

GRAND BLANC

TOWNSHIP

MASTER PLAN



Amended Working Final Draft:

-July 22, 2021



ACKNOWLEDGEMENTS

This plan was developed over a two-year period and these two pages are intended to reflect the participation of all board and commission members involved through the planning process. This page includes participants through the end of 2020 and the following page includes participants from January 2021 through this plan's adoption.

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BACKGROUND

Grand Blanc Township's development has been guided by a steady series of planning efforts that have resulted in orderly, well-functioning corridors; commercial nodes that are convenient to the Township's neighborhoods; and smooth transitions along the City of Grand Blanc's boundaries. This planning foundation is a valuable piece of community infrastructure that represents investment as surely as any other, and this Master Plan strengthens and builds upon that investment.

This section explains the purpose of a Master Plan and its relationship to the Zoning Ordinance, details the history of Grand Blanc Township, provides the economic and geographic context of the Township, and summarizes the many planning efforts that have already guided the Grand Blanc Township community.

PURPOSE OF A MASTER PLAN

What is a Master Plan?

The Michigan Planning Enabling Act (PA 33 of 2008) enables municipalities to write a Master Plan that broadly guides development to meet current and future needs, and that promotes the health, safety, and general welfare of its residents. The process of creating a Master Plan asks a community to pause from its daily activities and look to the future. A Master Plan is a policy document that comprehensively inventories and analyzes the elements that make a township function (i.e. housing, transportation, services), so it is essential to include as many stakeholders into the process as possible. Through community engagement, the Master Plan seeks to understand how residents rate their "quality of life." It identifies Grand Blanc Township's vision and defines goals that could help achieve that vision and preserve the Township's unique character. The Master Plan serves many roles: a vision statement, an Action Plan with specific strategies, a tool for making coordinated land-use decisions, an assessment of current programs, services, structures, and infrastructure, and a document to inform its citizenry on how the Township will plan for its future.

Relationship to Zoning Ordinance

The Master Plan is not a binding agreement but rather a planning framework. The Zoning Ordinance, on the other hand, is local land use law. The Zoning Ordinance is a set of regulations that provide the details for how and where development can locate to exacting specifications. Thus, the Zoning Ordinance implements the Master Plan; and, as outlined in the MPEA, a direct relationship between the two documents is required. For example, if it emerges through community engagement and research that the housing types available do not adequately serve the population, then a vision statement in the Master Plan could read "to plan for housing types that meet all the preferences of all age groups, income levels, and disabilities." To ensure that this vision is implemented, a municipality would revisit the zoning ordinance to determine if the land use code is preventing a particular type of development through height restrictions or lot size requirements. Only when the two documents are in sync can they be effective planning tools.

COMMUNITY HISTORY

Chippewa Indians were the original settlers of Grand Blanc Township. The name "Grand Blanc" means "Great White" in French, and it came from French traders who arrived in the 18th century who purportedly named the Township after "Chief Fisher," a physically large Native American trader.¹ Pioneer families from New England and Europe began settling and farming in the Township as early as 1823, and the first known settler in Grand Blanc Township was Jacob Stevens and his family.² In this new frontier, settlers could buy land in Michigan for as little as \$1.25 per acre.³ As one of the earliest village centers in the United States, "Grand Blanc Center," now the City of Grand Blanc, had a post office by 1826, a school by 1830, and a general store by 1835.⁴

Grand Blanc Township became Genesee County's first official unit of government in 1833.⁵ At this time, Grand Blanc Township was quite a large area, including part or all of what is now Atlas Township, Burton Township, Fenton Township, Flint Township, Genesee Township, Mt. Morris Township, and Mundy Township.⁶ Originally a Native American trail, Saginaw Road was the main route between Detroit and Saginaw until 1862, when the railroad came through Grand Blanc Center.⁷ This brought more people and established a commercial center between Detroit and Saginaw. Significant population growth in the Township is relatively recent, however, considering that most housing units were constructed post 1970.⁸



Business block on the west side of Saginaw Street.
Source: Grand Blanc Township Historic Commission



Grand Blanc School, built in 1894 but burned down in 1920.

Source: Grand Blanc Township Historic Commission



Halsey United Methodist Church, built in 1850.
Source: Grand Blanc Township Historic Commission

In 1904, Grand Blanc schools were the first to consolidate in the State of Michigan.⁹ Over a quarter-century later in 1930, the four square miles in the center of the Township became the incorporated City of Grand Blanc.¹⁰ Today, both the City and Township work together where they can to coordinate and provide services for the whole community. Originally a farming community, portions of the Township remain rural, though residential development has occurred over much of the area.

REGIONAL CONTEXT

Geography

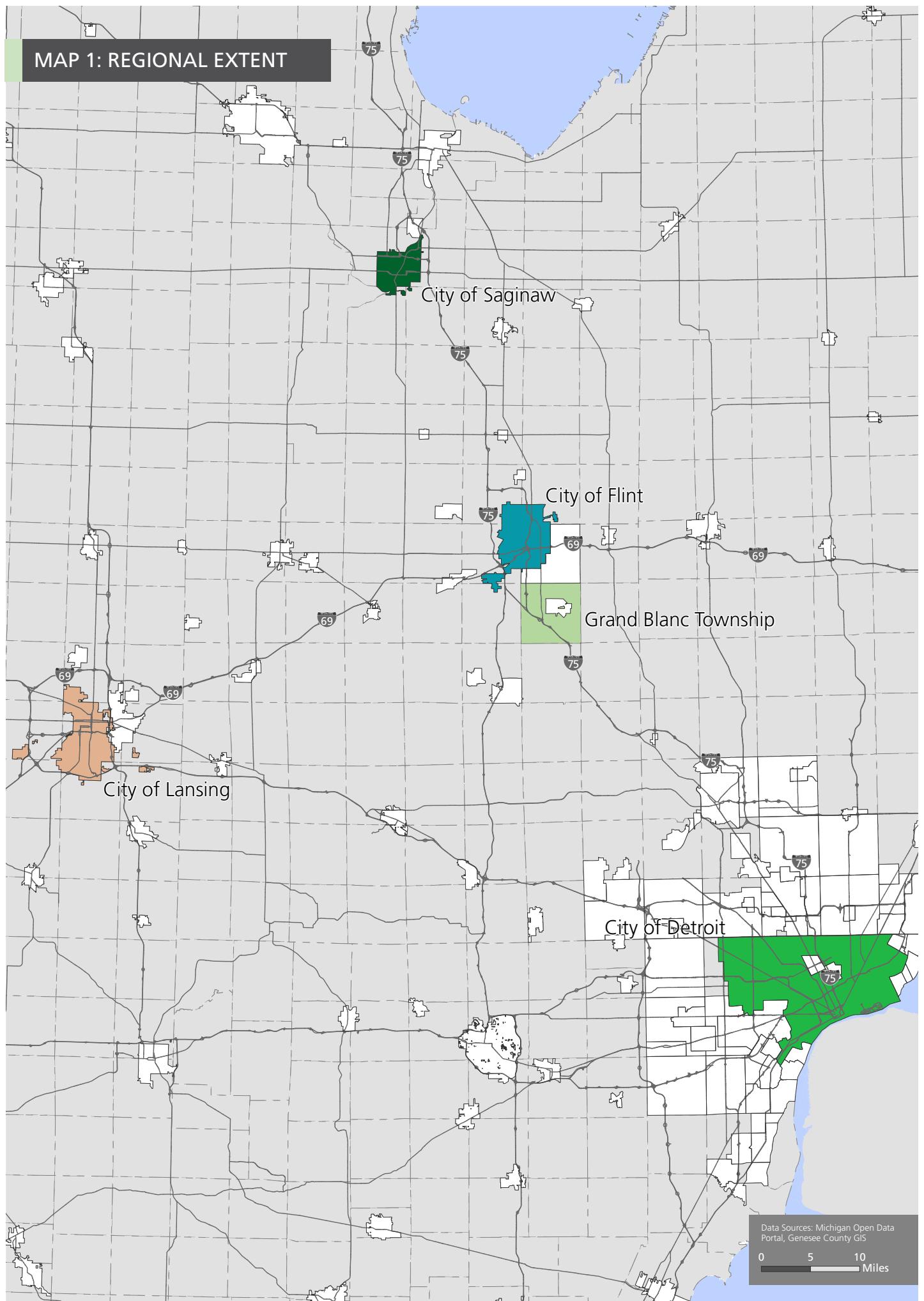
Located in southeast Genesee County in Mid-Michigan, Grand Blanc Township sits as a central point amongst the more urban areas of the Southeast and Mid-Michigan regions. The Township is part of the Flint metropolitan area spreading to the north. It is about 60 miles northeast of Detroit, 55 miles northwest of Lansing, and 50 miles south of Saginaw. The Township surrounds the City of Grand Blanc.

Grand Blanc Township is connected to other communities primarily through roadways. I-75 is the main north-south freeway that runs through the Township, and I-69 is the main east-west freeway that runs just north of the Township, both of which connect Grand Blanc Township to major urban centers in the State. The CSX railway runs through the Grand Blanc Township and the City of Grand Blanc, following the same route as the rail line established in 1862. Currently, the line is exclusively used to transport goods and materials, not people. Amtrak does run through nearby Flint, which has a direct route to Chicago but not to Detroit. Additionally, the Bishop International Airport in Flint gives Grand Blanc Township residents very close access to both domestic and international air travel.

Economy

The success of vehicle production in the Flint metropolitan area has shaped much of Genesee County. Its dramatic rise in the first half of the 20th century attracted a significant population to the region, and its decline since the 1970s has had equally dramatic effects on that population: loss of jobs, an eroding manufacturing base, increasing long-term unemployment, and lowered incomes. General Motors Corporation (GM) has been the major private

MAP 1: REGIONAL EXTENT



“

Target industries for future success included healthcare, water-intensive industries, renewable energy, cloud computing and technology, and sustainability.”

employer in the county for decades and continues to significantly impact the fortunes and futures of its residents.

The “Flint and Genesee County Comprehensive Economic Development Strategy” (CEDS) outlines a strategy for future economic prosperity for both Genesee County and the City of Flint. Written in 2010, just as the region and nation were slowly emerging from the economic recession, the region was clearly struggling. The primary goal of the CEDS was to foster job creation and economic diversification, with a driving interest in sustainability. Target industries for future success included healthcare, water-intensive industries, renewable energy, cloud computing and technology, and sustainability.

The CEDS identifies opportunities and existing strengths that the region may build upon. Institutional resources that already support the region are noted, as is the asset of vacant land in the County as well as the great prospect for transportation and logistics development due to the existing rail, interstate, and airport access in the County. As GM’s investment in the Chevy Volt indicates a shift toward a more sustainable auto industrial model, it also signifies a way that GM might remain a key industry in Genesee County.

