacent single-family homes. The recommended development density is 15 units per acre.

About 30 acres of land are designated for high-density multiple-family residential development. These areas are in northwest and southeast quadrants of the City where substantial developments already exist.

Manufactured Home Park

The Manufactured Home Park category is intended to provide a suitable environment for the development of manufactured, mobile, or modular housing types, rather than traditional stick-built structures. Development should be in a subdivision design with related service and recreational areas.

About 29 acres of land are designated for Manufactured Home Park development and are located along Grover Street adjacent to the railway.

Commercial and Office

This category is intended to support predominantly freestanding commercial and office uses that serve both the local and regional market. Commercial and office uses will benefit from having frontage along M-57. Shared driveway access between neighboring parcels should be encouraged when feasible to limit the number of access points. A margin of greenspace that includes trees and shrubs should be provided between the right-of-way line and off-street parking areas. In addition, all outdoor trash storage areas should be screened from public view. Furthermore, signage along M-57 should be regulated to reduce its visual impact along the streetscape.

In the Plan, all commercial activity has been focused in the M-57 corridor between Hickory Street on the north and Maple Street to the south. This area is approximately one block deeper on the western edge of the City on the north side of M-57 at Grafton Street. This area totals about 41.6 acres. It contains most of the City's existing commercial activity as well as some noncommercial uses such as homes and some undeveloped land.

This part of the Plan takes advantage of the traffic flow along M-57 for the business community and it provides a buffer between the highway and the residential areas of the City. It again takes advantage of State resources for the maintenance and upgrading of a heavily traveled roadway.

Downtown Mixed Use

The Downtown Mixed Use designation serves as the focal point and commercial center for the City and outlying areas. Land uses within this planning area are intentionally not segregated to provide for a multi-dimensional, distinctive, dynamic and interesting downtown district.

A zoning overlay for the downtown should be drafted that preserves the existing scale, pattern, design, and location of buildings. Additionally, the DDA should continue working with property owners to encourage the preservation and restoration of historic building facades. A design guidelines report, entitled *Downtown Montrose Facade Improvement Program*, was prepared for the City's DDA in 2009. This report provides a framework for the design of future building and landscape initiatives for both new and rehabilitation projects. The report included a series of proposed facade design renderings and recommendations to be used as illustrative examples of the guidelines.

Commercial rezonings should be phased according to demonstrated market demand and based upon set review criteria that evaluate potential impacts on municipal services and the surrounding natural, physical, and aesthetic environment.

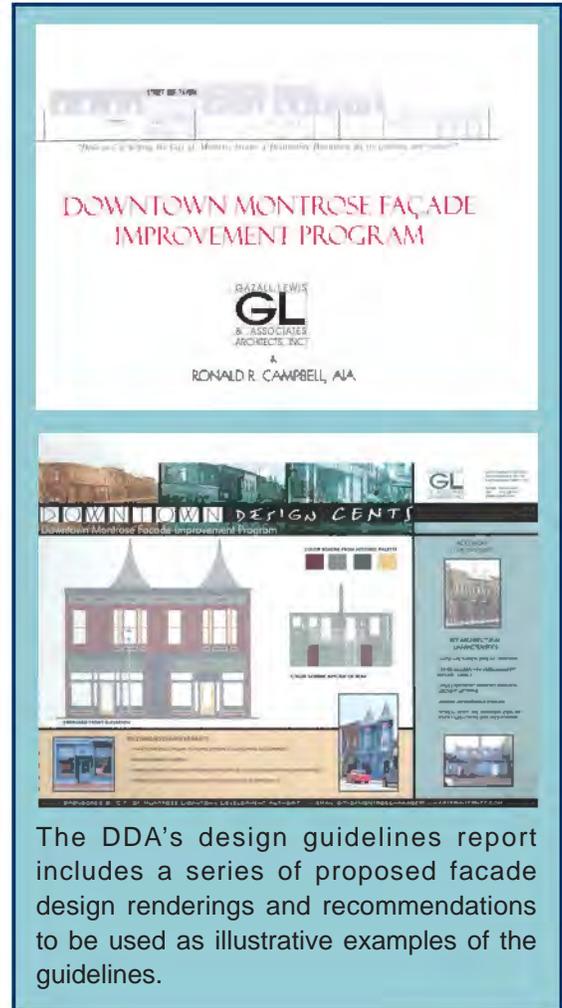
Ground-floor space should be reserved for pedestrian-oriented restaurants, retailing and services, with offices and housing above, but with the flexibility to lease ground floor space for offices to keep the space filled. The adaptive reuse of residential units for home occupations, specialty shops, and office uses is encouraged. Other appropriate uses may include places of worship, funeral homes, restaurants, taverns, service stations, lodging, etc. Industrial uses, however, should not be permitted to develop or expand within the Downtown District.

Light Industrial/Entrepreneurial

The light industrial/entrepreneurial classification is designed to incorporate existing industrial operations and provide for industrial expansion near existing uses. The Plan envisions the expansion of light industrial uses for the purposes of minimizing nuisance impacts such as, smoke, noise, increases in traffic volumes, dust, etc. Light industrial uses are defined as wholesale operations, warehouse facilities, and manufacturing processes which involve pre-fabricated materials and which generally do not create a significant nuisance to adjoining properties.

The main elements of sound industrial site design include: controlled access; service areas located at the sides and rear of buildings; convenient access, visitor parking and on-site circulation; screening of outdoor storage, work areas, and equipment; and emphasis on the main building entry and landscaping. A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity. Structures should be located on "turf islands", where the office portion of the building does not directly abut paved parking areas. A minimum five to seven foot landscape strip should be provided between parking areas and the office portion of a structure. Building setbacks within industrial areas should be proportional to the scale of the structure and in consideration of existing adjacent development.

The Plan designates the areas south of West Maple Road, along Grover Street, adjacent to the C.S. & M. railroad right-of-way as the industrial areas of Montrose. Areas adjacent to the western side of the right-of-way are also designated for industrial uses because they currently are used for activities such as fuel storage, which are industrial in character. There are approximately 21 acres designated for industrial use.



The DDA's design guidelines report includes a series of proposed facade design renderings and recommendations to be used as illustrative examples of the guidelines.

Public and Quasi-Public

This category includes a large complex of public and quasi-public uses in the northeast quarter of the City. This land use area is not intended to be all encompassing of public and quasi-public uses, rather, it recognizes that given the nature and size of the facilities, it is not likely that a change in use will occur. This area includes Kuehn-Haven Middle School, Hill-McCloy High School, Jennings Public Library, Montrose City-Lions Club Park, Carter Elementary School, City Hall, and the Montrose Community/Senior Center.

Open Space Residential/Planned Unit Development

This category provides for the development of cluster housing that is designed to conserve environmentally sensitive areas for natural and aesthetic enjoyment. Developments of this type are usually processed as a Planned Unit Development (PUD). A PUD is a development that is preplanned in its entirety with the subdivision and zoning regulations applied to the entire project as a whole rather than to individual lots. Therefore, densities are calculated for the entire development to permit a trade-off between the clustering of development and the provision of common open space.

The City and Village Zoning Act (P.A. 207 of 1921), enables a City to utilize this approach to accomplish the following:

- Encourage innovation in land use and variety in design, layout, and type of natural resources, energy, and the providing of public services and utilities;
- Encourage useful open space;
- Provide better housing, employment, and shopping opportunities particularly suited to the needs of the residents of the state.

Open space plans should delineate the nature and extent of existing conditions on site which include physical structures, natural features (wetlands, woodlands, etc.), topography, and drainage patterns. Open space/resource retention areas should systematically link with other natural corridors to create connectivity and passages to neighboring developments. Open space plans should graphically show potential interconnections with adjacent resource lands with conservation value. Central green space should be provided where possible to create common areas for residents. Community recreation facilities should be encouraged to develop within the common areas.



Issues for Additional Consideration

In addition to traditional issues addressed by City goals, and future land use planning, the City of Montrose is faced with some conditions which may help, or hinder, the development process and, thus, should be contained within the Master Plan context. These issues have been placed into four categories, presented below.

Redevelopment of 115 and 117 State Street

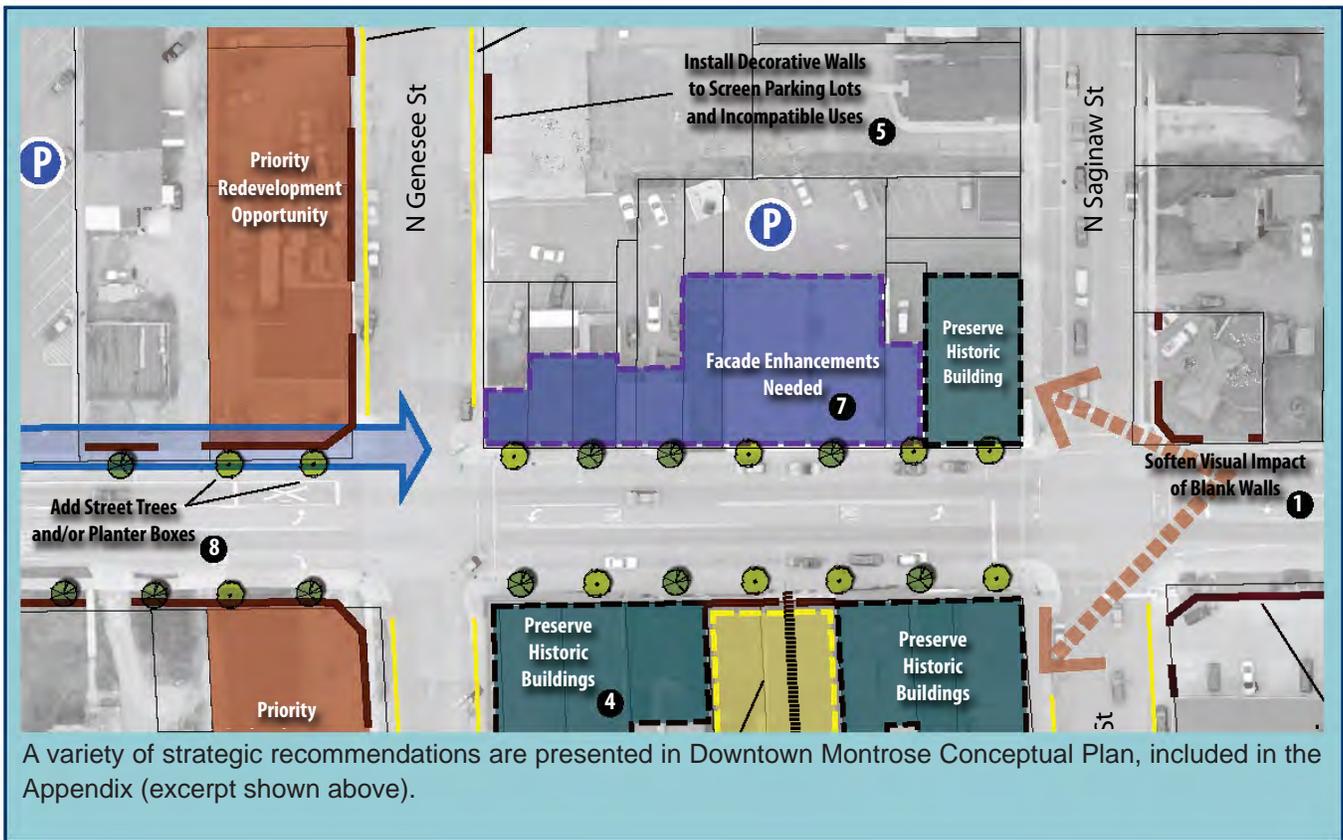
In the summer of 2011, a fire destroyed two buildings on the south side of State Street in the CBD (115 and 117 State Street). The two adjacent buildings were both historic two-story structures. Both buildings have been demolished and are now vacant lots. Since the time of the fire, the City has been actively seeking to facilitate the clean-up and redevelopment of the site. In 2012, the DDA sponsored a feasibility study exploring the various issues, constraints and opportunities for redeveloping the site. Although the site has many strengths, such as high visibility and ample parking, the study found short-term market conditions to be a key impediment to the site's redevelopment. Given the various opportunities and constraints, the following recommendations were offered:

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-
- Develop a long-term vision for downtown that articulates the types of businesses that are appropriate and identifies an implementation and funding schedule, with the aim of re-establishing permanent structures at the site.
 - In the short-term, a temporary solution is needed to minimize the unsightly appearance of the site and facilitate productive uses and activities. At a minimum, a green space should be created through site grading, seeding and landscaping. Other options include the development of a pocket park with walkways, benches and other amenities, and/or the use of the site as outdoor seating space for adjacent eating establishments.