The key to future business investment and development is education, because most well-paying jobs require higher education levels. Genesee County lags behind the nation in education levels, and per capita income levels lag as well. The healthcare industry has driven job growth in Genesee County,

which shows the importance of healthcare to the future economic prosperity of the region. Other key growth sectors have been finance, insurance, and information.¹¹

Economic systems are distinct from, and larger than, municipal jurisdictions: “metropolitan statistical areas” are regional systems for a reason. But this does not mean that every area within the region experiences the system uniformly. Grand Blanc Township has at times seen direct benefits from the City of Flint’s struggles: as Flint’s school system, housing stock, crime rate, and infrastructure have deteriorated, conditions in the surrounding communities have held increasing appeal, leading to increased population, better services, and business attraction. Grand Blanc Township has at times felt the strain of this swift growth on its infrastructure.

Politics and Development

In Michigan, government structure is quite fragmented. Having separate units of government for townships, municipalities, cities, and counties frequently results in splintered public leadership and duplication of public services. There is a long-standing mistrust amongst communities in the Genesee County area, and historically, these communities and governmental units have not collaborated overly well.¹² For example, the Genesee Regional Chamber (GRCC) is the primary economic development organization for the County, but not all elected officials in the County support the Chamber, resulting in an organization that cannot reach its potential.

There has been a strong pattern of population decentralization in the Genesee County area. Between 1978 and 2006, there was a significant amount of low-density residential development, primarily in Grand Blanc Township. During this time period, there was a 31% decline in undeveloped county acreage, resulting in a significant loss of rural open space and the oftentimes costly extension of municipal infrastructure.¹³ Interestingly, there has been a sharp increase in residential development with a declining overall population in Genesee County.

PLANNING HISTORY

This Master Plan builds on a history of planning efforts which have guided development in Grand Blanc Township, and it incorporates initiatives and successes from prior plans.

The Corridor Planning Era

Around the turn of the 21st century, Grand Blanc Township focused on improving its most active corridors to address appearance, function, and land use. The Township adopted three corridor plans, two of which have been substantially completed.

Hill Road Corridor Plan (1990)

The Hill Road Corridor Plan was a subarea plan of the 1990 Township Master Plan that sought to determine what type of development should happen on this corridor to avoid congestion and a generic commercial corridor that could be found anywhere in the United States. The Plan included a comprehensive study of six miles of Hill Road between Fenton and Vassar Roads, and the issues at the time were increased traffic volumes, lack of landscaping, inconsistent quality and size of signs, conflicting land uses, and loss of rural character.

Strategies included controlling land uses through zoning ordinance standards, accommodating stormwater through drain improvements and on-site detention, minimizing congestion through driveway and road improvements, and maximizing the amount of greenery and landscaping throughout. Action items predominantly included recommendations for zoning ordinance amendments such as driveway and sign standards, sidewalk and bikeway requirements, and zoning district amendments. The overall mission of the Plan was to promote “quality” development that preserved the rural image of Grand Blanc Township.

This plan is considered substantially complete. Most of the recommended zoning changes in this plan were implemented, and land uses have been well supported over the past 30 years. Outcomes of this plan are reviewed in detail in the Circulation and Corridors chapter.

Holly Road / Baldwin Road / Saginaw Road Corridor Plan (1996)

The Holly Road / Baldwin Road / Saginaw Road Corridor Plan was a subarea plan undertaken jointly by the City of Grand Blanc and Grand Blanc Township. The Plan was to act as a guidebook for zoning and development decisions for the next ten years along this corridor; at the time, this area was projected to have the highest rate of growth in the community. The Plan includes an analysis and recommendations for three corridor sections: Holly Road (from Saginaw Road south to the Township boundary), Baldwin Road (from Halsey Road eastward to Saginaw Road), and Saginaw Road (from Baldwin Road south to I-75).

Issues at the time included increased traffic volumes, landowners' desire to intensify land uses, plans to widen Holly Road and expand the I-75 interchange, poor alignment with the CSX railroad, driveway spacing and design, and lack of a cohesive image. The Plan outlines guidelines and recommendations for access, pathways, and unifying elements including development standards (i.e. building design), streetscape features, and a future land use plan for each segment. Implementation includes revisions to the City and Township zoning ordinances, a site design handbook, and a task force for the corridor.

Here too, the plan is considered substantially complete. Zoning changes have largely been implemented and have been guiding development for some time. Corridor access has been managed and landscaping is clearly intentional. These outcomes are also reviewed in more detail in the Circulation and Corridors chapter.

Saginaw Street Corridor Study (2008)

The Saginaw Street Corridor Study builds on the Hill Road Corridor Study. The Study covers two road segments: Saginaw Street between Hill Road and Maple Road, and Dort Highway from Saginaw Street to Durant Heights. This corridor is a major gateway into Grand Blanc Township, and the purpose of this study was to distinguish this corridor from others in the Township and to improve traffic

flow and safety. Major issues included: no sidewalks or pedestrian amenities, varying setbacks and building types, varying signs, and essentially no unifying visual elements. The Plan recommends creating new land uses, including residential and mixed-use developments (referred to as "Triangle Village") and more flexible zones ("Flexible Development" district); improving non-motorized transportation and pedestrian safety; improving the overall appearance and cohesiveness of the corridor; improving vehicular flow; and promoting redevelopment and growth within the corridor.

It is the work of the current Master Plan to incorporate and further the findings of this much more recent corridor study. North Grand Blanc Township is a significant focus area of the Centers chapter.

The Tech Village Planning Era

Beginning with a master plan analysis in the depths of a recession and proceeding over a decade through subarea planning, market assessment, zoning, and tax increment finance, this well-aligned suite of planning documents shows the possibility of planning to induce change, rather than just manage it.

Master Plan (2010)

The 2010 Master Plan was written during the Great Recession, and reflects national trends of higher unemployment rates and decreasing housing values. The plan is organized by land use throughout and is divided into the following distinct categories: Smart Growth Strategies, Residential, Commercial, Industrial, and Thoroughfares. All future land use maps are divided into these categories as well. The Plan emphasizes that Grand Blanc Township is an attractive location for families and that quality housing and good schools are the key to satisfaction in the community.

The Plan references and encourages the implementation of all the subarea plans that existed prior to this plan's adoption. Common recommendation themes throughout this master plan include:

- » Preserving the low-density residential character of the Township
- » Preserving natural and recreational areas
- » Encouraging the development of a wide

- variety of housing styles
- » Separating conflicting land uses
- » Capitalizing on new economy opportunities (knowledge and technology)
- » Improving non-motorized transportation options and safety

Supplemental Amendment to the Master Plan (2013)

Because a master plan is a working document, the 2013 Master Plan updated the 2010 Master Plan by adding the Technology Village Area Study, which was completed in 2008. The purpose of this supplemental amendment was to guide development of this technology-driven center so that the Township could effectively transition toward the knowledge-based economy. The Technology Village area included about 4,100 acres of land including land involved in the Dort Highway Extension and the planned expansion of the Genesys Medical Center. Goals pertaining to the Technology Village Area include applying Smart Growth principles to the area, developing partnerships with potential firms and institutions, promoting sustainable development, developing an economic development strategy, and establishing benchmarks to gauge success.

Grand Blanc Township Technology Village Master Plan / Framework Study (2016)

The Technology Village Master Plan builds on the 2008 Tech Village Plan with the same goal to become a thriving "New Economy" center. The Plan clearly presents the Tech Village as an environmentally sustainable site with a high level of mixed uses (research / development, light industrial, office, commercial and multi-family residential). There are precedent images for tech centers (i.e. Western Michigan Business, Technology, and Research Center in Kalamazoo, MI), downtown design features, and sustainable site practices. The Tech Village has three distinct districts: Office / Medical, Research / Development, and Village Center; each with district characteristics and detailed conceptual site plans. The elements that contribute to the unique identity for the Tech Village include vehicular and pedestrian connectivity; entry materials and signage; architectural materials; plant materials; and other amenities such as unique features,

public art, and street lighting. At the time of this Master Plan, the next steps were to create zoning standards and marketing materials for the Tech Village.

Technology Village: Grand Blanc Township 2016 Market Assessment

The Market Assessment evaluates the Technology Village for future potential using research, computer modeling, stakeholder interviews, and a survey of Grand Blanc Township residents. The Assessment reviews changing trends in manufacturing / technology, retail, medicine, and housing and how these changes will affect the Tech Village. There are recommendations for specific unique systems that the Tech Village could implement such as an automated internal circulator and incubators (i.e. computer labs, 3D printing facilities, woodworking shops, etc.). The Assessment also provides example retailers, most of which are Michigan-based retailers, for restaurants, gifts, discount stores, optical centers, and specialty food stores. Additionally, the appendix includes a long list of businesses that are generally looking to expand in Michigan.

Tech Village Zoning Ordinance (2017)

Based on both the 2012 Master Plan and the 2016 Tech Village Master Plan, the Tech Village Zoning Ordinance established two new zones: Tech Village Park and Tech Village Center. The Tech Village Park district serves technology, medical, and manufacturing business. The Ordinance outlines development components and standards for research park uses, housing, transportation, parking, placemaking, sustainability, and technology. Interestingly, the Ordinance clearly provides all native plant species that would be suitable for landscaping requirements. The Tech Village Center is meant to be vibrant and pedestrian-oriented with a traditional downtown form, and it provides housing, shopping, dining, and entertainment opportunities for those who live and work in the Tech Village as well as visitors to the Park. The Ordinance outlines development components and standards for commercial, restaurant, and entertainment uses; housing; transportation; parking; placemaking; sustainability; and technology.

Development Plan and Tax Increment Financing Plan (2019)

The Development Plan and Tax Increment Financing Plan is the guide for the Grand Blanc Township Downtown Development Authority (DDA) in terms of development projects and priorities and tax increment financing within the DDA boundaries. The DDA boundaries encompass the major commercial center of the Township, and the DDA's main purpose is "to improve the commercial, industrial, and medical businesses within the Township's central business area." Proposed projects include reducing water and sewer capital fees for new construction, developing a transportation plan, developing a technical training facility, developing a road plan, creating a stormwater management plan, and improving public design. The Plan references the future land use maps of the 2010 and 2013 master plans, and it identifies the future land use classifications within the DDA district.

The Current Planning Era: North Grand Blanc and Nonmotorized Travel

Major focuses of this master plan are the revitalization of "north Grand Blanc Township," and the implementation of nonmotorized transportation and recreation options throughout the community. These efforts are already geographically linked, because the northern portion of the Township hosts the most connected and comprehensive nonmotorized path, the Creasey Bicentennial Park Pathway, as well as the planned route to accommodate the statewide Iron Belle bicycle trail. Over the coming decades, it remains to be seen how the concepts presented in this Master Plan are developed and furthered.



2

DEMOGRAPHICS

Examining Grand Blanc Township's current demographic characteristics and how these characteristics have changed over time is essential to successfully planning for the Township's future.

This section compares Grand Blanc Township to Genesee County, the State of Michigan, and the US to provide context for where the Township stands in contrast to these larger geographic units.

This section also compares the Township to three other townships in neighboring Oakland County: Commerce, Orion, and White Lake Townships. This additional comparison provides further context for where the Township stands compared to similarly sized municipalities in near proximity.

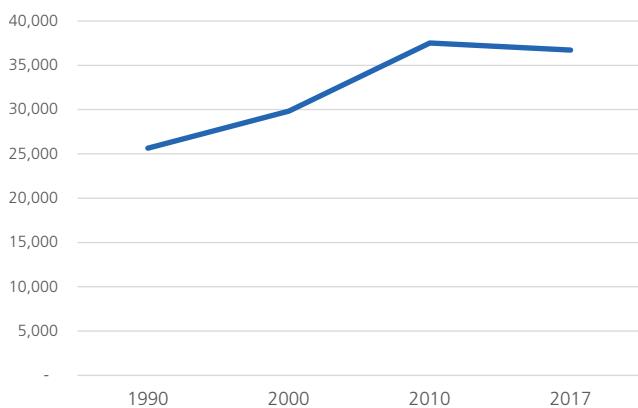
POPULATION

As of 2017, Grand Blanc Township had an estimated population of 36,720. This is a very slight decrease (2%) in population since 2010, whereas there had been a 26% increase in population between 2000 and 2010. Despite the rapid and steady growth in previous decades, Grand Blanc Township's population has leveled off. ESRI Business Analyst predicts that the Township will have a population of 38,042 by 2023, about a 4% increase, though there are several unknown factors that make population projections difficult to predict. Some of these factors may include natural disasters, change in fertility rates, or immigration policy.

AGE

The Grand Blanc Township population is slightly younger than national, state, and county populations. According to the 2010 Census, the median age in Grand Blanc Township is 36.8, which represents a slight increase in age from the 2000 Census (36.0) where the median age in the Township was slightly older than national, state, and county averages. Interestingly, the median age for males (35.8) is now the same as the national average, whereas the median age for females (37.6) is now younger than national (38.5), state (40), and county (39.7) averages.

FIGURE 1: POPULATION OVER TIME



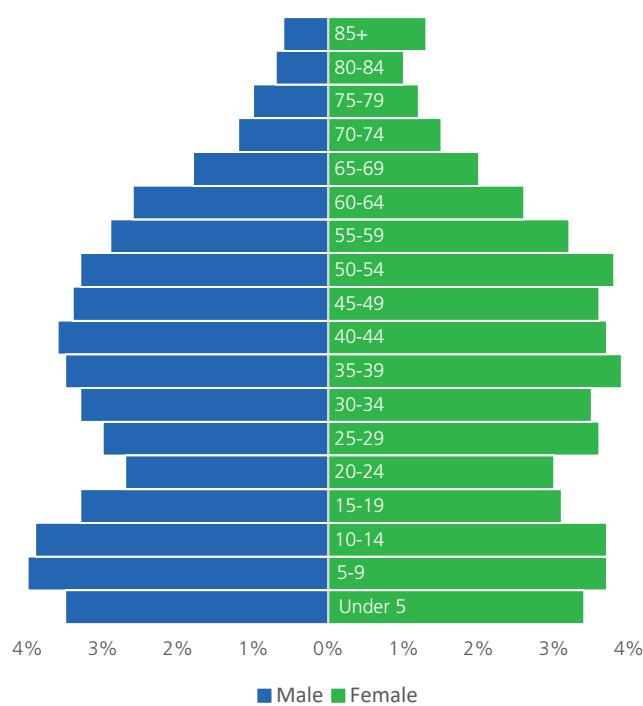
Sources: 1990, 2000, & 2010 Decennial Census, American Community Survey 2013-2017 5-Year Estimates

DEMOGRAPHIC SOURCES

The datasets used in this section have been taken from the following sources in this preferred order:

- » **2010 US Census.** This is the gold standard for demographic data. It measures 100% of the population and offers comparable data points at regular intervals throughout most of the United States' developed history. However, available data is limited to population and housing information, and the ten-year interval between data points means it is rarely "fresh."
- » **American Community Survey.** The ACS program replaced the "long form" Census questions beginning in 2000, collecting the same types of detailed information about social, economic, and housing conditions on a rolling basis instead of once per decade. Statistical validity of the ACS depends on sampling. In communities with populations of 65,000 or more, it is possible to gain a valid sample within twelve months, which the ACS calls a "one-year estimate." For smaller communities, data is collected over the course of 60 months to achieve a valid sample size, called a "five-year estimate." This system exposes the statistical tradeoff between the reliability gained by increasing sample size and the currency that is sacrificed in the time it takes to do so. The dataset used for this project was 2013-2017 ACS 5-Year Estimates
- » **ESRI Business Analyst.** This proprietary software presents privately generated market research data. In addition, it estimates Census and ACS data for geographic configurations other than Census-defined tracts, blocks, and places.

FIGURE 2: AGE DISTRIBUTION IN GRAND BLANC TOWNSHIP



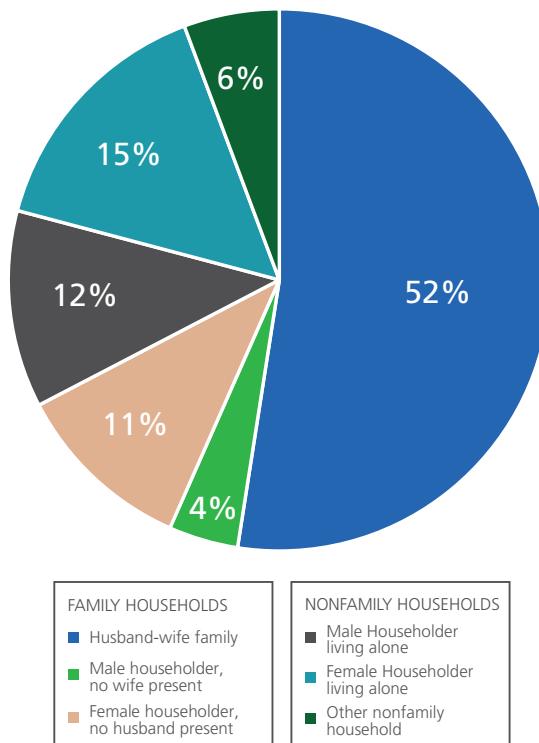
Source: 2010 Decennial Census, Table DP-01

The population pyramid for Grand Blanc Township shows a population that is not growing rapidly. Excluding people between the ages of 20 and 30, the age groups are relatively evenly distributed until the top of the pyramid tapers with older age groups. The smaller proportion of both males and females between the ages of 20 and 30 is quite noticeable. This may be influenced by educational attainment as this age group attends college. It may also signal that Grand Blanc Township is perhaps not as desirable for people in this age group. National trends suggest that people in their 20s and 30s prefer to live in relatively urban areas with access to amenities and economic opportunities,¹⁴ and Grand Blanc Township may consider these preferences to better attract and retain this demographic.

HOUSEHOLDS

According to the 2010 Census, there is a total of 14,758 households in Grand Blanc Township, an increase of 2,965 households from 2000. The average household size is 2.52, which is very consistent with national, state, and county averages. The

FIGURE 3: HOUSEHOLDS IN GRAND BLANC TOWNSHIP



Source: 2010 Decennial Census, Table DP-01

current household size has only increased slightly from 2000 (2.5), despite the population growth between 2000 and 2010 and national trends toward decreasing household sizes. Compared to nearby townships, however, Grand Blanc Township's average household size is smaller than Commerce Township (2.67), Orion Township (2.74), and White Lake Township (2.64). The average family size in Grand Blanc Township also decreased slightly from 3.09 to 3.02 between 2000 and 2010, consistent with national trends of smaller family sizes and more persons living together who are either unrelated or unmarried.

This increase in nonfamily households is happening in Grand Blanc Township as well. Between the 2000 and 2010 Censuses, the proportion of family households decreased from roughly 69% to 67%, whereas the proportion of nonfamily households increased from roughly 31% to 33%. Changes are also evident within family households: in 2000, 58% of all households were husband-wife families, but in 2010, this percentage decreased to 53%. Grand Blanc Township, however, has a significantly

higher percentage of husband-wife families than Genesee County, where only a 43% of all households are husband-wife families. Additionally, a similar trend exists for female householders with no husband present. In Grand Blanc Township, 16% of family households are female householders with no husband present (11% of all households), compared to 26% of family households (17% of all households) in Genesee County. This is an increase from 2000, where only 9% of family households were female householders with no husband present.

Unlike the rest of the country, Grand Blanc Township has shown little change in the number of households with children under the age of 18. Between 2000 and 2010, the number of households with children in the US decreased by 3%, whereas in Grand Blanc Township, this number only decreased by 0.3%. Contrary to national trends, families in the Township continue to have roughly the same number of children. Also contrary to national averages, there was an increase in the number of elderly people (age 65 and over) living alone in the Township between 2000 (6%) and 2010 (8%), where nationally, this number remained about the same. It is important to recognize this trend in the Township and to respond with proper services and housing. Grand Blanc Township has already begun to respond to this demographic trend as the Township has recently seen a drastic increase in the number of assisted living facilities, which is consistent with the increase in the number of elderly people living alone.

RACE, FOREIGN-BORN, ANCESTRY, & LANGUAGE

Grand Blanc Township residents almost exclusively identify themselves as "one race" (98%). According to the 2010 Census, of this 98% that selected "one race," 83% is "white," which is a higher proportion than national (72%), state (79%), and county (74%) populations. Especially compared to Genesee County, there is a much lower percentage of "Black or African American" residents in Grand Blanc Township: 21% of the population in Genesee County compared to 11% in the Township. Also differing from Genesee County is the higher proportion of "Asian" residents in Grand Blanc Township: 3% of the Township is "Asian," half of which is "Asian Indian," where Genesee County is less than 1% "Asian." Grand Blanc Township and Genesee County both have a significantly smaller "Hispanic or Latino" population than the US. Both the Township and County are about 3% "Hispanic or Latino," whereas about 16% of the US population is "Hispanic or Latino."