Downtown Montrose Conceptual Plan

Following the City's efforts to redevelop 115 and 117 State Street, as well as to promote business growth and development within the CBD as a whole, this Master Plan Update sets forth a conceptual plan for the enhancement of Downtown Montrose. This Downtown Montrose Conceptual Plan is included in the Appendix. The Conceptual Plan presents a variety of strategic recommendations, which are summarized below in no particular order of importance:

- The railroad depot is a key asset of the CBD, but is somewhat disconnected from the primary business concentration between Genesee and Saginaw Streets. The plan recommends that enhanced connections are provided between the depot and this block. These connections could take many forms, such as a widened sidewalk with amenities, informational kiosks promoting the depot and its history, or increased programming/activities at the depot site.
- In addition to the redevelopment of 115 and 117 State Street, two additional underutilized sites at the corner of State and Genesee Streets have been identified as priority redevelopment opportunities over the long-term.
- As a short-term solution, the 115 and 117 State Street site should be converted to a pocket park and/or outdoor seating space. A pedestrian connection should also be provided through this site providing access to the public parking lot to the rear.
- The City should continue its efforts to preserve and enhance existing buildings and facades, particularly in the State Street block between Genesee and Saginaw Streets. The City's existing facade improvement program is a key tool to stimulate this effort.
- Although some streetscape amenities have been installed, including decorative pavement, benches and street lights, the City should consider adding landscaping in the form of planter boxes and/or street trees to increase the overall appearance of the CBD.
- Certain existing sites, such as gas stations and other auto-oriented uses, do not fit well into the historic fabric of the CBD. To minimize their impacts, the City should seek to screen such uses through the installation of decorative walls and other treatments.
- To provide additional parking in the CBD, defined on-street parking striping should be provided along certain segments of Genesee and Saginaw Streets.
- To facilitate additional activity and draw visitors to the CBD, the City should seek to convert certain underutilized space to more active use as special event space. In addition to concerts in the park and other festivals, these spaces could be used to support a local farmers' market.



Infrastructure

Public infrastructure within the City of Montrose, including its system of public water and sewer lines, is aging and outdated. Significant upgrades are needed to meet current and future demand. The water system, as an example, has experienced numerous water main breaks in recent years, due primarily to the aging, undersized and outdated materials. To address these issues, a water system alternatives analysis was conducted which found 10 locations within the City that need complete water main replacement. In 2012, the City received a combination of grant and loan funding from the USDA Rural Development to proceed with 5 of the 10 water main replacement projects.

The City's aging infrastructure dictates a public policy of controlling intensive development of land areas not fully served by appropriate public facilities and services to insure that they can be provided in a timely fashion. The City's Zoning Ordinance, subdivision controls, and building code must be used fully to effectively control development of inadequately served properties. At the same time, these tools can be used to leverage the expansion of these projects. While this may have the effect of slowing the City's pace of development, it will insure that the City can maintain the quality of existing development and work toward improvement of the overall community. The land use element of this Plan reflects this policy, while encouraging the community to search for ways to promote the productive use of undeveloped land within its borders.

Land Use

This Plan designates approximately 50 acres of land along M-57 as the City's primary commercial area. This represents about eight percent of the City's total land area. Much of this land contains existing development with unamortized construction or remodeling costs. In addition, existing land divisions will inhibit redevelopment of these commercial areas to take advantage of increased traffic on M-57. Roadway redevelopment also often places local merchants at the mercy of the MDOT highway maintenance process. The City will have to pay further attention to the resolution of this problem in future studies of the commercial element. Montrose's officials, citizens, and the business community must face these challenges during the implementation of this Plan.

Most of the businesses currently being operated, or started in the City, are small and are short on working capital. At the same time, existing commercial structures usually require extensive remodeling to bring them into compliance with current building standards and new construction is costly. Since one of the City's goals is to maintain a sound business community, it must aggressively seek ways to encourage business development while maintaining appropriate health, safety, and welfare standards.

Montrose has made an important policy decision regarding industrial development in the structure of its Zoning Ordinance. Permitted industrial activity is limited to "light manufacturing." Established firms meeting this criterion are very attractive to small communities around the country and are heavily recruited. Since Montrose is at a relative disadvantage to other communities, even within Genesee County, in terms of tax base and other resources needed to finance an industrial recruiting effort, the City must develop a strategy which focuses on promoting local entrepreneurial spirit or maximum use of economic development services available from public and private sources such as the State and County governments, or the Chamber of Commerce. In order to implement this strategy, the City must set economic development as its most important priority and promote this priority in the community.

The City has long established the zoning, building, and plat ordinances necessary to set standards and control development patterns. Individual citizens use these prudently to consider and make decisions regarding petitions, and property owners for permission to make regulated changes in zoning, construction, and property divisions.

In order to achieve implementation of the land use components of this plan, further study of City goals, strategies, ordinances, and other planning mechanisms will be undertaken in the context of existing parcel sizes, use and availability of public services and utilities to identify needed changes. These changes would be designed to maintain appropriate health, safety, and welfare standards, but would remove unnecessary restrictions, which make the costs of any future development prohibitive and, thus, contrary to the overall vision defined in the Plan.

Chapter 5

Regional Analysis



Chapter 5

Regional Analysis

The City of Montrose is not an isolated community. Therefore, the Master Plan needs to acknowledge the City's regional context. Through recognition of regional conditions and trends, this Master Plan will be more realistic and reasonable in terms of guiding the future utilization of land resources within the City.

Regional Influences

As shown on the Regional Location Map, the City of Montrose is located in the northwestern section of Genesee County (20 miles northwest of Flint), in the central portion of Michigan's Lower Peninsula. Genesee County's land area is dominated by the City of Flint. Over the years, this City has been one of the greatest influences upon the overall development of Genesee County, as well as Montrose.

Even though Montrose is within a short distance of larger urban centers such as Flint to the southeast and Saginaw to the northwest, the City has been able to maintain its small town character. Suburban growth and development extending from these larger areas, however, have begun to factor into growth of the greater Montrose area.

Another major influence upon the Montrose area is Interstate 75, one of the primary north-south transportation arteries in Michigan. In addition to excellent transportation access, this highly trafficked corridor provides Montrose, due to its proximity, with a high level of regional connectivity. This is especially true during summer weekends and holidays, when thousands of vacationers from the urban areas of southern Michigan travel to and from the recreational areas of northern Michigan.

Adopted Plans of Surrounding Communities

The adopted plans of the surrounding communities may directly impact the future development of Montrose. Therefore, it is important to recognize such plans and evaluate their importance to the City's future growth and development. Currently, Genesee County does not have any adopted plans impacting the City of Montrose. However, the surrounding Township of Montrose has adopted a Master Plan. An evaluation of the Township's planning efforts is provided below.

Montrose Township

Montrose Township surrounds the City of Montrose on all sides. The Future Land Use Map of the Montrose Township Master Plan prescribes the future land uses within the Township. The majority of the lands in the eastern portion of the Township, adjacent to the City, are future planned for suburban residential. Other limited planned uses in this area include recreation lands and general commercial areas. The adjacent commercial area, however, are limited along M-57.

Those lands adjacent to the western half of the City are generally future planned for residential or farm uses. There are again limited areas of commercial and industrial land uses. These are also located along M-57.

The future land use plans of the Township are consistent with those of the City of Montrose. Currently, the City has residential and planned unit development types adjacent to residential or residential suburban land uses within the Township. The northeast corner of the City, where the public school facilities are located, the Township has planned a recreation use which will be immediately adjacent.

Chapter 6

Community Facilities



Chapter 6

Community Facilities

Community facilities are generally considered public land uses either owned by the public or operated by private enterprises in the public interest. The term encompasses a wide range of activities including parks, cemeteries, public utilities, education, libraries and health care centers. Churches, private recreation sites and service organization buildings, although included in the broader category of public and quasi-public land uses, are not considered traditional community facilities. Such uses generally have entrance requirements (e.g., religion) which preclude their availability to the public-at-large.

Community facilities form a network of services to meet the physical, social, cultural and protective needs of the community. In this respect, they help determine the desirability of a community as a place to live and work. Many studies have been published that emphasize the role that community facilities play in a person's satisfaction with his/her community.

Researchers have asked single-family and townhouse residents in several planned and less planned communities to evaluate their community positively or negatively. Responses have indicated that the following factors contribute to community satisfaction:

- Good schools
- Recreation facilities available
- Neighbors are "friendly, desirable, nice"
- Area is safe from crime, traffic
- Area has good public services

It is significant to note that four of these are directly related to community facilities and that they are mentioned regardless of whether a person lives in a planned or less planned environment.

City Offices and Agencies

City Hall

The present City Office is located at 139 South Saginaw Street. The City offices offer a wide array of services available to the public including the offices of City Manager, City Clerk, City Treasurer, Utility Billing Department and also serves as the headquarters for the City Building Inspector and City Assessor.

Police Protection

Police protection is currently provided through a contract with the Township of Montrose located at 11444 N. Seymour Road. Emergency services are available through Genesee County's 911 Central Dispatch.

Public Works

The Department of Public Works is housed on Ruth Street in a facility built in 1972 located in the northwestern quadrant of the City, conveniently located in an industrial district with access to the railroad and most major streets. The Department of Public Works is headed by a director and employs two full-time employees, as well as seasonal help usually made available through school youth programs funded by state and federal programs. The department's primary responsibilities are to maintain the public facilities, water distribution system, and sewer system including all maintenance on the major and local street system.

Fire Department

The City of Montrose is served by an on-call fire department located at 11444 N. Seymour Road. The City has agreed to contract for these services as a result of the settlement (awards) when the Village became a City in 1980. In addition to fire protection services, the department also provides our City residents with timely rescue response.

Other Governmental Agencies

Montrose Township

Montrose Township offices are presently located just outside of the City limits and are situated at 11444 N. Seymour Road.

Montrose Schools

Educational facilities, in the Montrose Community, consist of one (1) high school (Hill-McCloy), one (1) middle school (Kuehn-Haven), one (1) elementary school (Carter), and one (1) Head Start program. All three facilities are located within the City limits except for a small portion of the middle school that extends into the Township. Schools of higher learning are available within commuting distance in the Flint and Saginaw SMSA.

Library

The Montrose-Jennings Memorial Public Library is owned by Montrose Community Schools and operated with financing provided by both the City and the Township. It is maintained as a branch of the Genesee District Library System. It is located within the City limits in a 4,000 square foot building completed in 1987 on the corner of Feher Drive and Ray Street in the northeast quadrant of the City, adjacent to the high school facility. This facility has available an additional community room which will seat 75 to 100 persons for various civic and social clubs to gather and conduct business.

Institutional

Churches

The City of Montrose is currently home to six (6) churches of various religious denominations. There appears to be a strong desire by most of the population within the City limits to support its churches. Churches are found scattered throughout the City.

Organizations and Non-Profit Agencies

In addition to the many churches that serve Montrose, the community is also served by a number of civic organizations and non-profit agencies including, but not limited to, the Chamber of Commerce, Masons, Eagles, Lions, Knights of Columbus, Historical Association, and American Legion. All of these organizations contribute to the community's sense of pride.

Medical

The City of Montrose has, within its limits, an extended hour emergency care facility that serves also in the capacity of a doctor's clinic during the regular business office hours of the week. This facility, which is privately owned and operated, serves the community's needs as far as immediate medical emergency situations and routine office calls and visits. The Montrose area is serviced by several medical care centers, both in the City and the Township of Montrose.

There are presently no facilities within the City limits that cater to the aged or convalescing. Montrose Township has a 71-bed nursing home that is located approximately two miles from the City.

Parks, Open Space and Recreation

The City currently has two parks. One is located in the northeast quadrant on the corner of Alfred Street and Park Drive and is referred to as the "Montrose City Lions Park." The other is located in the southeast quadrant on the corner of S. Saginaw Street and Coke Drive and referred to as "Blueberry Park." The City Park has a pavilion with grills and picnic tables, electricity and water. Restroom facilities are available. Blueberry Park has a playscape, a pavilion with picnic tables, and also a drinking fountain that is wheelchair accessible.

The Township of Montrose has a park just outside the City limits on Seymour Road. Barber Park contains a ball field, soccer field, playscape, picnic pavilion, a non-motorized path around the park for cycles and walking, a dock for fishing, and a canoe launch on the Flint River.

The Township of Montrose also constructed a non-motorized path (i.e., a bike path) it travels through the City, connecting the Montrose Community Schools and Athletic Fields and Facilities to areas scenic in nature, specifically Barber Park.

City Infrastructure

Even with its relatively brief history as a Village and a City, Montrose has witnessed changes in technology, which have had severe physical and financial impacts on the community. Just as the growth in automotive technology has made the original street network obsolete, advances in public utilities technology forces communities to retrofit with new sewer systems, water systems and make other adaptations to the design of towns.