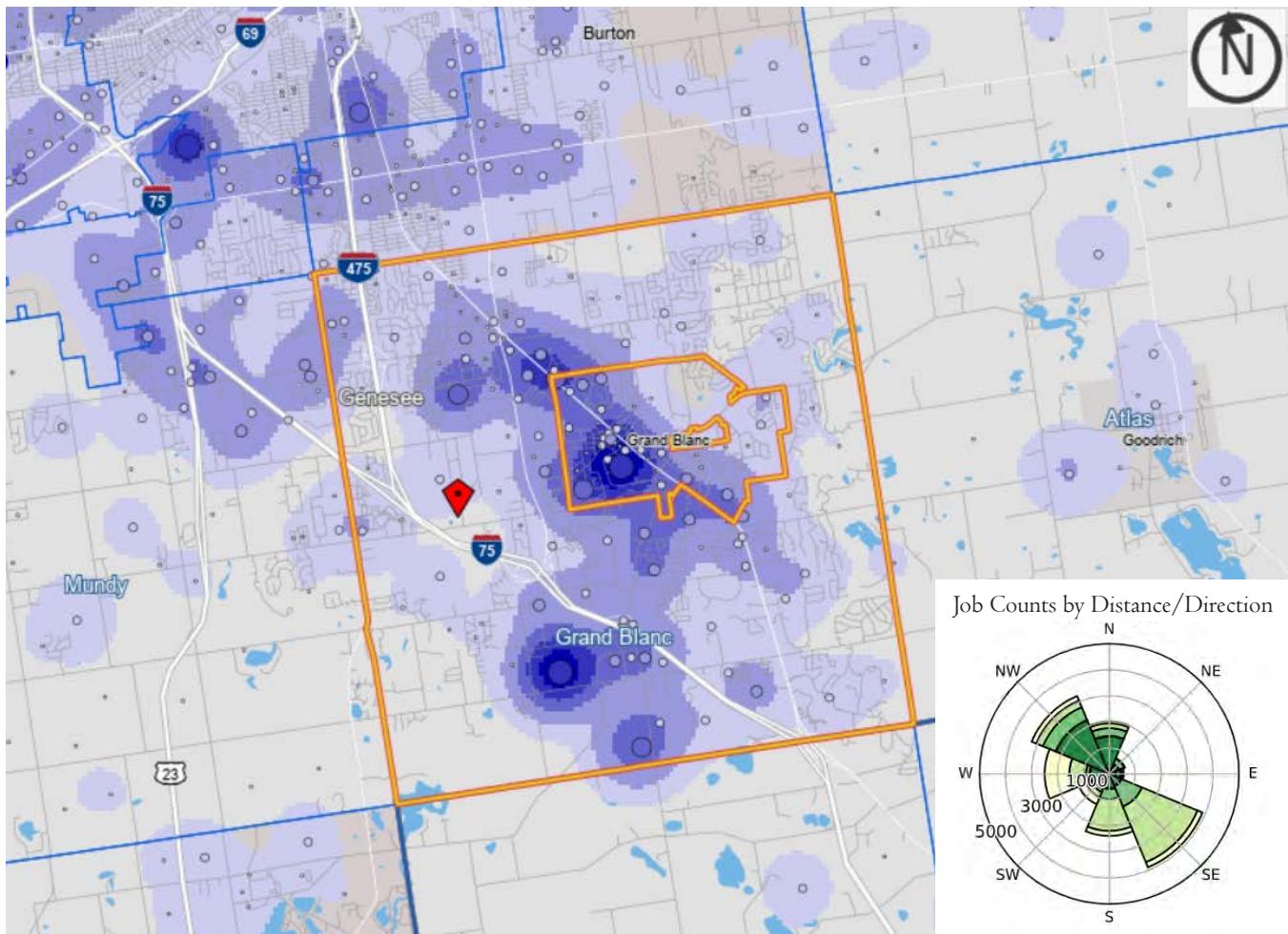
Despite the seemingly homogeneous population composition Grand Blanc Township has been diversifying over the past few decades. Table 1 shows that between the 2000 and 2010 Censuses, the percentage of persons identifying as "Black or African American" in Grand Blanc Township increased by 3.6 percentage points, and the percentage of persons identifying as "white"

TABLE 1: CHANGE IN RACIAL COMPOSITION OF GRAND BLANC TOWNSHIP AND GENESEE COUNTY, 2000-2010

	2000		2010	
	Grand Blanc Township	Genesee County	Grand Blanc Township	Genesee County
White	88.1%	75.3%	82.6%	74.5%
Black or African American	6.7%	20.4%	10.7%	20.7%
American Indian and Alaska Native	0.4%	0.6%	0.4%	0.5%
Asian	2.5%	0.8%	3.4%	0.9%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%	0.0%
Two or More Races	1.6%	2.2%	2.3%	2.6%

Source: 2000 and 2010 Decennial Census, Table DP-01

MAP 2: COMMUTING PATTERNS



Source: US Census Bureau, On The Map Tool

decreased by 5.5 percentage points. Interestingly, the racial composition in Genesee County did not change as dramatically during this time period. The percentage of persons identifying as "black or African American" in Genesee County decreased by 0.8 percentage points, and the percentage of persons identifying as "white" only slightly increased by 0.2 percentage points. The decrease in Genesee County's "Black or African American" residents coupled with the negligible change in "white" residents signifies that the demographic shift within Grand Blanc Township is coming from residents already living within the County. Also of note is that between 2000 and 2010, the total population in Grand Blanc Township increased by 7,681 residents, a population growth of 26%. Of these new residents, 26% were "black or African American" and 7% were "Asian," indicating a trend toward more diversity of incoming residents.

There are very few foreign-born residents in Grand Blanc Township, as only 5% of the population was born outside of the United States. 2017 ACS estimates show that of this 5%, the majority (83%) of the foreign-born population came from Asia. Very few, if any, native persons born outside of the US have moved to the Township since 2010. Unsurprisingly, 94% of Grand Blanc Township residents speak English only at home, which differs from the national proportion of only 79%. In general, the Grand Blanc population most commonly has German (16%), American (14%), English (10%), and Polish (8%) ancestry. Compared to national, state, and county averages, the Township has a higher percentage of residents with American ancestry, and a slightly higher percentage of residents with Arab and English ancestries.

EMPLOYMENT & COMMUTING

Almost half of all Grand Blanc Township residents in the work force are in “Management, business, science, and arts occupations,” which is much higher than the rest of the country. Additionally, there is a notably higher percentage of females in the labor force (61%) in Grand Blanc Township compared to national (58%), state (57%), and county (54%) proportions. Most commuters in the Township drive to work alone in a car, truck or van (90%), though this is a higher percentage than national (76%), state (83%), and county (85%) commuters. Even though most people in the US commute to work with a personal vehicle, the extremely high percentage of people in the Township driving alone to work signifies a lack of transportation options. However, it is also important to consider that as a bedroom community, many Township residents commute long distances to work, so driving may be the only realistic option.

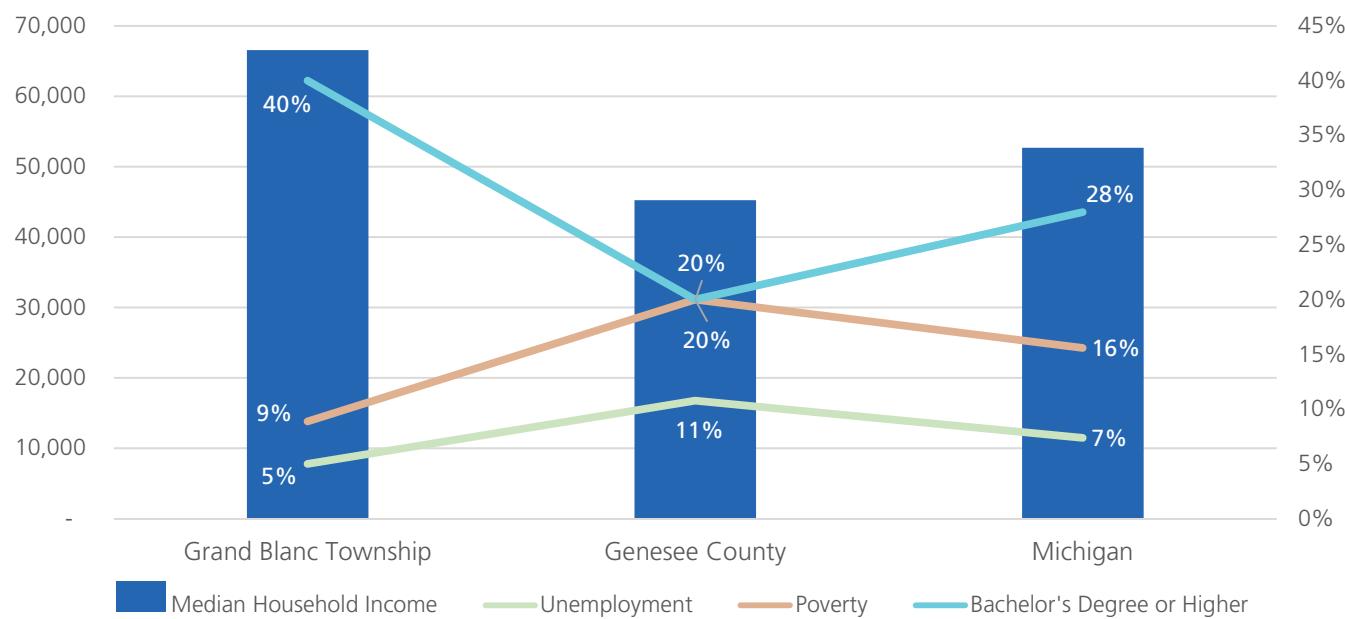
EDUCATIONAL ATTAINMENT, INCOME, & POVERTY

Educational attainment is atypically high in Grand Blanc Township – 2017 ACS 5-year estimates show

that 40% of the population has a bachelor’s degree or higher, compared to national (31%), state (28%), and county (20%) averages. Contrasting with Genesee County, 17% of the Township population has a graduate or professional degree, which is more than double the County population with a graduate or professional degree (8%).

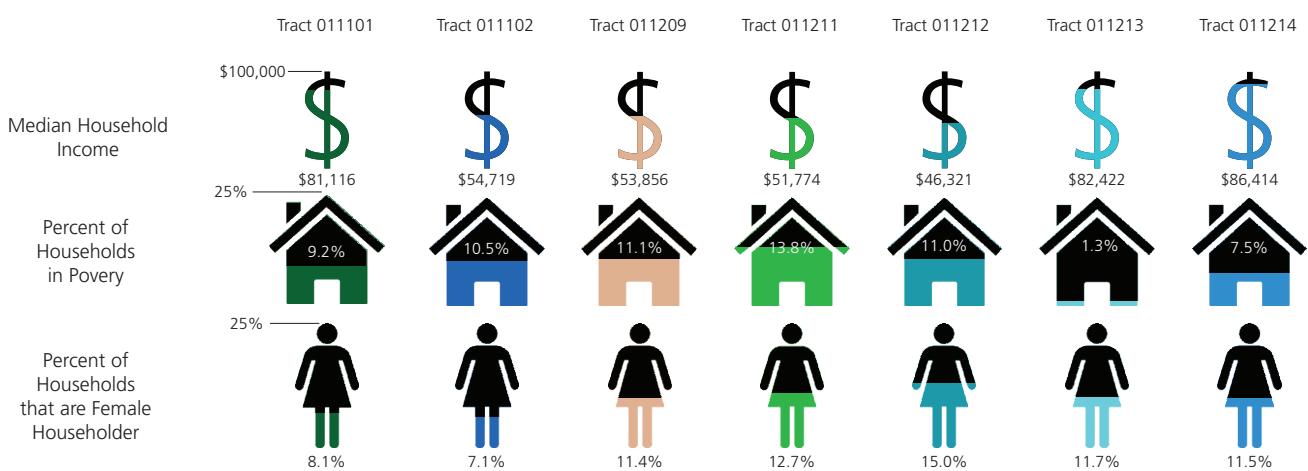
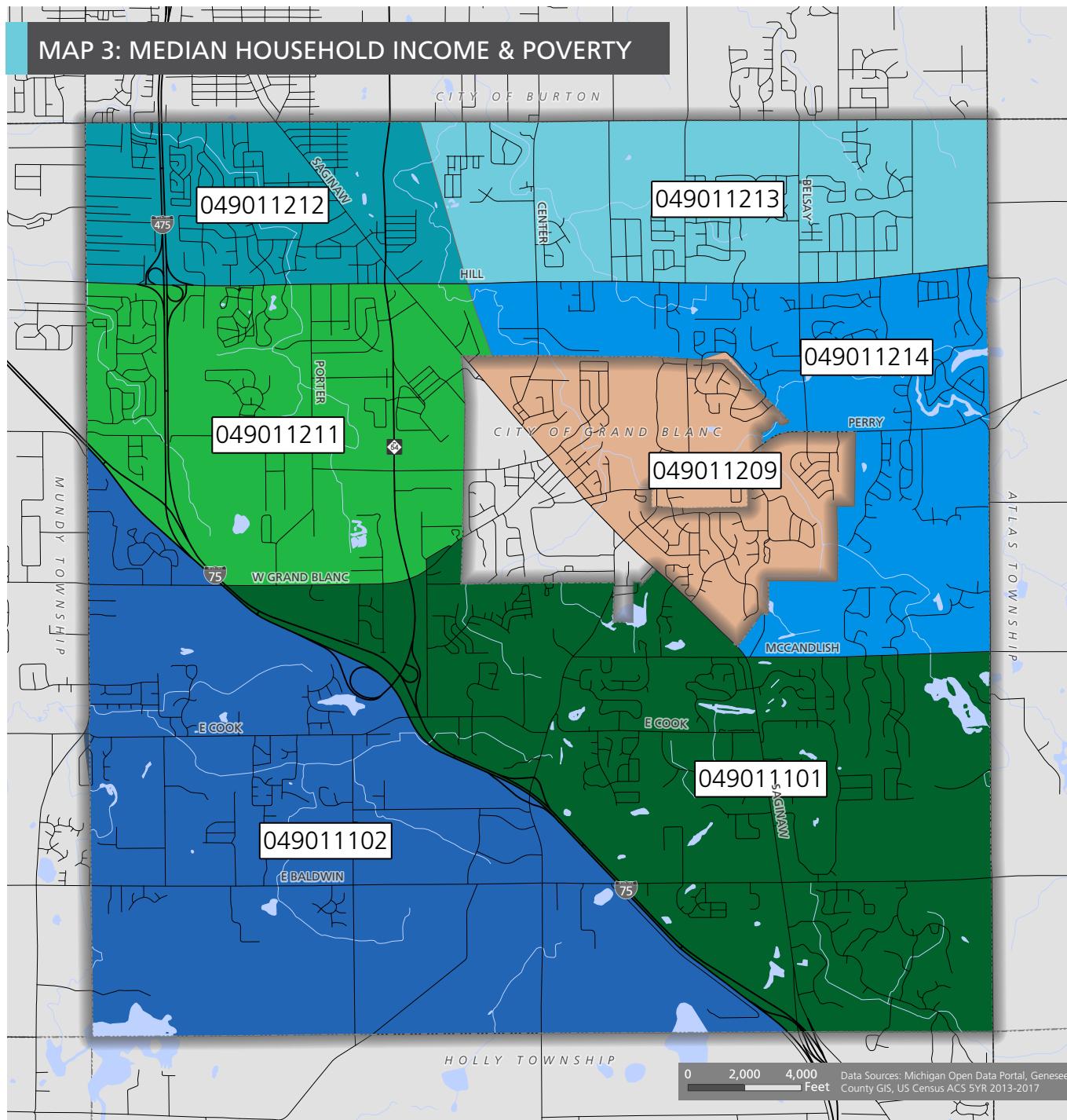
With higher educational attainment levels generally come higher incomes, as is the case in Grand Blanc Township. In 2017, the Township has both a higher median household income (\$66,537) and a higher mean household income (\$86,594) than national, state, and county incomes, but especially compared to Genesee County. The median household income in Grand Blanc Township is 47% higher than in Genesee County (\$66,537 vs. \$45,231), and the mean household income in the Township is 41% higher than in the County (\$86,594 vs. \$61,270). Compared to other nearby townships, Grand Blanc Township’s mean household income is higher than in White Lake Township (\$81,622), but lower than in both Commerce Township (\$89,034) and Orion Township (\$91,820). The map of median household income shows that lower household incomes are concentrated in the northwest corner of the Township, whereas higher income households are in the eastern portion of the Township.

FIGURE 4: MEDIAN HOUSEHOLD INCOME COMPARED TO EDUCATIONAL ATTAINMENT, UNEMPLOYMENT, & POVERTY



Sources: American Community Survey 2013-2017 5-Year Estimates

MAP 3: MEDIAN HOUSEHOLD INCOME & POVERTY



Unsurprisingly, 2017 ACS 5-year estimates show that poverty levels are quite low in Grand Blanc Township with only 9% of people whose income in the past twelve months is below the poverty level. This is 6 percentage points lower than the national proportion of 15%, 7 percentage points lower than the state proportion of 16%, and 11 percentage points lower than county proportion of 20%. This difference is especially notable when comparing Grand Blanc Township to Genesee County, where the percentage of persons living below the poverty level is more than double than the number in the Township. Additionally, only 6% of the population in the Township (an estimated 850 people) has used Food Stamp / SNAP benefits in the past 12 months, whereas 13% of the population in the US, 15% of the population in Michigan, and 21% of the population in Genesee County has used these benefits. Even though poverty levels in Grand Blanc Township are quite low, they are higher than Commerce Township (7%), Orion Township (5%), and White Lake Township (6%). Plus, 9% of people whose income is the past twelve months is below the poverty level is roughly 3,305 people, which represents a large number of Grand Blanc Township residents who are vulnerable and likely not able to meet their basic needs.

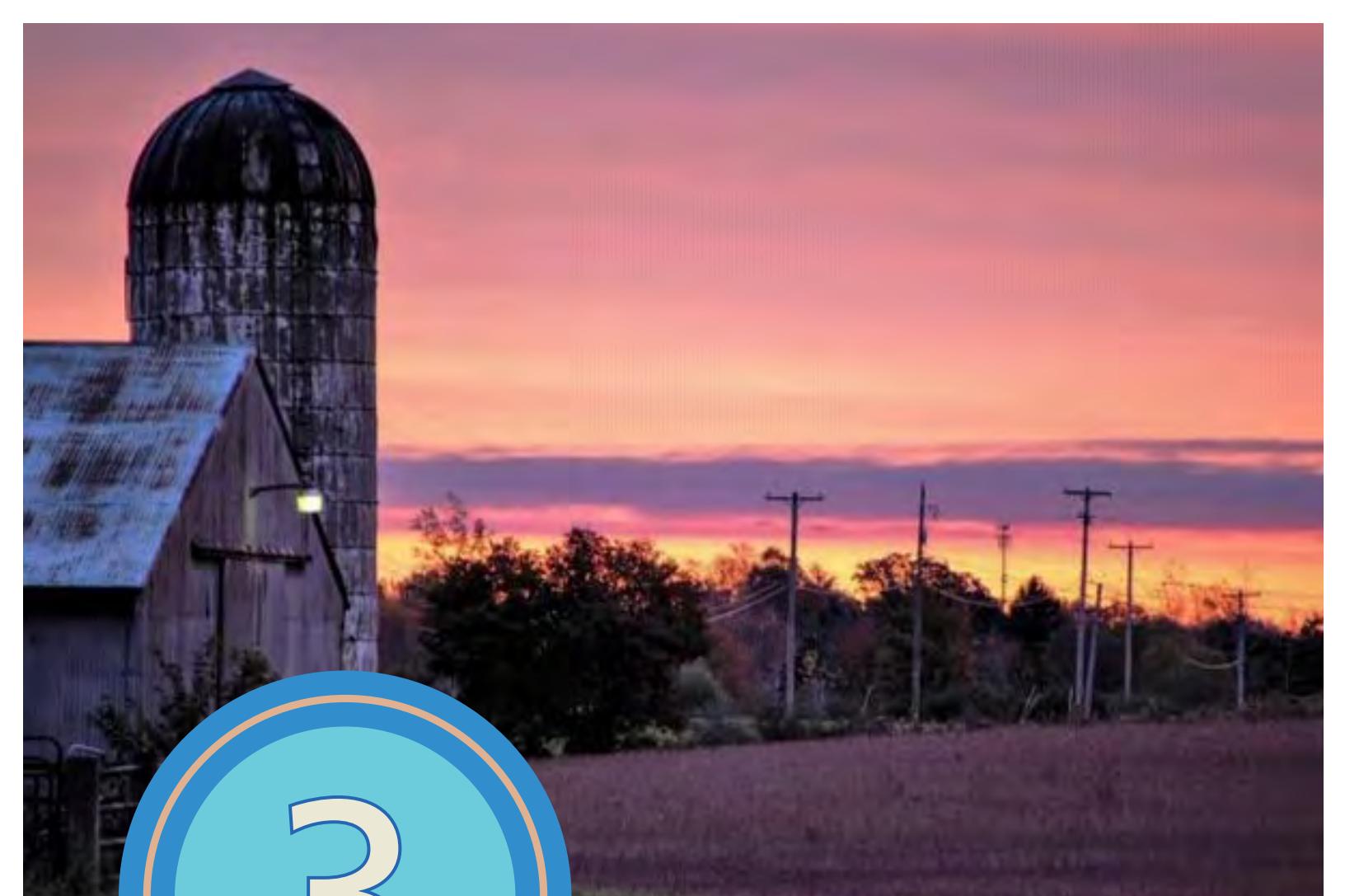
Geographically, it makes sense that higher-poverty tracts have a lower median income, and Map 3 reflects that similarity. However, the north portion of the Township displays some nuance, wherein the highest concentration of poverty is in the second-

lowest median income tract, and the highest median income tract has slightly more poverty than the second-highest tract adjacent to it. These variations show the value of examining the question from different angles.