Water

The City of Montrose is a member of the Genesee County Water Distribution System administered by the County Drain Commissioner/Karengnondi Water Authority. The Karengnondi Water Authority operates a water treatment and distribution system, which draws its water from Lake Huron. All developed areas of the City are served with public water from mains supplied by a 12-inch line, which enters the City on the east at M-57. The 12-inch line feeds a 10-inch loop, which circles the developed areas of the City. And which, in turn, feeds 8-inch, 6-inch and 4-inch distribution lines. The 10-inch line traverses the Industrial Park and passes adjacent to the high school, the multiple family areas, and the undeveloped areas of the City. The 12-inch line runs along M-57 to the Nichols Road intersection, while the 10-inch loop crosses M-57 at the Grafton Street/Robinhood Drive area. As a back up to the Genesee County water supply system, the City maintains, on standby, a well for back up water to the City during emergencies.

As constructed, the mains with the maximum diameter serve the area with the greatest demand potential whether they are residential, commercial, industrial, or institutional. Within system design capacity limits and the amount of capacity purchased by the City, new development can readily be accommodated provided that the developer can finance the costs of constructing a lateral main and the required tap-in fees. The City administration must determine the remaining system capacity, both physical and purchased, and monitor new development proposals to insure that planning for upgrading the water system takes place on a timely basis.

In the early 1980's, the City of Montrose completed a capital improvement plan for water distribution consisting of a 10-inch diameter water main predominantly looping the town, 12-inch main feed from the Genesee County Water System and 6-inch distribution lines. New water-line construction during this phase was ductile iron pipe. Water main construction prior to this time was predominantly asbestos cement pipe. The capital improvement project replaced a majority of the old distribution system within the City. However, there are a number of streets that still are served by the old asbestos cement distribution system, along with some areas requiring new or upgraded service. The Utilities Map shows the location of the water mains now existing in the distribution system. Primary concern is the cast iron lead joint water mains in the downtown area. These mains are part of the original system from the 1930's. The asbestos cement water mains on Alfred Street, Park Drive, and Leroy Street are 4-inch diameter pipes and should be replaced to improve water flow to these areas.

If these water supply systems fail, City residents could be without water for up to eight hours or longer until the systems are repaired and water service is restored. As a proactive measure, the City is participating in the Genesee County Drain Commission's project to construct a new 12-inch water main along Vienna Road (M-57) between Morrish Road and Linden Road. Completion of this water main project will provide the City with a second source of water supply. Since this water main project will improve water supply service to the City of Clio, Montrose Township, Vienna Township, and the City of Montrose, all four communities are sharing in the cost for the improvements. The City of Montrose's share of the cost of the improvements is projected to be three percent of the total.

Sanitary Sewer System

The City of Montrose is also a member of the Genesee County Sewage Disposal System, again administered by the County Drain Commissioner. An 18-inch interceptor directly connects the City to a sewage treatment plant, which is located about one mile northeast of the City. As with the Water Distribution System, capacity in the Sewer System is shared with other local governmental units on a purchase arrangement.

Sewage collection system design is a different problem from water distribution design. Instead of a pressurized loop, which can be tapped to provide an adequate supply of water, the sewer system depends upon gravity in most cases to provide the impetus for system flow. In Montrose, 8-inch, 10-inch, 12-inch and 15-inch collection lines come together at the interceptor from different points in the City. This means that system capacity diminishes greatly at locations away from the interceptor. The City administration must determine and monitor the capacity at critical points in the system so problems are not created by new development.

While the sewage collection system extends to all developed areas, the City will need to know how much new development can be permitted in the Industrial Park and the proposed commercial area at the western City limits. If limits are too severe, City officials may need to impose limits on permitted development in zoning land use controls. The alternative is to invest in the expansion of the system capacity.

Storm Drainage System

The City has very little change in elevation within its boundaries from a high of about 675 feet near the southern City limits, to a low of about 655 feet in the bed of the Montrose Drain at the northwest corner of the City. For most of the City there is even less drop, since the drain is excavated and its banks are about five feet higher. With such little natural relief, City officials must be sensitive to potential drainage problems generated by the roofs and paved parking lots of new developments. The site plan review process will be reassessed to be sure to include questions about the disposition of run-off from such areas.

Power and Communications

Consumers Energy Company provides electrical service to City, the County, and 61 other counties in the State outside of Genesee County.

In contrast to the situation with electricity and gas service, a small company, Century Telephone Midwest, Inc., provides local telephone service for the City. Michigan Bell Telephone Company or General Telephone Company

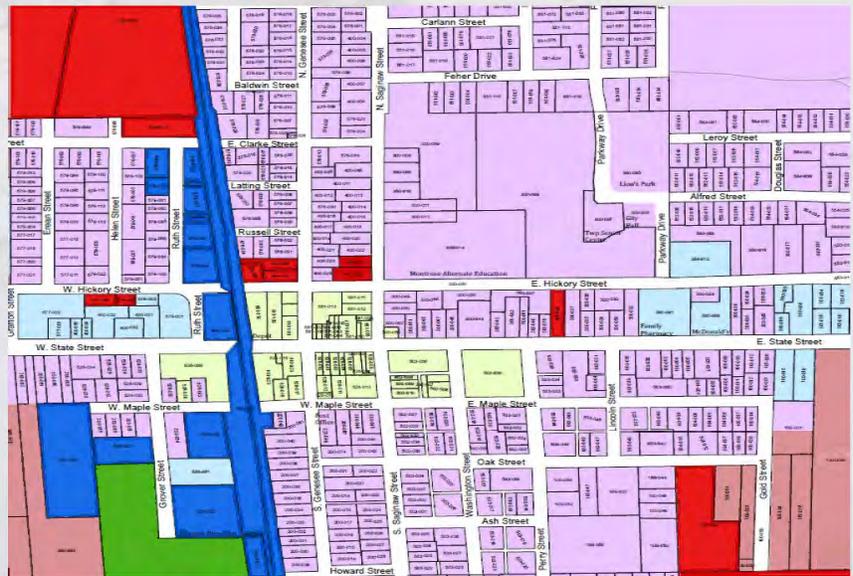
serves most of the rest of the area. While Century Telephone provides service in other areas, it is not large enough to command the resources to be able to react quickly to changing conditions. At the same time, its headquarters is located in Pinconning, which isolates it from current affairs in Montrose. Changes in communications technology which are reducing size and costs of equipment while expanding service capability should have a positive impact on the service levels in Montrose. City officials will handle the relationship with the telephone company in the same way as with the power company.

Solid Waste Services

Private contractors provide trash collection in the City. While current trends in the problems of trash disposal are beyond the capability of Montrose to resolve, City officials must continue to assess alternatives for the economical provisions of this service to the community and be prepared to participate in a collective effort with other communities to cope with the growing problems of trash disposal.

Chapter 7

Existing Land Use



Chapter 7

Existing Land Use

The focus of this chapter is an examination of historical changes in land use, current land use patterns, their distinguishing characteristics, and their impact on future land development. One of the most important aspects of a master plan study is a firm understanding of the types of land use activities that are currently taking place within the community. The way in which land within a community is currently being used is one of the basic determining factors of its general character and development potential. A thorough knowledge of these factors and site conditions furnishes planners and community leaders with basic information by which future residential, commercial, industrial and public land use decisions can be made.

The Existing Land Use Map and acreage tabulation chart, provided in the following pages, will serve as key references for the consideration of land use and infrastructure improvements in the future.

Land Use History

Changes in City land use through time have contributed to the current City form, its mix of land uses, and the development culture which will respond to future development trends. In order to gain a concise perspective as to these formational attributes, City development should be summarized in term of specific land use categories, natural defining features, infrastructure changes, and City policy.

Historically, the City of Montrose has been dominated by single-family residential uses, and this continues to be the trend today. The combination of rising housing costs, the relative ease of mobility permitted by apartment living, smaller household sizes, and the need for developed municipal services will make the City a potentially attractive location for additional multiple dwelling development.

In terms of commercial development, by 1978, about 19 acres of Montrose was used for commercial (wholesale and retail) activities. This represented about three percent of the City's total land area. Increasing traffic volumes along M-57 and the aging housing stock have caused the conversion of a number of single-family dwellings to commercial use. Roadway improvements (to M-57) constitute the State's response to increased traffic caused by the continuing out-migration of population from the traditional urban centers of southeast Michigan, and the roadways' use as a recreational travel alternative to I-75.

This upgrade is a double-edge sword for commercial development in the City. Modern four lane highways with extra lanes at intersections for left and right turns, and the widths needed to accommodate longer and wider trucks, consume a lot of space. The improvement of M-57 increased the traffic going by the City's businesses, but it also uses up valuable space for parking and floor area expansion.

Because business owners and developers have often experienced resistance and opposition from residential interests (as the dominant land use type), they may view communities like Montrose negatively when considering a business establishment within new locales. This coupled with the fact that Montrose's major transportation linkages are limited to a two-lane highway and a rail line, potentially limits new industrial activity. Despite these obvious limitations, the City has many positive virtues as the possible location of appropriate industrial activity.

These virtues include, but are not limited to, the existing industrial park located adjacent to the railroad and a block from M-57, the presence of both public sewer and water systems in the area, an improved unpaved road (internal to the park), proximity to Interstate 75, and location within the larger Flint/Saginaw employment market.

Montrose was once a distribution center for the goods and services needed by surrounding farms and a collection center for their products. Now, as a bedroom community to Flint and Saginaw, it has experienced modest population growth as a result of new residential trends. These trends include, but are not limited to, population moving away from older residential areas closer to I-75 and I-69, the City's proximity and access to the I-75 corridor, etc. Widening of M-57 and the overpass at I-75 could significantly alter these trends.

As previously indicated, existing transportation linkages, particularly M-57, have a moderating influence on the City's potential for rapid growth. Within the City, the street network reflects the fact that Montrose has been a village for most of its history and subject to decision making of outside agencies for its development and improvement. While the City is working to pave all streets, this process is a relatively new responsibility required by City incorporation in 1980. This responsibility, therefore, dictates a policy of maintaining and improving the existing street network, instead of extending it into currently undeveloped areas of the City at public expense.

In addition to access issues, natural feature characteristics play a significant role in urban development. For example, Genesee County's soil surveys indicate that the areas of the City most suitable for development have already experienced substantial growth. This situation, therefore, dictates that the City maintain a policy of stringent control over further development in these areas so as to ensure that proper facilities are installed concurrently. In light of existing financial conditions, however, City resources are better invested in the improvement of existing development rather than expanding into the undeveloped areas of the City.

With regard to needed facilities for continued development, existing public sewer and water facilities appear adequate to accommodate growth. Engineering studies, however, should be reviewed to determine if the existing mains provide adequate capacity to handle 100 percent development as dictated by the Future Land Use Map.

In order to insure that the aforementioned policies are implemented, the Montrose Planning Commission should review existing land use controls, which are established by ordinance, and recommend revisions to City Council.

Existing Land Use Categories

Table 2 shows the entire City encompasses 625.4 acres of land; however, existing land use percentage values were calculated against a total of 539.2 acres. This acreage value describes total City land minus the acreage for existing road rights-of-way. Acreage values not including rights-of-way give a more accurate view of developed and/or developable land within the City and are, thus, more relevant to the land use planning processes.

Single - Family Residential

This category includes single-family detached structures used as a permanent dwelling, and accessory structures, such as garages, that are related to these units.

Such development occupies 208.1 acres, or 38.6 percent, of developed City land area. Homesites are equally distributed in all areas of the City of Montrose.

A principal problem confronting a few single-family areas is the intrusion of incompatible land use. Incompatible land use problems are instances where neighboring uses, either by their nature of business or scale of operation, create an environment where they are unsuitable for association with single-family development. A prime example of this condition is found along Grover Street with residential areas directly abutting industrial uses.

| Land Use Category | Acres | Percent |
|--|--------------|----------------|
| Single-Family Residential | 208.1 | 38.6% |
| Multiple-Family Residential | 32.7 | 6.1% |
| Commercial/Office | 42.4 | 7.9% |
| Public/Quasi-Public | 85.1 | 15.8% |
| Industrial | 7.1 | 1.3% |
| Vacant/Open Space | 163.7 | 30.4% |
| Total Acreage¹ | 539.2 | 100.0% |
| <i>Including ROW, City total acreage = 625.4 acres</i> | | |
| Source: Area measurements performed using ArcGIS | | |

Multi-Family Residential

This land uses category is defined both by the existence of townhouses, multi-family apartment structures, and other group living quarters, as well as those properties containing two or more units on the same site.

Multi-Family Residential land uses occupy 32.7 acres, or 6.1 percent of the developed land area of the City of Montrose. This type of land use is most often interspersed throughout traditional single-family neighborhoods and is dominated by large apartment complexes.

Commercial and Office

This category includes structures used for commercial purposes, regardless of scale, as well as offices for professional and business services.

This use designation occupies 42.4 acres, or 7.9 percent, of the developed land area of the City and is generally found along the M-57 corridor.