Additionally, of the 6% of families living below the poverty level, over one-fifth (21%) are female householders with no husband present, which is six times higher than for families with a married couple. The effects of a female household with no husband present are exacerbated by the significant wage gap in the Township between males and females. As of 2017, the median annual earnings for male full-time workers was \$60,609, whereas it was only \$46,977 for female full-time workers - Grand Blanc Township females earn only 78% of what males in the Township earn. Female households with no husband present are thus a particularly vulnerable population in the Township that likely needs greater access to support and other essential services. Map 3 shows that the highest concentration of female households with no husband present is in the northwest corner of the Township. Map 3 also shows there are lower median household incomes in the tracts where there is a higher percentage of female householders only. Interestingly, the tract with the highest percentage of individuals living in poverty differs somewhat from the tract with the highest percentage of female householders only with there being slightly more poverty in the Census tract immediately west of the City of Grand Blanc.

SUMMARY

After the rapid and steady growth of previous decades, Grand Blanc Township's population has leveled off. The population is slightly younger than national, state, and county populations, and there has been a recent transition to more nonfamily households as there are more persons living together who are either unrelated or unmarried. Yet, at the same time and contrary to national trends, families in the Township continue to have roughly the same number of children. Grand Blanc Township residents predominantly identify themselves as "white" (83%), though since 2000, there has been evidence of some racial diversification. Educational attainment is atypically high in Grand Blanc Township with 40% of the population having a bachelor's degree or higher, and the median household income is higher than national, state, and county averages.



3

EXISTING LAND USE

Land use is a central component in a Master Plan, because it reflects how a community developed and plays a large role in how a community will develop or redevelop in the future. The distribution of land uses, building types, and density all influence Grand Blanc Township's physical shape and development patterns.

This section reviews the existing land uses in the Township, which helps determine where land uses are constrained, where development opportunities exist, what land uses dominate and/or are lacking, how the built environment interacts with nature, and where people live, work, shop, and play.

The land uses identified in this section are derived from assessing data: Michigan law requires each local assessor to submit a property classification code for each property in the jurisdiction by the first Monday in March. The classifications are based on the property's current use and are part of the process used to determine property taxation. The six real property classifications defined by the statute are Residential, Agricultural, Commercial, Industrial, Developmental, and Timber.¹⁵ In addition to these categories, an "exempt" designation indicates that the parcel does not generate tax revenue. Map 4 outlines the categories and acreage that exist within Grand Blanc Township.

CURRENT LAND USE DISTRIBUTION

Much of Grand Blanc Township has already been developed, or "improved," into the various land uses. The overwhelming majority of the Township consists of residential land uses, especially single-family residential development. There are commercial and industrial uses, primarily clustered around major roads, and the Township also has two park and recreational land uses: Creasey Bicentennial Park and the Perry Homestead.

Still, over one-quarter of the Township's land remains undeveloped at this time. This land, which registers merely as "unimproved" on the land use map, retains its ability to provide rural character, ecosystem services such as air and water, stormwater management, and buffering. To these well-established benefits can be added emerging findings which link access to the natural environment with increased spending in commercial establishments,¹⁶ measurable reduction in crime rates,¹⁷ and improved physical and mental health.¹⁸ It is important to consider these "uses" in the context of a complete community.

LAND USE TYPES

Residential

Residential land uses make up almost two-thirds (66%) of the Township's total acreage and are the dominant feature of its built environment. Residential land uses are found in all areas of the Township, principally in the form of single-family subdivisions. Residential parcels are smaller and

“

Over one-quarter of the Township's land remains undeveloped at this time. This land, which registers merely as "unimproved" on the land use map, retains its ability to provide rural character, ecosystem services such as air and water, stormwater management, and buffering."

more dense in the northern half of the Township, especially in the northwest corner toward the City of Flint. Progressing further south in the Township, residential lots become roomier, with both spacious individual parcels and subdivisions with larger lots. There are quite a few expansive unimproved residential parcels (shown in dark yellow on the map) in the southwest corner of the Township, presumably for future residential development. These parcels are currently planned for "rural estate" development on lots of at least one acre, and are unlikely to experience dense nonresidential development because they are not well-served by municipal sewer and water. As the last remaining contiguously undeveloped area of the Township, it may be worth preserving more directly through a conservation or agriculture zoning district in order to maintain some of Grand Blanc Township's rural character before the opportunity is lost.

Commercial

Commercial land uses are the second-most expansive in Grand Blanc Township, consisting of 20% of the Township's total acreage. Commercial uses are scattered throughout the Township, though they tend to cluster along major roads and highway interchanges, such as I-75, I-475, Saginaw Street, and Hill Road. Roughly one-quarter of the commercial parcels are unimproved (shown in dark red on the map) and offer opportunities for future commercial development. The majority of these unimproved commercial parcels are clustered around highway interchanges, especially in the southeast corner



Grand Blanc Township Police Center

Source: Grand Blanc Township

of the Township near the I-75 and Saginaw Street interchange. This shows that the Township has planned for future growth in these areas.

Industrial

A very small proportion (6%) of the Township acreage is dedicated to industrial land uses. There are two industrial centers that host nearly all industrial land uses in Grand Blanc Township – the area immediately adjacent to Dort Highway and south of the Heritage Park commercial development, and the area adjacent to Holly Road south of Baldwin Road. Just under half of the industrial parcels in Grand Blanc Township are unimproved. These parcels offer great potential for industrial use, especially for new, technology-centered sectors.

Exempt

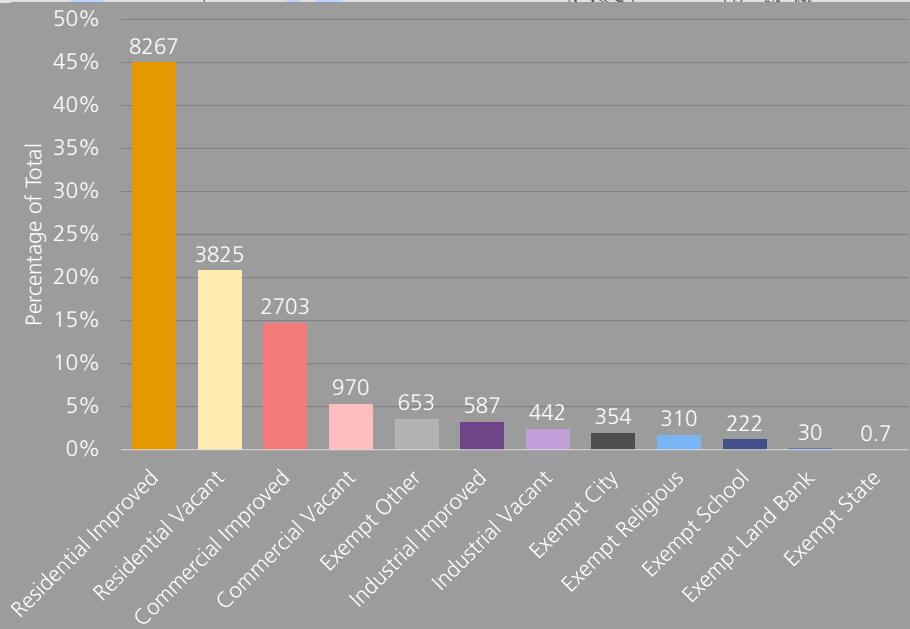
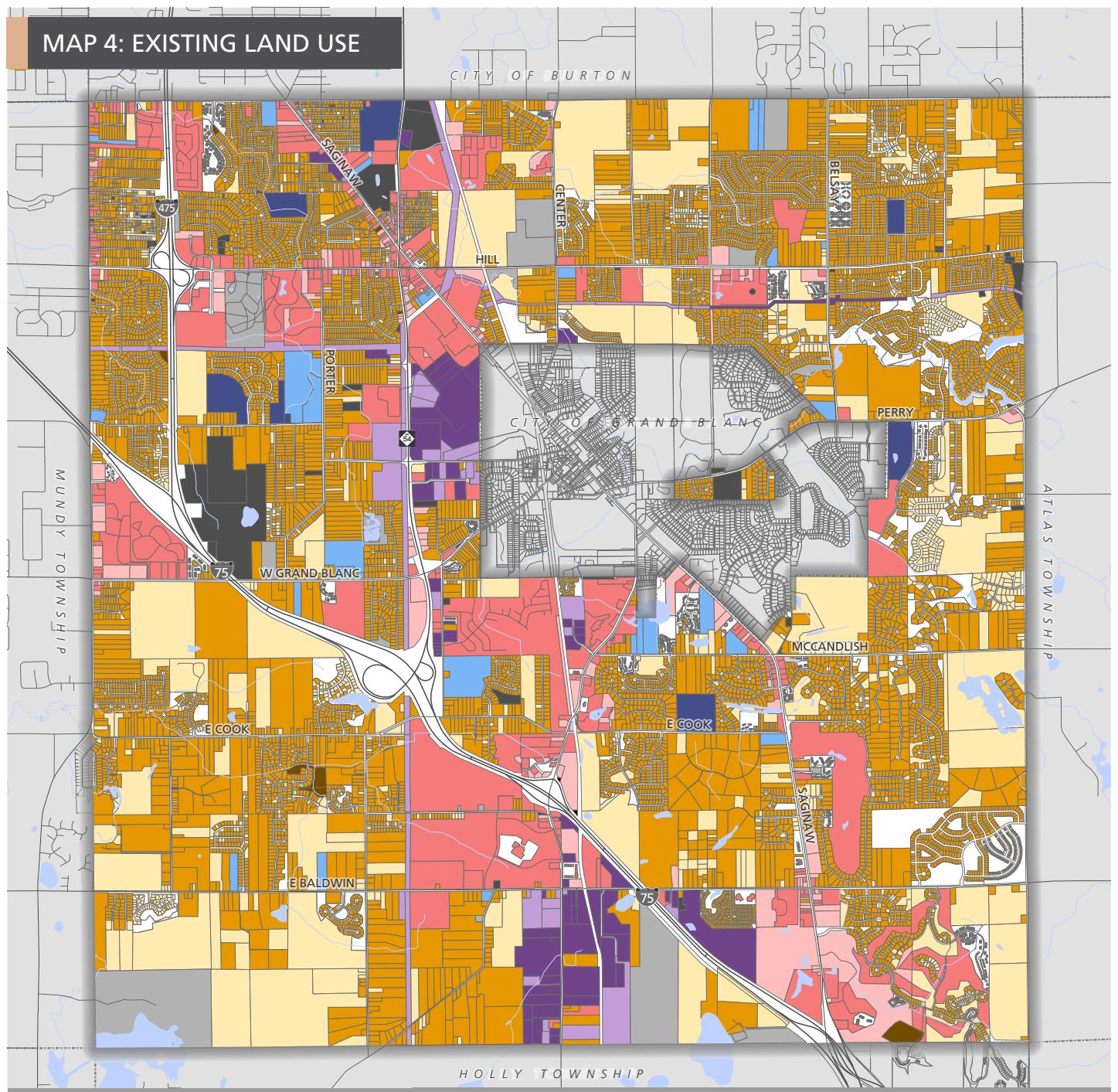
Exempt land uses cover about 8% of Grand Blanc Township's acreage. Exempt land uses refer to