Industrial

Industrial land use areas are categorized by the existence of wholesale activities, warehouses, and industrial operations whose external physical effects are restricted to the site and do not have a detrimental effect on the surrounding areas. Industrial land uses account for 7.1 acres, or 1.3 percent, of all land uses.

Public/Quasi-Public

This land use category includes lands developed for such uses including, but not limited to, parochial schools, churches, fraternal organizations, other institutional uses, park and recreation properties and facilities, and any other lands owned by various governmental agencies.

Such development occupies 85.1 acres, or 15.8 percent, of the developed City land area.

Vacant/Open Space

Vacant/Open Space land uses account for 163.7 acres, or 30.4 percent, of the City of Montrose's land uses. This category includes all vacant properties and/or non-developed property in the City, including vacated rights-of-way. This land use designation accounts for the second largest percentage of total land use. Properties with this land use occur throughout the City.

Chapter 8

— *Transportation Assessment*



Chapter 8

Transportation Assessment

One of the most critical components in the overall development and viability of a community is mobility. Mobility gives residents the ability to enjoy and function within the community, plays a significant role in the success of businesses and industries, and allows for outside investment and attracts visitors to the community. Mobility is linked to many other key planning elements, such as sustainability, demography and economy. A solid, efficient transportation network accommodating a variety of modes forms the structure around which settlements are arranged. Transportation is intrinsically linked to land use and regional issues as well. For instance, will the development of industrial land uses in a previous open space area have significant impacts on the surface streets surrounding the area? Would the expansion of a major state trunkline affect what land uses a community may plan for adjacent to it? Can a community accommodate a diverse collection of residents from across age, economic or ethnic groups if the only forms of transportation available are private automobiles?

Transportation networks play as crucial a role in urban and rural development as land use, public utilities or any other factor. It is crucial, for instance, to ensure that a community accommodates pedestrian and other non-motorized travel, such as bicycles, in addition to automobiles, to ensure that seniors and young people can access public amenities and requisite goods and services. If warranted by the size and regional position of the community, bus networks or other forms of public transit also become necessary to meet these goals. It is for reasons such as this that we include in the Master Plan an analysis of the transportation network to ensure that future improvements and land use decisions complement the needs and goals within the community for continued and improved mobility.

Transportation Network

Streets and Highways

The City of Montrose has a total of 10.6 miles of public streets, of which 8.6 is owned and maintained by the City. There are other public and private streets, most notably M-57, which lay within or concurrent to the City's municipal boundaries which permit local transportation by car, bicycle, or other modes of access. Finally, there is the road network, which connects the City with the surrounding area. All of these streets and roads are important to the success of Montrose as a community.

Local public streets are the first concern, since it is the City of Montrose, which has the first responsibility for their development and maintenance. The City should develop a clear plan for street maintenance and development which evaluates the needs for action, the availability and sources of financing, and the potential impact of changes on the other components of the transportation network. This plan is necessary to permit City officials to react quickly and intelligently to changing circumstances, which affect the transportation network. While paved streets, which are well maintained, serve most of the City areas, there are some streets, which require improvement, particularly within residential areas and business service drives. The local streets serving the City's Industrial Park require particular attention because a successful industrial park will generate truck traffic requiring heavy-duty road construction and added maneuvering room for turns. This concern also applies to the streets serving as bus routes to the high school.

Of latter importance are the other streets and roads, both public and private, which lay within or along City boundaries. While Montrose may not have a financial stake in the development and maintenance of these roadways, they are important components of the transportation network, which directly affect the well being of the City's residents. The City's transportation policies should include minimum standards for the development and maintenance of private streets, which provide public access. These are often contained in a community zoning ordinance, and various sections of the Montrose Zoning Ordinance contain standards for roads and parking areas serving commercial,

industrial, and multiple-family or high density residential developments. These Ordinances should be reviewed and revised in a timely and consistent manner so those standards can be maintained.

For public roads such as M-57, City officials should become more familiar with the decision-making processes, which establish maintenance, and upgrading schedules. This should be done so that the City can be better informed of what decisions are made and, therefore, is in a better position to influence those decisions in ways which further Montrose's goals and needs. In addition, City officials should use this knowledge to monitor the decision-making processes for the roads, which provide the City with access to the rest of the community. Important decisions, made or postponed, affecting M-57, I-75, and the County primary road system directly affect the well being of City residents. Therefore, municipal officials must be involved in these processes to ensure that the interests of its residents are properly represented. This is particularly critical for the business community, since M-57 is the focus of commercial activity in the City. Decisions made outside the City concerning M-57 have a profound effect on their livelihood.

Rail Transportation

The importance of rail transportation in America has declined with the growth of the highway network and the motor freight industry. Montrose is still served by Central Michigan Railway because it is located along a track, which connects it to important nodes in the rail system. Montrose officials should examine the future plans for the rail system in the State to determine what benefits might be obtained by promoting the availability of rail service.

Air Transportation

While Montrose is located roughly midway between two commercial airports, Bishop International in Flint and Tri-Cities in Freeland; it is located in the jurisdiction of the Bishop Airport Commission. Because of this circumstance, City officials and residents have greater potential to influence the course of development at Bishop than at other commercial airports. For this reason, City officials should promote improved access from Montrose to Bishop Airport and work for development of the facility in ways which enhance its value to the Montrose community.

Pedestrian and Non-Motorized Transportation

The majority of streets in the City contain paved sidewalks on both sides, including the downtown area and most of the residential neighborhoods. This allows for safe and convenient pedestrian traffic within the residential neighborhoods and to/from the downtown area.

In cooperation with MDOT, the City completed a Downtown Sidewalk Enhancement project which included decorative sidewalks, benches, trash receptacles, and lighting in the Downtown area. The City and Montrose Township have three parks which are connected through a non-motorized system. People of all age groups within the city are able to access sidewalks that are connected to pathways outside of the City limits.

Road Hierarchy

National Functional Classification (NFC)

The Road Hierarchy Map shows the National Functional Classification for the City's roads. The National Functional Classification (NFC) is a federal classification system for all public highways, roads, and streets. This classification system provides the basis for federal aid eligibility of roadways (United States Code, Title 23). In Michigan, MDOT has the primary role in cooperation with appropriate local agencies in updating and revising the NFC. Updates and revisions are subject to Federal Highway Administration approval.

Roads are first classified as either urban or rural. Urban roads are roads within the urban area boundaries as identified by State and local officials. Rural roads are roads outside the urban area boundaries (includes Montrose). The two primary considerations in classifying highway and street network functionally are: access to property; and travel mobility as defined by trip travel time or operating speed. For example, local roads provide access to property, but would be rated low in mobility.

Montrose roadways are categorized as either rural minor arterial, major collector, local, or uncertified/private.

Arterial roadways generally provide high levels of mobility at greater speeds. These roads are used for long uninterrupted travel along multiple well designed access controlled lanes. Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. M-57 functions as a minor arterial in Montrose.

Collectors provide a lower degree of mobility than arterials. They allow for increased local access, have lower operating speeds and are used for shorter trips. Collector roadways function to collect traffic from local roads and distribute it to arterials. Saginaw Street, north of M-57, functions in this capacity.

Rural local roads allow for the greatest access to all types of land uses, have the lowest operating speeds, and have the least stringent design standards. The vast majority of the City's roads fall within this classification.

At the lowest level in the hierarchy are Uncertified/Private Roads. These roads are privately owned with the primary purpose of providing access within individual developments such as apartment complexes and shopping centers.

Road Conditions

The condition of every road in the City was assessed during a field survey completed by Wade-Trim in March of 2005. Road condition (namely pavement condition) was assessed on a scale of one to four, one being new/like new and four being poor. The extent of surface deterioration is based on the observed amount of pavement cracking, faulting, joint deterioration, wheel tracking, patching, and roughness, etc. The four road condition categories can be defined as follows:

- **New/Like New:** No visible pavement deterioration.
- **Good:** Very little/occasional pavement deterioration, requiring routine maintenance operations.
- **Fair:** Frequent occurrence of surface deterioration, requiring more extensive maintenance.
- **Poor:** Extensive occurrence of surface deterioration, requiring possible road surface reconstruction.

The current condition of the roads within the City is shown on Map 7. **Table 3** provides a breakdown of pavement conditions within the City. As can be seen on the map, the pavement condition at each road intersection was not assessed. Generally, the pavement condition of each intersection was comparable to or slightly worse than the adjoining street surfaces.

As shown in the table, approximately 4.6 percent of the roads surveyed have a "New/Like New" pavement surface. The majority of these roads are found in the northwestern portion of the City. M-57, the City's major transportation arterial, also has this classification.

| Category | Miles | Percent of Total |
|--|--------------|-------------------------|
| New/Like New | 0.41 | 4.6% |
| Good | 2.74 | 30.8 % |
| Fair | 3.52 | 39.6% |
| Poor | 1.94 | 21.8% |
| Unpaved | 0.33 | 3.7% |
| Total | 8.89 | 100.0% |
| <i>Analysis by Montrose DPW 4/2018</i> | | |

Roads classified with a surface condition of "Good" comprise the largest percentage (30.8 percent,) of all the roads surveyed. Because they contain only minor pavement deterioration, these roads require little routine maintenance. Roads in this category are found scattered throughout the City.

Approximately 39 percent of roads surveyed displayed a surface condition of “Fair.” This classification indicates that more extensive maintenance operations will be required because of frequent pavement deterioration. Some of the more highly trafficked streets in the City are classified in this category, including significant portions of Hickory and North Genesee Streets.

Roads classified as “Poor” (approximately 21.8 percent of those surveyed) demonstrate extensive pavement deterioration, indicating the street may be in need of major repairs such as surface reconstruction or repaving. Included in this category are entire blocks of Orchard, Maple, Washington, and South Genesee Streets.

The second greatest percentage of all roads surveyed have dirt surfaces, at 3.7 percent. Many of these dirt roads provide the primary approach to residential areas and are in need of significant repair so as to facilitate future access.

Traffic Volumes

The Road Conditions Map displays 24 hour Average Daily Traffic (ADT) counts for two road segments approaching and exiting the City of Montrose (along M-57). These traffic counts were obtained from the MDOT 2016 State Traffic Volumes Map.

Traffic volumes range between 7,560 west of the City and 12,300 east of the City limits.

Traffic Safety

Accident history of roadways can reveal important information regarding the capabilities of the transportation network. For example, the number of accidents occurring on a through street or intersection can reflect possible problems with roadway design. These problems could include such things as insufficient capacity for existing traffic volumes, deficient signalization, or too many access points along the roadway.

As the Montrose Township Police Department provides service to the City of Montrose, they also record any/all traffic accidents that occur within City limits. Within this analysis, accidents (from January of 2003 to March of 2005) are classified into one of three categories:

- Single-Vehicle Accidents – Accident types generally involving one vehicle and a stationary object (such as tree, pole, sign, etc.)
- Multi-Vehicle Accidents – Accident types generally involving two or more vehicles (both moving and stationary).
- Other/Unknown Accidents – Accident types including unknown perpetrators (such as a vehicle struck in a parking lot but the “at-fault” vehicle is no longer present.)

The most dangerous intersection in Montrose, in terms of total accidents, is the intersection of M-57 (State Street) and Saginaw Street. This intersection accommodates the highest volumes of traffic in the City and, thus, would be more prone to traffic incidents. The majority of other traffic accidents are occurring at points of interaction, such as driveway and parking lot entrances onto roadways, or within parking lots. A possible contributing factor to these accidents is the location of excessive curb cuts. These cuts result when driveways, created by residential, commercial, or industrial uses are allowed access to a local, collector, or minor arterial road in an uncontrolled fashion. This type of access is very dangerous. It allows vehicles to pull out or stop in too many locations, thus hindering the flow of both entering and oncoming traffic. In the City of Montrose, these types of curb cuts appear most frequently along the State Street (M-57). The use of shared entry and exit points for adjacent areas can easily alleviate this type of hazard.

Chapter 9

Socioeconomic Analysis



Chapter 9

Socioeconomic Analysis

The following chapter details population, housing, and income data for the City of Montrose and surrounding region. This information provides insight into the composition of City residents and how they compare relative to neighboring communities. It also identifies trends that need to be accounted for in planning for future development.

Population

This section documents the population characteristics of the City to identify historical patterns and project future trends. It also examines the City's age and racial distribution, those with disabilities, and other relevant household characteristics. Where appropriate, the data described in this chapter is benchmarked to County and State demographics.

Population Trends

Table 4 (on the following page) details population trends for Genesee County communities between 1980 and 2010. During this time period, the City of Montrose posted its most significant population increase during the 1980's (6.2 percent). But, overall from 1980-2010 the City of Montrose has seen a slight population decline of 49 residents (-2.9 percent). According to the 2010 US Census the City contains 1,657 residents. This decrease in population (between 1980 and 2010), is lower than the decrease seen in Genesee County including the City of Flint, which decreased by 5.5 percent between 1980 and 2010. It should be noted that from 1980 to 2010 Genesee County, excluding the City of Flint has seen a population increase of 11.2 percent.

Population Projections

Table 5 provides population projections for the City of Montrose and Genesee County using two sources of information: the Genesee County Metropolitan Planning Commission (GCMPC), 2035 Long Range Transportation Plan (LRTP) and the 2010 US Census Bureau. Two projections are provided for the City. According to the GCMPC methodology, the City and County populations are predicted to gradually increase from 2010 to 2035. An estimated 227 new residents will be added in the City by 2035. This is an increase of 13.7 percent.

| | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 |
|-------------------------|----------------------|-------------|-------------|-------------|-------------|-------------|
| City of Montrose | 1,657 ^A | | | | | |
| GCMPC | | 1,663 | 1,712 | 1,771 | 1,828 | 1,884 |
| Genesee County | 436,141 ^A | | | | | |
| GCMPC | | 454,666 | 456,726 | 460,880 | 464,923 | 468,938 |

^A Actual 2010 US Census Population
Sources: Genesee County Metropolitan Planning Commission (GCMPC), 2035 Long Range Transportation Plan (LRTP)

**Table 4
Population Trends, Genesee County Communities
1980-2010**

| Jurisdiction | 1980 | 1990 | Change 1980-1990 | | 2000 | Change 1990-2000 | | 2010 | Change 2000-2010 | | Change 1980-2010 | |
|-----------------------------------|------------|------------|------------------|---------|------------|------------------|---------|------------|------------------|---------|------------------|---------|
| | Population | Population | Number | Percent | Population | Number | Percent | Population | Number | Percent | Number | Percent |
| Montrose City | 1,706 | 1,811 | 105 | 6.2% | 1,619 | -192 | -10.6% | 1,657 | 38 | 2.3% | -49 | -2.9% |
| Burton City | 29,976 | 27,617 | -2,359 | -7.9% | 30,308 | 2,691 | 9.7% | 29,999 | -309 | -1.0% | 23 | 0.1% |
| Clio City | 2,669 | 2,629 | -40 | -1.5% | 2,483 | -146 | -5.6% | 2,646 | 163 | 6.6% | -23 | -0.9% |
| Davison City | 6,087 | 5,693 | -394 | -6.5% | 5,536 | -157 | -2.8% | 5,173 | -363 | -6.6% | -914 | -15.0% |
| Fenton City | 8,098 | 8,444 | 346 | 4.3% | 10,582 | 2,138 | 25.3% | 11,746 | 1,164 | 11.0% | 3,648 | 45.0% |
| Flint City | 159,611 | 140,761 | -18,850 | -11.8% | 124,943 | -15,818 | -11.2% | 102,434 | -22,509 | -18.0% | -57,177 | -35.8% |
| Flushing City | 8,624 | 8,542 | -82 | -1.0% | 8,348 | -194 | -2.3% | 8,389 | 41 | 0.5% | -235 | -2.7% |
| Gaines Village | 440 | 427 | -13 | -3.0% | 366 | -61 | -14.3% | 380 | 14 | 3.8% | -60 | -13.6% |
| Goodrich Village | 795 | 916 | 121 | 15.2% | 1,353 | 437 | 47.7% | 1,860 | 507 | 37.5% | 1,065 | 134.0% |
| Grand Blanc City | 6,848 | 7,760 | 912 | 13.3% | 8,242 | 482 | 6.2% | 8,276 | 34 | 0.4% | 1,428 | 20.9% |
| Lennon Village (pt) | 114 | 84 | -30 | -26.3% | 85 | 1 | 1.2% | 82 | -3 | -3.5% | -32 | -28.1% |
| Linden City | 2,174 | 2,415 | 241 | 11.1% | 2,861 | 446 | 18.5% | 3,991 | 1,130 | 39.5% | 1,817 | 83.6% |
| Mt. Morris City | 3,246 | 3,292 | 46 | 1.4% | 3,194 | -98 | -3.0% | 3,086 | -108 | -3.4% | -160 | -4.9% |
| Otisville Village | 682 | 724 | 42 | 6.2% | 882 | 158 | 21.8% | 864 | -18 | -2.0% | 182 | 26.7% |
| Otter Lake Village (pt) | 14 | 55 | 41 | 292.9% | 61 | 6 | 10.9% | 69 | 8 | 13.1% | 55 | 392.9% |
| Swartz Creek City | 5,013 | 4,851 | -162 | -3.2% | 5,102 | 251 | 5.2% | 5,758 | 656 | 12.9% | 745 | 14.9% |
| Argentine Twn. | 4,180 | 4,651 | 471 | 11.3% | 6,521 | 1,870 | 40.2% | 6,913 | 392 | 6.0% | 2,733 | 65.4% |
| Atlas Twn. | 4,096 | 4,635 | 539 | 13.2% | 5,904 | 1,269 | 27.4% | 6,133 | 229 | 3.9% | 2,037 | 49.7% |
| Clayton Township | 7,155 | 7,284 | 129 | 1.8% | 7,461 | 177 | 2.4% | 7,499 | 38 | 0.5% | 344 | 4.8% |
| Davison Township | 13,708 | 14,671 | 963 | 7.0% | 17,722 | 3,051 | 20.8% | 19,575 | 1,853 | 10.5% | 5,867 | 42.8% |
| Fenton Township | 9,570 | 10,055 | 485 | 5.1% | 12,968 | 2,913 | 29.0% | 15,552 | 2,584 | 19.9% | 5,982 | 62.5% |
| Flint Township | 35,405 | 34,081 | -1,324 | -3.7% | 33,691 | -390 | -1.1% | 31,929 | -1,762 | -5.2% | -3,476 | -9.8% |
| Flushing Township | 9,246 | 9,223 | -23 | -0.2% | 10,230 | 1,007 | 10.9% | 10,640 | 410 | 4.0% | 1,394 | 15.1% |
| Forest Township | 3,559 | 3,630 | 71 | 2.0% | 3,795 | 165 | 4.5% | 3,769 | -26 | -0.7% | 210 | 5.9% |
| Gaines Township | 4,769 | 4,964 | 195 | 4.1% | 6,125 | 1,161 | 23.4% | 6,440 | 315 | 5.1% | 1,671 | 35.0% |
| Genesee Township | 25,065 | 24,093 | -972 | -3.9% | 24,125 | 32 | 0.1% | 21,581 | -2,544 | -10.5% | -3,484 | -13.9% |
| Grand Blanc Twn. | 24,413 | 25,392 | 979 | 4.0% | 29,827 | 4,435 | 17.5% | 37,508 | 7,681 | 25.8% | 13,095 | 53.6% |
| Montrose Twn. | 6,164 | 6,236 | 72 | 1.2% | 6,336 | 100 | 1.6% | 6,224 | -112 | -1.8% | 60 | 1.0% |
| Mt. Morris Twn. | 27,928 | 25,198 | -2,730 | -9.8% | 23,725 | -1,473 | -5.8% | 21,501 | -2,224 | -9.4% | -6,427 | -23.0% |
| Mundy Township | 10,786 | 11,511 | 725 | 6.7% | 12,191 | 680 | 5.9% | 15,082 | 2,891 | 23.7% | 4,296 | 39.8% |
| Richfield Township | 6,895 | 7,271 | 376 | 5.5% | 8,170 | 899 | 12.4% | 8,730 | 560 | 6.9% | 1,835 | 26.6% |
| Thetford Township | 8,499 | 8,333 | -166 | -2.0% | 8,277 | -56 | -0.7% | 7,049 | -1,228 | -14.8% | -1,450 | -17.1% |
| Vienna Township | 12,914 | 13,210 | 296 | 2.3% | 13,108 | -102 | -0.8% | 13,255 | 147 | 1.1% | 341 | 2.6% |
| Genesee County | 450,449 | 430,459 | -19,990 | -4.4% | 436,141 | 5,682 | 1.3% | 425,790 | -10,351 | -2.4% | -24,659 | -5.5% |
| Genesee County (Excl. Flint City) | 290,838 | 289,698 | -1,140 | -0.4% | 311,198 | 21,500 | 7.4% | 323,356 | 12,158 | 3.9% | 32,518 | 11.2% |

Sources: 1980, 1990, 2000, 2010 U.S. Census

(pt) - Village resides in two separate Counties. Population reflects only that which resides within Genesee County.

Linden Village changed to Linden City in 1988.

Montrose Village became Montrose City in 1980.

Age Distribution

Table 6 divides the City's population into life-cycle categories that generally correspond with stages of human development. Each stage carries common characteristics that can be generally applied when assessing future needs. For example, adjustments in programs and services (elderly/child care, schools, recreation, etc.) may be prompted by changes in the City's dependent population (generally those persons under 18 and over 65 years of age). The age-life distribution is defined in six categories:

- Pre-school (0-4 years)
- School (5-19 years)
- Family Formation (20-44 years)
- Empty Nesters (45-64 years)
- Seniors (65-74 years)
- Elderly (75 years & older)

The largest age-life cycle within the City is family formation. In 2010, this category included 546 residents, or 33.0 percent of the total population. A decrease in the growth rate for the family formation group during the previous decade, resulted in a decline in preschool aged residents and a very small increase in school aged residents.

The greatest percentage change occurred among the empty nest and elderly and senior population. This may indicate a future need for additional health and "life care" services in the City.

To accommodate the special needs of the growing aging population, it is recommended that various types of senior housing be permitted including independent housing units, assisted living, convalescent homes, accessory units (granny flats) etc.

| Age-Life Cycle | 2000 | | 2010 | | 2016 | |
|-----------------------------|-------------|---------------|-------------|---------------|-------------|---------------|
| | number | percent | number | percent | number | percent |
| Under 5 Years – Preschool | 115 | 7.1% | 103 | 6.2% | 84 | 5.2% |
| 5 to 19 – School Age | 383 | 23.7% | 394 | 23.8% | 383 | 23.6% |
| 20 to 44 – Family Formation | 588 | 36.3% | 546 | 33.0% | 460 | 28.3% |
| 45 to 64 – Empty Nest | 339 | 20.9% | 400 | 24.1% | 437 | 26.9% |
| 65 to 74 – Senior | 112 | 6.9% | 118 | 7.1% | 163 | 10.0% |
| 75 and Over – Elderly | 82 | 5.1% | 96 | 5.8% | 99 | 6.1% |
| Total | 1619 | 100.0% | 1657 | 100.0% | 1626 | 100.0% |

Sources: 2000 and 2010 US Census SF and 2016 Community Survey

Race and Ethnicity

The nation's ethnic and racial population is becoming increasingly diverse and as minority groups are gaining a greater share of the total population according to demographic studies and projections. Currently, the nation's minorities comprise 27.6 percent of the population while white, non-Hispanic persons represent the remaining 72.4 percent. Similarly, the State's minority population accounts for 21.1 percent of the total.

Data in **Table 7** show the City's degree of racial diversity in 2010 according to U.S. Census figures. It also includes data for Genesee County and the State of Michigan. The City of Montrose is predominantly white (96.8 percent). In comparison, Genesee County is roughly three-quarters white (74.5 percent) and one-fifth black (20.7 percent). The County racial distribution more closely reflects the State which is 78.9 percent white.

| Race/Ethnicity | City of Montrose | | Genesee County | | Michigan | |
|--------------------------------|------------------|---------------|----------------|---------------|------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| White | 1,568 | 96.8% | 317,393 | 74.5% | 7,803,120 | 78.9% |
| Black | 33 | 0.7% | 88,127 | 20.7% | 1,400,362 | 14.2% |
| American Indian, Eskimo, Aleut | 0 | 0.7% | 2,252 | 0.5% | 62,007 | 0.6% |
| Asian | 4 | 0.2% | 3,879 | 0.9% | 238,199 | 2.4% |
| Pacific Islander | 0 | 0.0% | 79 | < .1% | 2,604 | < .1% |
| Other Race | 0 | 0.0% | 3,044 | 0.7% | 147,029 | 1.5% |
| Multiracial | 50 | 3.0% | 11,016 | 2.6% | 230,319 | 2.3% |
| Total | 1,657 | 100.0% | 425,790 | 100.0% | 9,883,640 | 100.0% |

Sources: 2010 US Census, General Population Characteristics

Disability Status

Data in [Table 8](#) documents the extent of disabled persons in the City of Montrose as reported in the 2010 U.S. Census. Disabled persons include those individuals with a myriad of limitations from sensory disabilities to employment disabilities. The U.S. Census Bureau collects disability data for all citizens, inclusive of two major age groups; those between 16 and 64 years of age and those 65 years and older. The first age group is most closely associated with the working population and the latter is often regarded as the retirement population.