parcels that are not required to pay local property taxes, which generally include governmental, educational, and religious facilities and also may include properties owned by disabled veterans or by active military personnel.¹⁹ Many of these parcels are large and represent school campuses or recreational areas, and exempt parcels are scattered throughout the Township. While exempt parcels do not pay property taxes, they house important civic and community uses that serve Grand Blanc Township's recreation and educational needs. The light purple areas on the map represent school campuses, of which there are several in Grand Blanc Township. The light and dark green areas on the map represent recreational areas and parks owned and maintained by either the Township or the State. The light blue areas represent religious institutions, and the dark blue areas represent parcels that are in the Genesee County Land Bank, of which there are very few.

SUMMARY

Like most townships in Michigan, Grand Blanc Township does not have a central hub and thus has land uses scattered throughout. The overwhelmingly dominant land use is residential, covering almost two-thirds of the Township's acreage. Most commercial and industrial land uses cluster near major transportation corridors, and there are numerous exempt properties throughout the Township offering educational and recreational opportunities for the community. Several future opportunities exist for industrial and commercial re-use and redevelopment, along with undeveloped land preservation.

MAP 4: EXISTING LAND USE





4

NATURAL FEATURES

Historically, development has taken precedent over natural resource preservation, and only recently have communities begun to recognize natural resources as a system to be both preserved and integrated into the built environment.

While little of Grand Blanc Township is undeveloped, the Township retains a rural and natural character that is defining and valued.

Sensitively addressing the Township's remaining natural features is key to maintaining this character and to providing environmental, recreational, and aesthetic value to residents.

This section summarizes the Township's major natural features and their significant role in the future of Grand Blanc Township.

WATER

Watersheds

A watershed is an area of land that drains all water bodies, rainfall, and snowmelt to a common outlet.²⁰ In Michigan, these outlets consist of one of the following Great Lake basins: Lake Michigan, Lake Superior, Lake Huron, or Lake Erie. Therefore, pollution anywhere within the watershed can potentially affect all waterbodies downstream and thus, the entire watershed. A healthy watershed provides safe wildlife habitats, productive fisheries, and clean drinking water for the entire land area within it.

Grand Blanc Township is part of the Saginaw Bay Watershed, the largest watershed in the State of Michigan covering nearly 8,700 square miles and draining approximately 15% of the State.²¹ The Saginaw Bay Watershed supports 1.4 million people in 22 counties as well as more than 138 endangered or threatened species and agricultural and industrial resources of statewide importance.²² Thus, while Grand Blanc Township only covers a small portion of the Saginaw Bay Watershed, it is essential that the Township understands how its development, land uses, and local policies impact this larger watershed and the many communities, people, and species that inhabit it.

Grand Blanc Township is also part of one of the Saginaw Bay Watersheds' sub-watersheds, the Swartz Creek Watershed (SCW). The SCW covers 129 square miles located in southern Genesee and northern Oakland Counties and includes ten municipalities.²³ Grand Blanc Township contains approximately 13% of the SCW, and water quality declines as it flows north into southern Genesee County due to more urban and agricultural land uses.²⁴ The SCW has its own watershed management plan that emphasizes the importance of integrating watershed planning into master planning, parks and recreation planning, and infrastructure planning.²⁵ The SCW management plan also points out that Michigan is a strong "home rule" state, meaning that local governments have control over land use decisions. This makes watershed management especially difficult because watersheds inherently cross multiple jurisdictional boundaries, all of which may have differing policies when it comes to land use and development. Therefore, the SCW management plan recommends establishing consistency in zoning

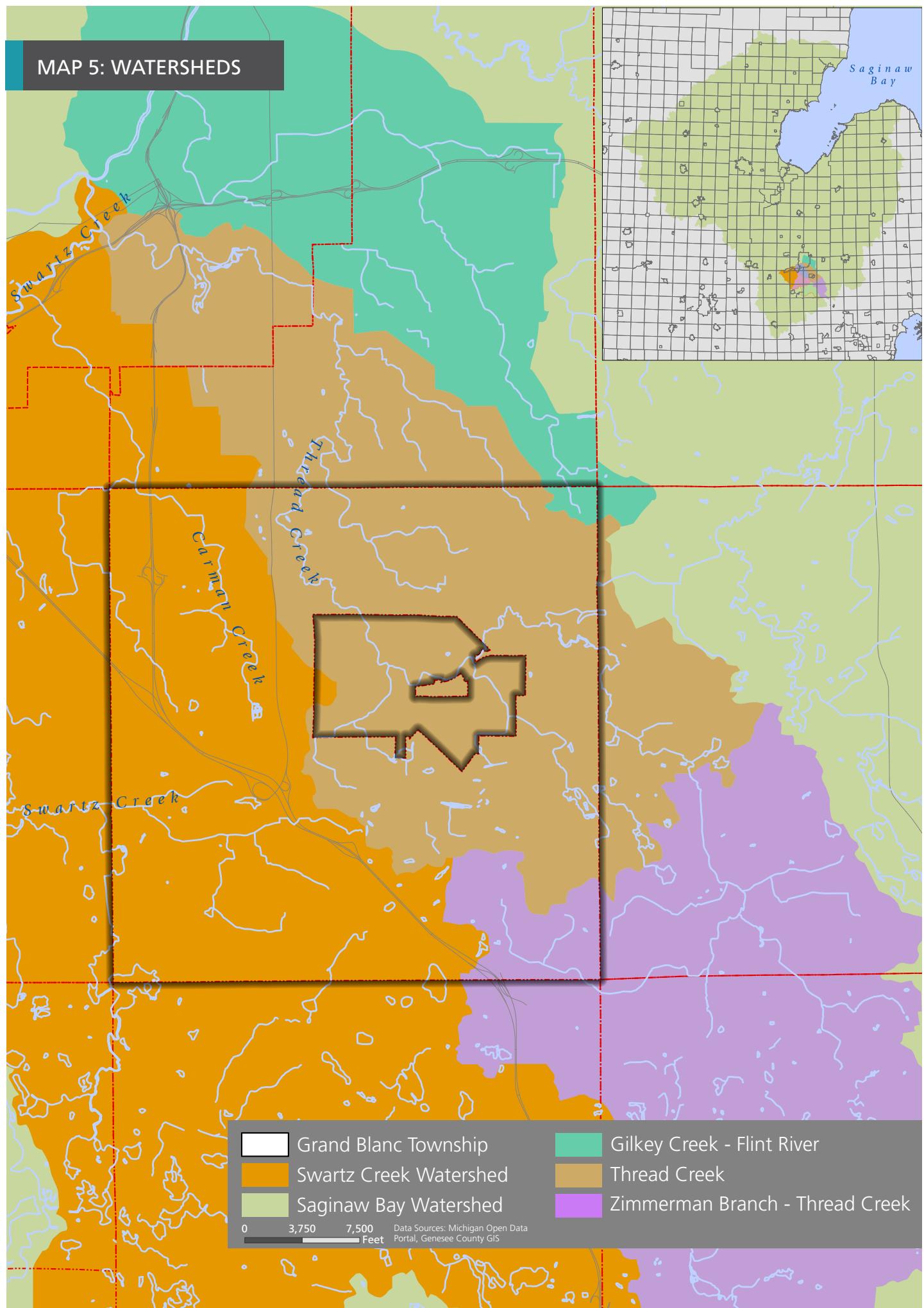


Apple blossoms
Source: Janis Lixey

“

Survey respondents overwhelmingly placed water quality as a high priority for protection, which supports the importance of protecting the community's watersheds.”

MAP 5: WATERSHEDS



classifications and requirements, and specifically recommends that Grand Blanc Township implement natural feature setbacks in its zoning ordinance.²⁶ The Grand Blanc Township Zoning Ordinance does in fact require wetland and watershed protection buffers. The ordinance requires a 25-feet-wide residential use buffer from any wetland or other body of water regulated by the Michigan Department of Environment, Great Lakes, and Energy (EGLE). The setback for a residential deck, patio, or detached accessory building, as well as for any non-residential use is 10 feet.²⁷ Grand Blanc Township has been proactive in implementing these protective buffers, though may consider increasing the required buffer for non-residential uses to more than 10 feet while carving out exceptions for those which are explicitly not detrimental to water quality.

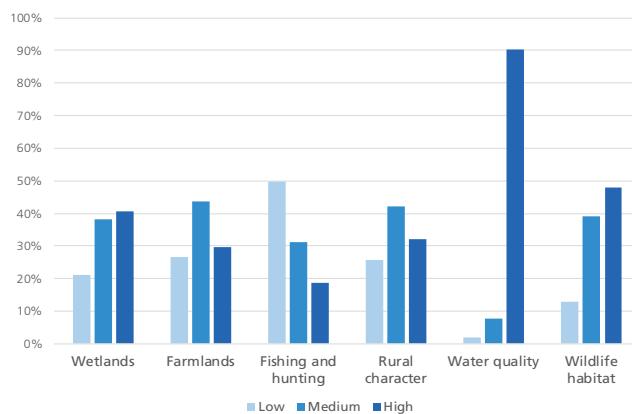
Water quality is a high-priority for protection to Grand Blanc Township community members. Survey respondents overwhelmingly placed water quality as a high priority for protection, which supports the importance of protecting the community's watersheds. The student community engagement revealed a similar sentiment in that students firmly support environmental protection, even when directly contrasted against strong economic incentives. This motivation to protect nature in all circumstances is a departure from historic planning practices, and will significantly affect the built environment if it is retained through the years when they are responsible for community decision-making.