Of the 1,025 residents between the ages of 16 and 64, there were 89 that reported an employment disability while 54 were prevented from going outside the home. Of the retirement aged population (65 and over) there were 109 persons who reported some type of disability.

| DISABILITY STATUS | | | |
|-------------------|------|--------|-------|
| Population | 1626 | +/-112 | 1626 |
| With a disability | 304 | +/-65 | 18.7% |
| Under 18 years | 445 | +/-73 | 445 |
| With a disability | 31 | +/-24 | 7.0% |
| 18 to 64 years | 919 | +/-81 | 919 |
| With a disability | 186 | +/-49 | 20.2% |
| 65 years and over | 262 | +/-31 | 262 |
| With a disability | 87 | +/-23 | 33.2% |

2016 Community Survey

Persons Per Household

A trend occurring nationwide, and characteristic of today's population, is the declining size of households. A household includes all of the persons who occupy a housing unit. A housing unit is defined as a house, apartment, a mobile home, a group of rooms, or a single room that is occupied as a separate living quarter. Despite the nationwide decline in household size, it is not uncommon for communities to register a net increase in the housing supply while not experiencing a proportional population increase or, in some cases, even recording a population loss.

There are several factors which demographers have linked to the declining size of households, including the fact that people are marrying at a later age than a generation ago, postponing having children, and having fewer children when they do start a family. Nation-wide, married couple families still comprise the largest group of households, but the number of single parent (male or female) headed households is rising and is expected to grow. This trend will further reduce the average household size.

Data in [Table 9](#) show persons per household figures for the City of Montrose and Genesee County for years 1990 to 2010.

| | 1990 | 2000 | Change 1990-2000 | | 2010 | Change 2000-2010 | | Change 1990-2010 | |
|------------------|------|------|------------------|---------|------|------------------|---------|------------------|---------|
| | | | Number | Percent | | Number | Percent | Number | Percent |
| City of Montrose | 2.68 | 2.56 | -0.12 | -4.5% | 2.46 | -0.1 | -3.9% | -0.22 | -8.2% |
| Genesee County | 2.64 | 2.54 | -0.1 | -3.8% | 2.48 | -0.06 | -2.4% | -0.16 | -6.1% |

Source: 1990, 2000, and 2010 US Census

| | City of Montrose | | Genesee County | | Michigan | |
|--|------------------|---------|----------------|---------|-----------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| Husband-Wife Family | 275 | 41.2% | 73,337 | 43.3% | 1,857,127 | 48.0% |
| Male Householder, No Wife Present | 35 | 5.2% | 9,235 | 5.5% | 185,363 | 4.8% |
| Female Householder, No Husband Present | 119 | 17.8% | 29,048 | 17.2% | 511,583 | 13.2% |
| Householder Living Alone | 210 | 31.4% | 48,117 | 28.4% | 1,079,678 | 27.9% |
| Other Non-Family | 29 | 4.3% | 9,465 | 5.6% | 238,757 | 6.2% |
| Total Households | 668 | 100.0% | 169,202 | 100.0% | 3,872,508 | 100.0% |

Sources: 2010 U.S. Census, Summary Population and Housing Characteristics, Table 7.

| Unit Type | 2000 | | 2010 | | Change 2000-2010 | |
|--------------------------------|--------|---------|--------|---------|------------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| 1 detached or attached | 526 | 78.7% | 531 | 72.9% | 5 | 1.0% |
| 2 - 4 unit structures | 60 | 9.0% | 75 | 10.3% | 15 | 25.0% |
| 5 - 10 or more unit structures | 80 | 12.0% | 112 | 15.4% | 32 | 40.0% |
| Mobile home or trailer | 2 | 0.3% | 10 | 1.4% | 8 | 400.0% |
| Total | 668 | 100.0% | 728 | 100.0% | 60 | 9.0% |

Source: 2000 US Census, 2006-2010 American Community Survey

Household Characteristics

Data in [Table 10](#) detail the household characteristics for the City, County and State, according to 2010 Census information. Married couple families comprise just under half of all households (41.2 percent) while single person non-families account for 31.4 percent of all households. This is comparable with the numbers for Genesee County and the State of Michigan as a whole.

Housing Profile

This section of the plan details the characteristics of the City of Montrose housing stock by structural type, occupancy, age, and value characteristics. Where appropriate, the data described in this chapter is benchmarked to County demographics.

Structure Type

Changes that occurred in the type of housing found in the City of Montrose between 2000 and 2010 are presented in [Table 11](#). It is evident that a shift continues to occur in the housing stock away from the traditional single-family home. There was a 25 percent rise in the number of housing structures containing 2 to 4 dwelling units. In addition, the number of 5 to 10 or more unit structures increased from 80 in 2000 to 112 in 2010 (40 percent increase). In 2000, 526 structures were described as single-family homes, ten years later in 2010 that number only slightly increased to 531. However, those single-unit structures account for a greater percentage of the housing stock (72.9 percent).

Age of Structure

Generally, the economically useful age of a housing unit is approximately 50 years. Beyond that age, major repairs are often required and modernization is needed to include amenities that are considered standard for today's lifestyle. When a community's housing stock approaches this age, rehabilitation, demolition, and new construction rates may increase.

According to data in [Table 12](#), about 48.2 percent of the housing stock in the City of Montrose was built before 1960. Approximately 15.1 percent was built during the 1960's. One fifth (20.6 percent) were built in the 1970's which corresponds with the surge in population during this time period. Genesee County generally mirrors construction trends in the City, with the vast majority of homes being constructed between 1950 and 1980. Structures within the City, however, tend to be slightly older.

| Year | Number | Percent |
|---------------------|--------|---------|
| Built 2005 or later | 3 | 0.4% |
| 2000 to 2004 | 7 | 1.0% |
| 1990 to 1999 | 25 | 3.4% |
| 1980 to 1989 | 82 | 11.3% |
| 1970 to 1979 | 150 | 20.6% |
| 1960 to 1969 | 110 | 15.1% |
| 1940 to 1959 | 225 | 30.9% |
| 1939 or earlier | 126 | 17.3% |

Source: 2006-2010 American Community Survey

Housing Value

A comparative measure of the housing stock is housing value. Data in [Table 13](#) show the 2010 distribution of housing values for both owner-occupied and rental units at the City and County level. In 2010, the median value of owner occupied housing units in the City of Montrose was \$102,100. This is below the County median housing value of \$118,000 and the State median of \$144,200. In 2010, the median contract rent in the City was \$446, which is lower than the County (\$662) and State (\$723).

| Financial Characteristics | City of Montrose | | Genesee County | | Michigan | |
|---|------------------|---------|----------------|---------|-----------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| VALUE | | | | | | |
| Specified Owner-Occupied Housing Units | 468 | 100.0% | 121,352 | 100.0% | 2,852,374 | 100.0% |
| Less than \$50,000 | 26 | 5.6% | 20,218 | 16.7% | 275,901 | 9.7% |
| \$50,000 to \$99,999 | 197 | 42.1% | 29,686 | 24.5% | 565,677 | 19.8% |
| \$100,000 to \$149,999 | 211 | 45.1% | 29,434 | 24.3% | 657,222 | 23.0% |
| 150,000 to \$199,999 | 28 | 6.0% | 21,766 | 17.9% | 548,205 | 19.2% |
| \$200,000 or more | 6 | 1.3% | 20,248 | 16.7% | 805,369 | 28.2% |
| Median | \$102,100 | | \$118,000 | | \$144,200 | |
| CONTRACT RENT | | | | | | |
| Specified Renter-Occupied Housing Units | 182 | 100.0% | 45,506 | 100.0% | 935,245 | 100.0% |
| Less than \$200 | 23 | 12.6% | 1,302 | 2.9% | 28,093 | 3.0% |
| \$200 to \$299 | 6 | 3.3% | 1,417 | 3.1% | 37,699 | 4.0% |
| \$300 to \$499 | 69 | 37.9% | 7,330 | 16.1% | 112,656 | 12.0% |
| \$500 to \$999 | 80 | 44.0% | 29,871 | 65.6% | 566,371 | 60.6% |
| \$1,000 or more | 4 | 2.2% | 5,586 | 12.3% | 190,426 | 20.4% |
| Median | \$446 | | \$662 | | \$723 | |

Source: 2006-2010 American Community Survey

(Less than \$200 category inclusive of no cash rent)

Specified housing units are the total number of owner occupied housing units described as either a one family home detached from any other house or a one family house attached to one or more houses on less than 10 acres with no business on the property.

Contract rent is the monthly rent agreed to, or contracted for, regardless of any furnishing, utilities, or services that may be included. For vacant units, it is the rent asked for. Specified renter-occupied and specified vacant for rent units include all rental units except one-family houses on ten or more acres.

| Household Income | City of Montrose | | Genesee County | | Michigan | |
|-------------------------|------------------|----------|----------------|----------|------------|----------|
| | Households | Percent | Households | Percent | Households | Percent |
| Less than \$10,000 | 97 | 14.7% | 16,749 | 9.9% | 304,785 | 7.9% |
| \$10,000 to \$14,999 | 21 | 3.2% | 10,025 | 5.9% | 219,924 | 5.7% |
| \$15,000 to \$24,999 | 96 | 14.5% | 20,629 | 12.2% | 442,676 | 11.5% |
| \$25,000 to \$34,999 | 126 | 19.1% | 20,894 | 12.4% | 430,558 | 11.2% |
| \$35,000 to \$49,999 | 99 | 15.0% | 26,894 | 15.9% | 577,569 | 15.0% |
| \$50,000 to \$74,999 | 107 | 16.2% | 31,610 | 18.7% | 728,579 | 19.0% |
| \$75,000 to \$99,999 | 64 | 9.7% | 18,488 | 10.9% | 466,664 | 12.1% |
| \$100,000 to \$149,000 | 37 | 5.6% | 16,944 | 10.0% | 433,144 | 11.3% |
| \$150,000 or more | 13 | 2.0% | 7,062 | 4.2% | 240,098 | 6.2% |
| TOTAL | 660 | 100.0% | 168,984 | 100.0% | 3,843,997 | 100.0% |
| Median Household Income | | \$33,438 | | \$43,483 | | \$48,432 |

Source: 2006-2010 American Community Survey

Income

An important determinant of a community's viability and ability to support future commercial, residential and industrial growth is the income of its residents. Households are the basic consumer unit and supplier of labor to potential businesses. Median household income (that level of income at which half of all households earn more and half of all households earn less) is a broad measure of relative economic health of a community's populace. At the national level, recessions and inflation have combined to negatively impact upon the spending power of the dollars households bring home. In a very real sense, a dollar does not purchase as much as it once did.

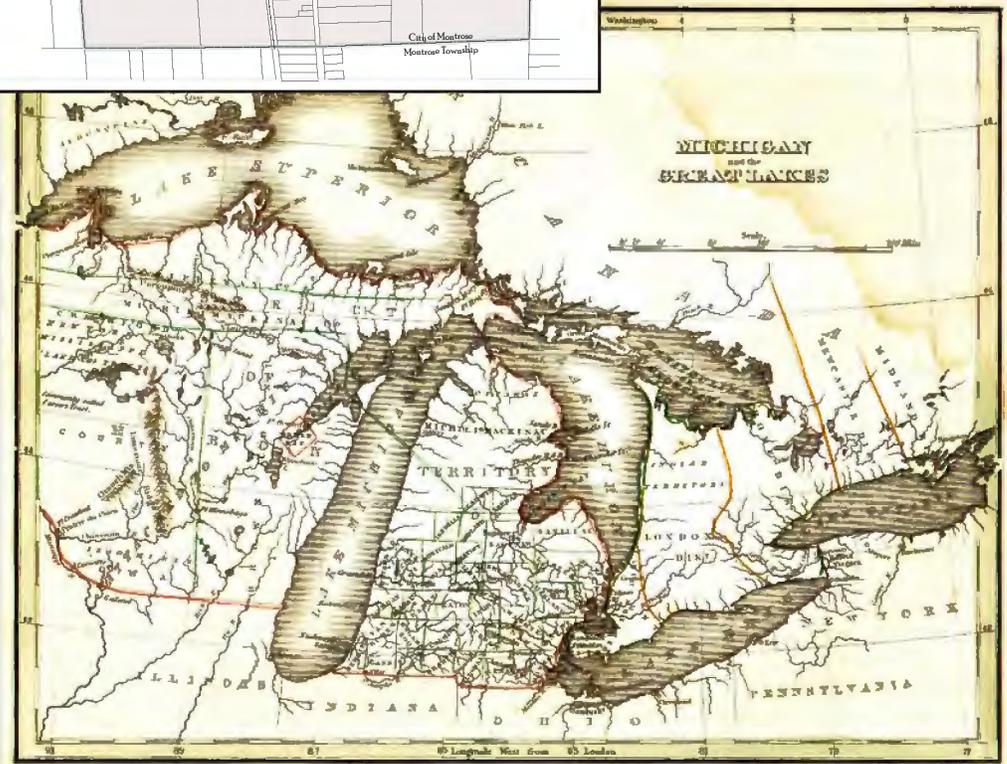
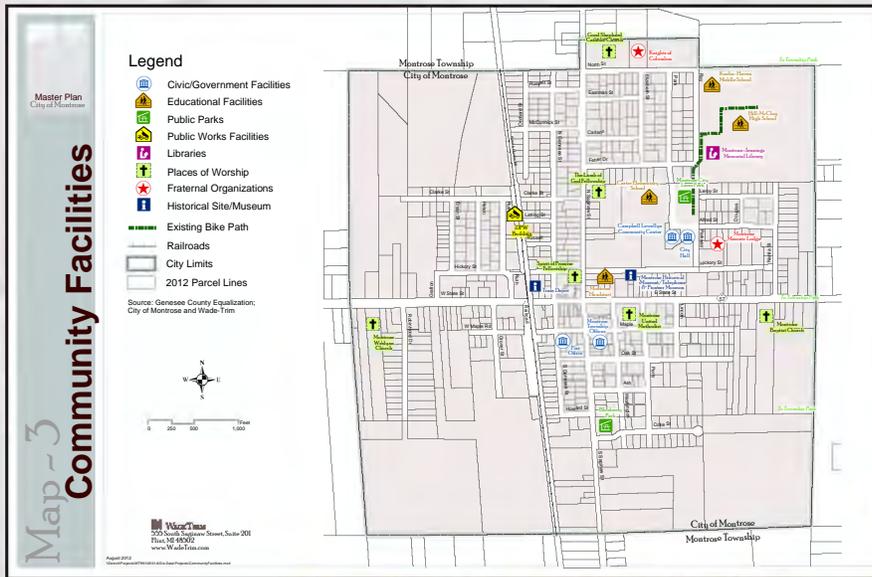
The distribution of households by income levels is presented below as [Table 14](#). Households are considered the standard "consumption" unit for long-range planning. A household represents all the persons who occupy a housing unit. A household may also include one person living alone. The household differs from a family which is defined as a householder and one or more persons who are related to the householder and living in the same household.

In 2010, the median household income for the City of Montrose was \$33,438. In comparison, the median household income at the County level was \$43,483 and the State level was \$48,432.

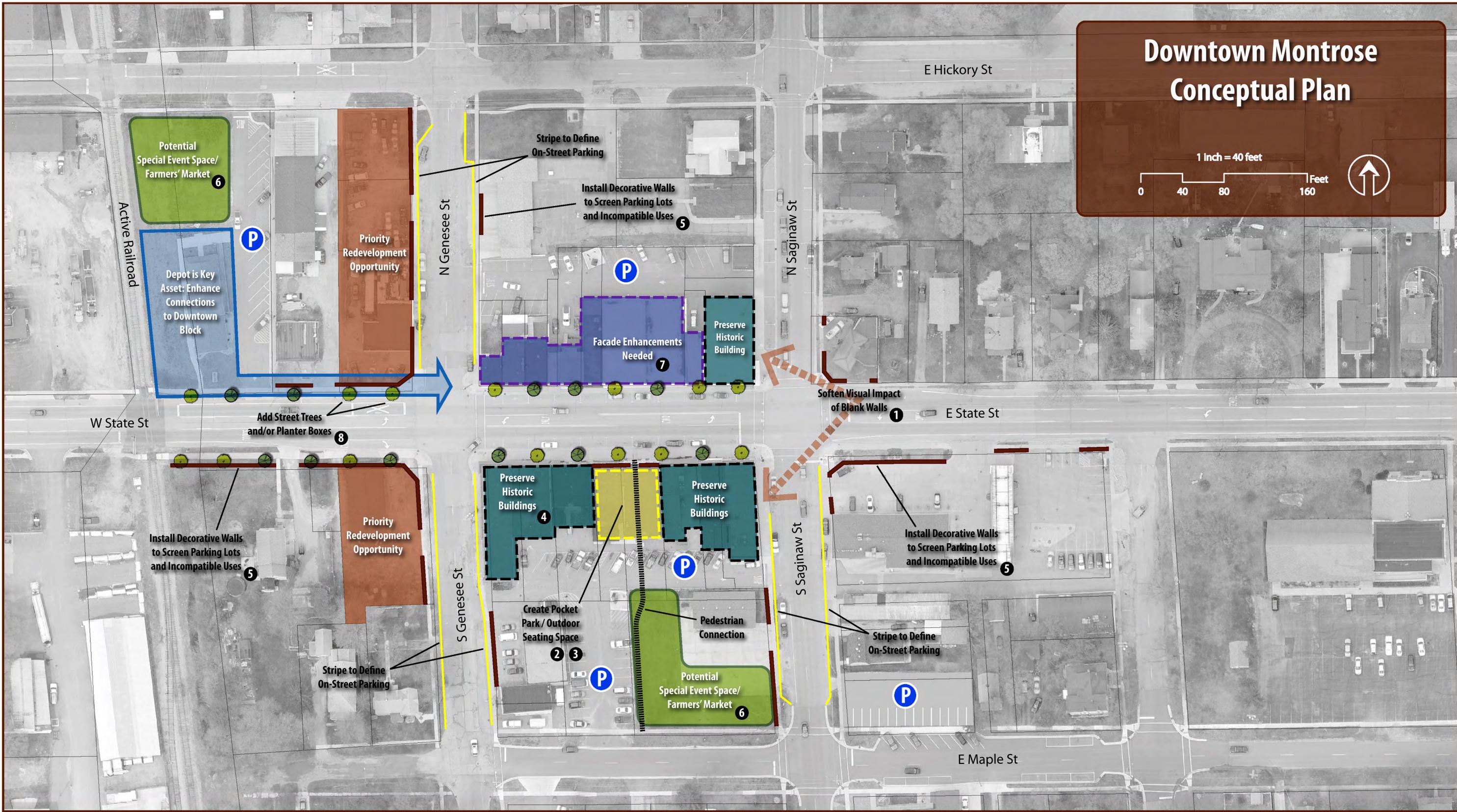
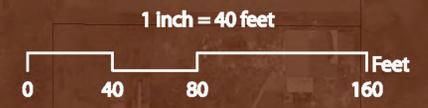


Appendix

Mapping



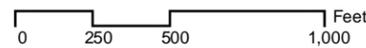
Downtown Montrose Conceptual Plan



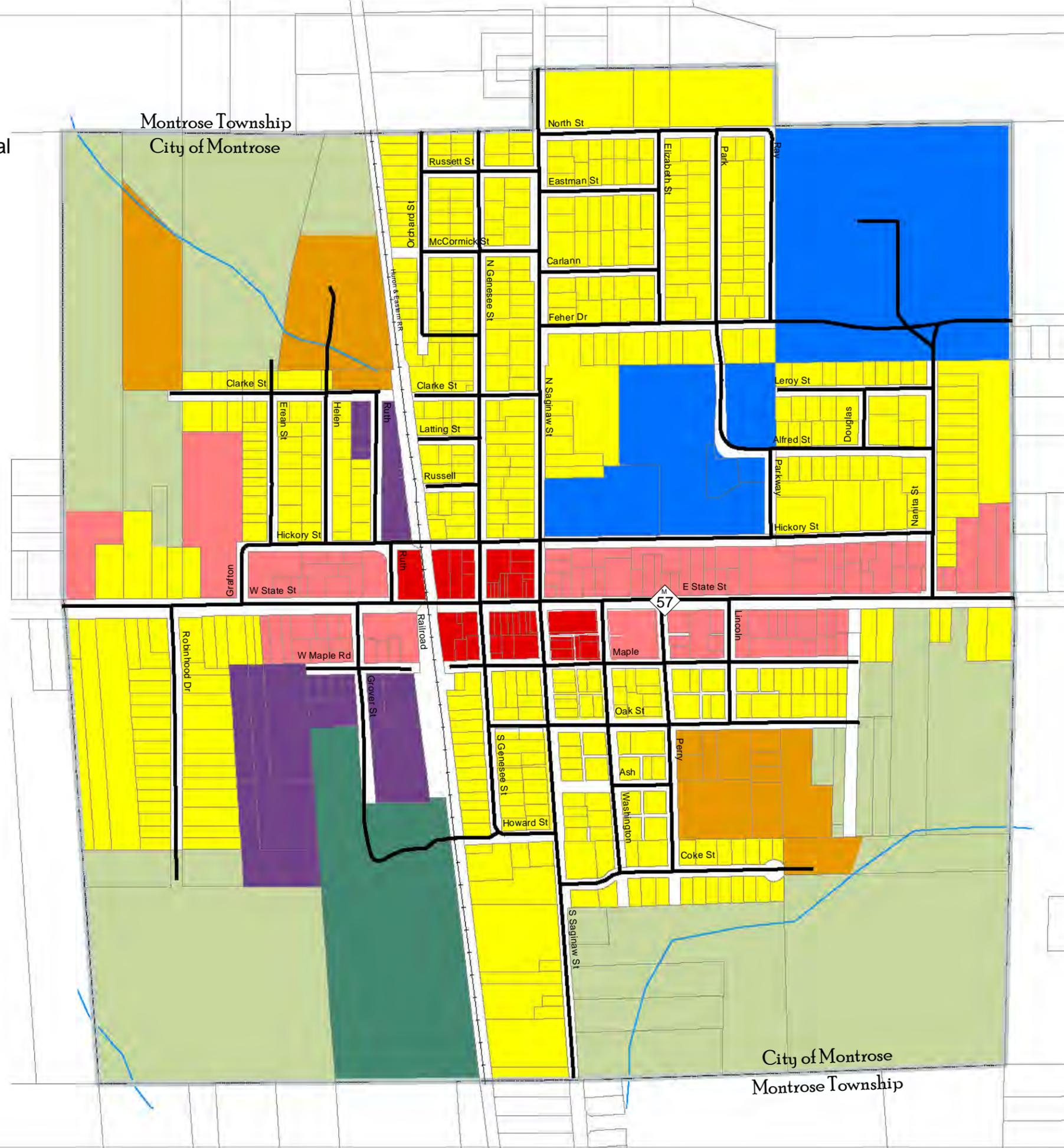
Map - 1 Future Land Use

Legend

- Single and Two Family Residential
- Multiple Family Residential
- Manufactured Home Park
- Commercial and Office
- Downtown Mixed Use
- Light Industrial/Entrepreneurial
- Public and Quasi-Public
- Open Space Residential/Planned Unit Development
- Roads
- Railroads
- City Limits
- Creeks/Drains
- 2012 Parcel Lines



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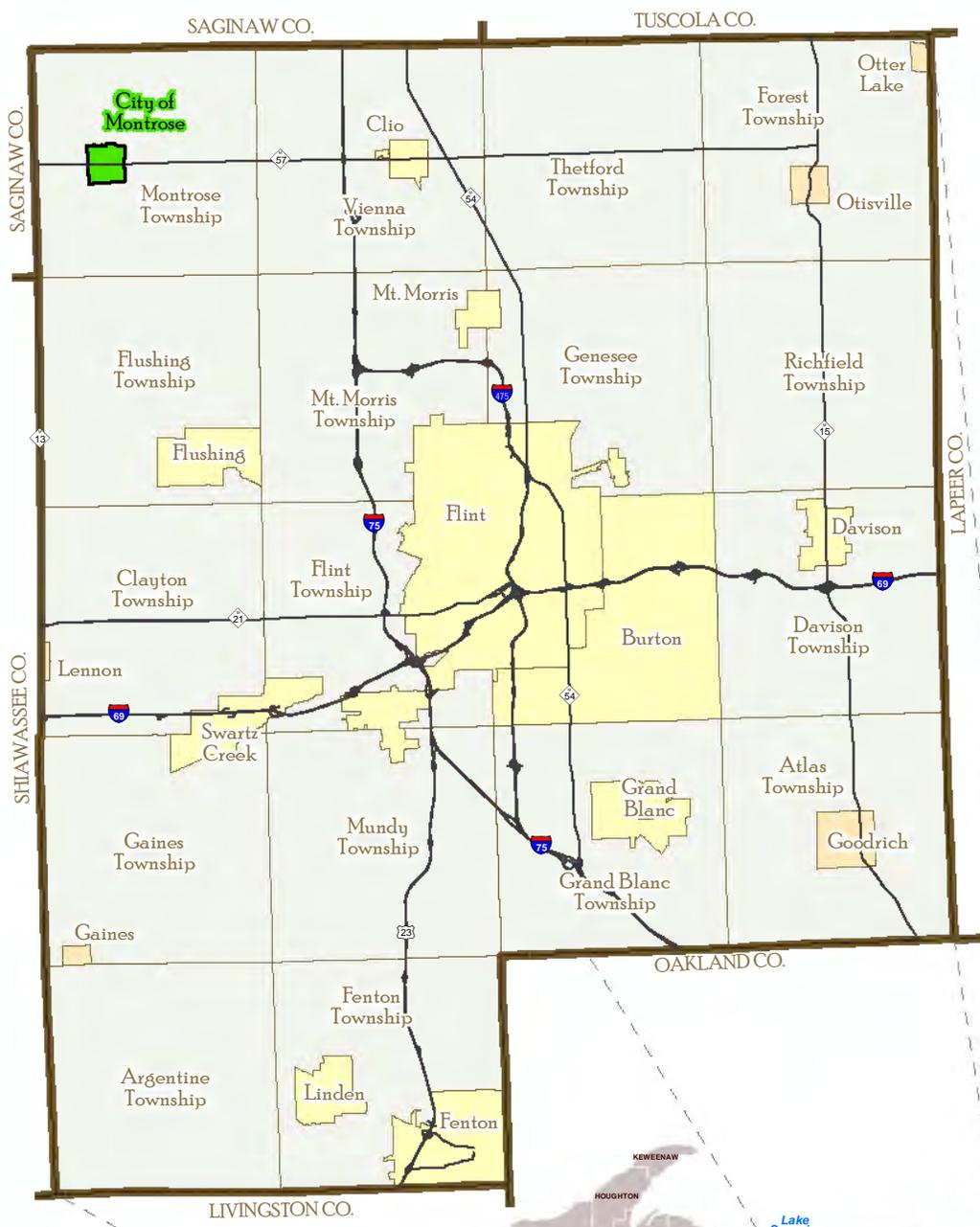


City of Montrose
Montrose Township



Master Plan
City of Montrose

Map - 2
Regional Location

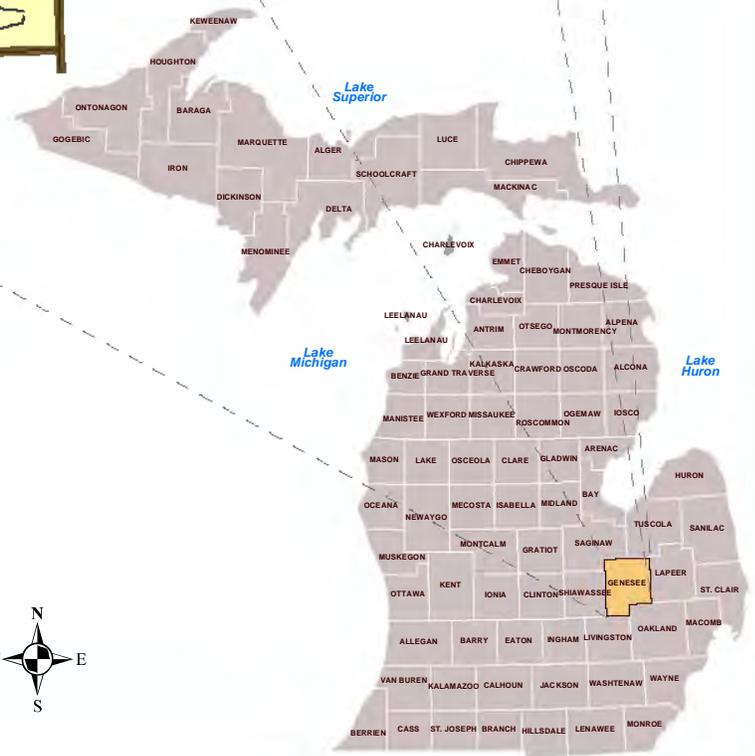


Legend

- State or Federal Highways
- City of Montrose
- Villages
- Cities
- Townships
- County Boundary

Source: Michigan Geographic Data Library

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Map - 3 Community Facilities

Legend

-  Civic/Government Facilities
-  Educational Facilities
-  Public Parks
-  Public Works Facilities
-  Libraries
-  Places of Worship
-  Fraternal Organizations
-  Historical Site/Museum
-  Existing Bike Path
-  Railroads
-  City Limits
-  2012 Parcel Lines

Source: Genesee County Equalization;
City of Montrose and Wade-Trim

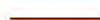


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City of Montrose
Montrose Township

Legend

-  Water Lines
-  Sanitary Sewer Lines
-  Storm Sewer Lines
-  Railroads
-  City Limits
-  2004 Parcel Lines

Source: City of Montrose and Wade-Trim



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City of Montrose
Montrose Township

Map 5 Existing Land Use

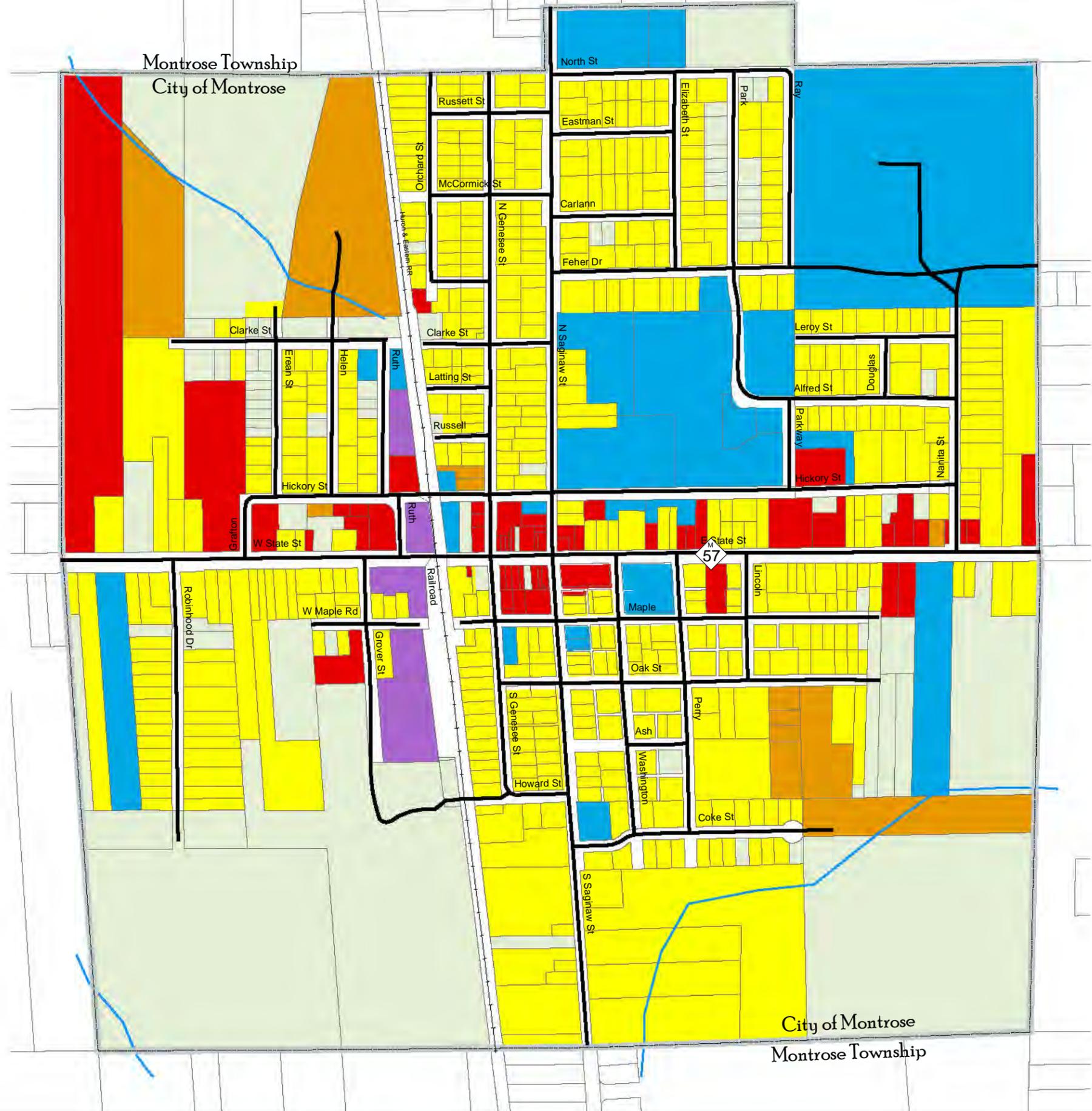
Legend

- Single-Family Residential
- Multiple-Family Residential
- Public/Quasi-Public
- Commercial/Office
- Industrial
- Vacant/Open Space
- Rights-of-Way
- Roads
- Railroads
- City Limits
- Creeks/Drains
- 2012 Parcel Lines

Source: Genesee County Equalization;
City of Montrose, and Wade-Trim survey
of August 2012



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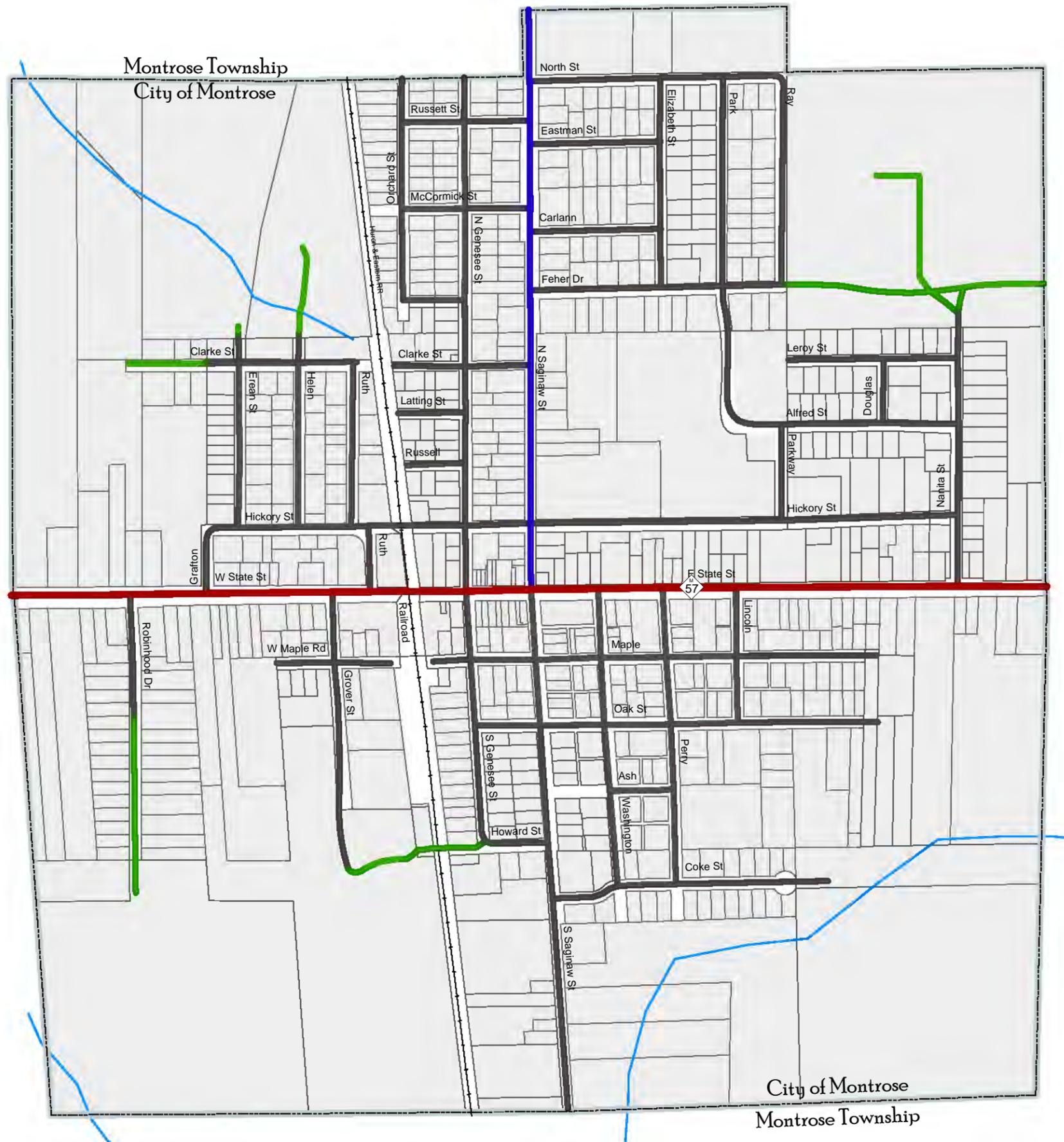
Map 6 Transportation Hierarchy

Legend

MDOT Functional Classification System:

-  Rural Minor Arterial
-  Rural Major Collector
-  Rural Local
-  Uncertified or Private Road
-  Creeks/Drains
-  Railroads
-  City Limits
-  2004 Parcel Lines

Source: Michigan Geographic Framework Roads Framework for Genesee County, Michigan Geographic Data Library, 2004.



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