Floodplains

The Federal Emergency Management Agency (FEMA) produces Flood Insurance Rate Maps (FIRMs) to identify floodplain areas and hence, areas at risk of flooding. FEMA last updated the FIRMs for Grand Blanc Township in 2009, but there has been an increase in both the intensity and the amount of precipitation in the past decade. Thus, it is important to consider that there are likely more Grand Blanc Township parcels that are at risk of flooding than appear on the map.

Red areas on Map 6 are part of the regulatory floodway, which is essentially the channel of a watercourse and where there is moving water during a flooding event. No development should occur in a regulatory floodway, and this is prohibited per the Grand Blanc Township Zoning Ordinance. The primary regulatory floodway area in

FIGURE 5: ENVIRONMENTAL PRIORITIES FOR PROTECTION



Grand Blanc Township is Thread Creek in the northeastern quarter of the Township, though there are smaller regulatory floodway areas along Swartz Creek and Seaver Drain in the southwest quarter of the Township, and along Carman Creek and Gibson Drain in the northwest quarter of the Township.

Blue areas on Map 6 are part of the Special Flood Hazard Area (SFHA), which is considered to have a 1% chance of being inundated by a flooding event in any given year.²⁸ This is the traditional "floodplain," and the 1% annual chance flood was previously referred to as the "100-year flood," meaning that a flooding event should only happen once every hundred years. However, annual rainfall has regularly exceeded the historical averages over the past decade and is on trend to continue to do so, making this a less reliable guide than it once was. SFHAs are generally located adjacent to regulatory floodways, though there are also SFHAs scattered throughout the Township, especially in the southeast corner.

Orange areas on Map 6 are considered moderate flood hazard areas, or 0.2% annual chance flood areas. The 0.2% annual chance flood was previously referred to as the "500-year flood," meaning that a flooding event should only happen once every 500 years—but again, these flooding events are happening more frequently than in the past. There are only two 0.2% annual chance flood areas identified on the map, one on the south side of I-75 near Cook Road in the southwest quarter of the Township and the other near the intersection of Hill and Porter Roads in the northwest quarter of the Township.

Development within the SFHA exacerbates the severity of a flooding event and puts residents and properties at risk. FEMA has established minimum floodplain management regulations for communities who participate in the National Flood Insurance Program (NFIP), though Grand Blanc Township has been proactive and requires stricter standards. For example, the Grand Blanc Township zoning ordinance requires that if development occurs in a regulatory floodplain, the lowest floor must be elevated at least three feet above the 1% annual chance flood elevation, or the base flood elevation, whereas the minimum requirement per the NFIP is that the lowest floor must be elevated to the base flood elevation. The fact that Grand Blanc Township already requires stricter floodplain development standards puts the Township in a good position to adapt to the impending increase in the number and intensity of future flooding events.

Flooding and Drought

The past three decades have progressively been the warmest recorded. In Michigan, average and extreme temperatures are expected to increase, and the National Oceanic and Atmospheric Administration predicts that Michigan will paradoxically become drier and wetter. Average precipitation is expected to increase, but concentrated in more intense precipitation events, likely resulting in greater instances of both extreme flooding and extreme drought.²⁹

Natural features will be the key to resiliency in Grand Blanc Township. The natural environment provides free ecosystem services that mitigate the effects of heavy rainfall and extreme heat, in many ways better than human-made infrastructure. For example, trees and wetlands remove carbon from the atmosphere and remove gallons of water from the stormwater system. Investing in and implementing “green infrastructure” will enhance the future of Grand Blanc Township. Section 502 of the Clean Water Act defines green infrastructure as “...the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters.” Implementing such features could include requiring on-site detention in commercial developments through the use of bioswales, rain gardens, and permeable pavements; planning for

tree canopy cover and requiring implementation from both the public and private sectors; developing public right-of-way standards that can combine landscaping with stormwater management; and establishing codes that give consideration to green roofs and rainwater harvesting appropriate with the character of the surrounding parcels. In addition to actions that are applicable to all parcels such as these, land use planning should consider where uninterrupted tracts of undeveloped land are desirable to provide for rural character, access to nature, and low-impact recreational activities.

LAND

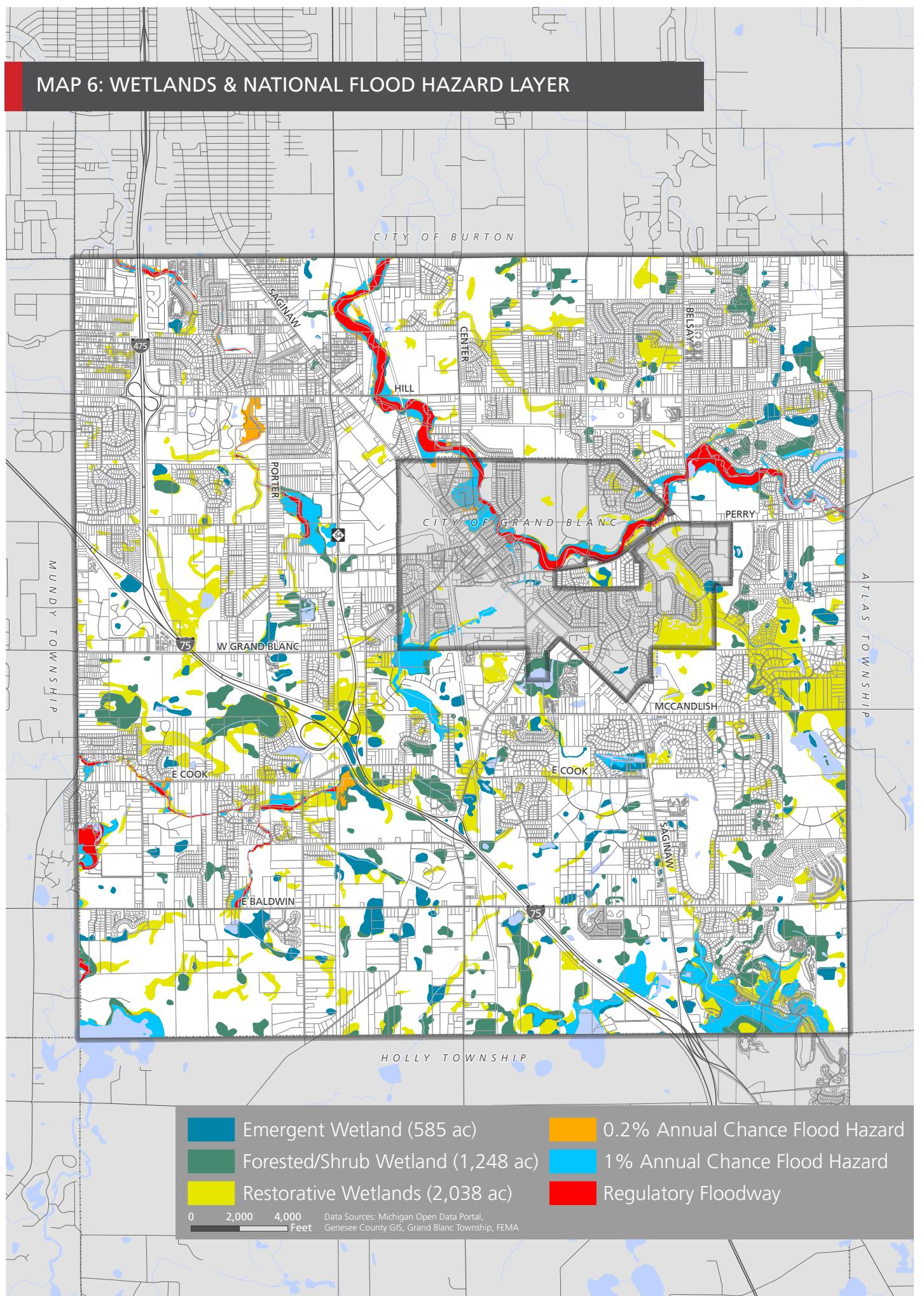
Wetlands

Wetlands provide an expansive range of ecosystem services that has long been under-recognized in development considerations. Because wetlands have such high nutrient levels, they are one of the most productive ecosystems on the planet, and thus sustain a wide diversity of species. In addition to their habitat value, wetlands also mitigate flood damage, prevent erosion, and filter pollutants from runoff before water enters a larger waterbody.³⁰

The largest portion of wetlands in Grand Blanc Township is restorative wetlands, covering approximately 2,038 acres of land, clustering primarily on the eastern side of the Township. According to the EPA, restoration is returning a degraded wetland to its original and natural condition.³¹ These restorative wetlands in Grand Blanc Township have experienced development impacts, and while some have likely been degraded to an extent where restoration is not practical, many may be positioned for effective restoration. The acreage of restorative wetlands in the Township represents over half (53%) of the total wetland acres, representing an opportunity to harness these natural assets. The Michigan Department of Environment, Great Lakes, and Energy (EGLE) has a wetland restoration program that focuses on working with property owners, watershed groups, and municipalities to identify areas that are practical for restoration.³² EGLE is certainly a resource that the Township could take advantage of in evaluating whether or not these identified wetlands are suitable for restoration.

The two types of wetlands that make up the remainder of the Township are forested / shrub and emergent. Forested / shrub wetlands are those that

MAP 6: WETLANDS & NATIONAL FLOOD HAZARD LAYER



flood for only a portion of the year, normally during the growing season. Forested / shrub wetlands encompass approximately 1,248 acres of land and are scattered throughout the Township. Emergent wetlands are characterized by perennial plants and vegetation that are present for most of the growing season.³³ These make up the smallest proportion of wetlands in the Township, taking up about 585 acres located predominantly in the southern half of the Township.

Grand Blanc Township does use the presence of wetlands to help regulate development. Section 5.13 of the Grand Blanc Township Zoning Ordinance is dedicated to the natural feature protection of wetlands and waterbodies, with restrictions on development near these resources. Furthermore, they are shown on the official Future Land Use map and on the Development Ready map tool, both of which guide policy and provide information to developers.

Forests

Grand Blanc Township has excellent tree canopy cover. The high number of existing trees increases its resiliency – the Township's ability to use its resources to respond to, withstand, and recover from adverse situations such as severe weather events causing flooding, property and infrastructure damage, or health threats³⁴ – as the positive benefits of tree canopy cover are vast. Not only do trees absorb and store carbon dioxide, trees also clean the air, lower temperatures, save and filter water, prevent soil erosion, and provide aesthetic value.³⁵ There are trees throughout all Grand Blanc

Township, and the Township has done an excellent job in preserving its tree canopy, despite its high level of development in the past few decades. There are pockets of no tree canopy whatsoever, however, and it is in the Township's interest to monitor the canopy to ensure even coverage. These low canopy areas generally coincide with high impervious surface coverage areas—in other words, development. Strong landscaping standards consistently applied are the right tool to address this condition.

LAND USE

Impervious Surface

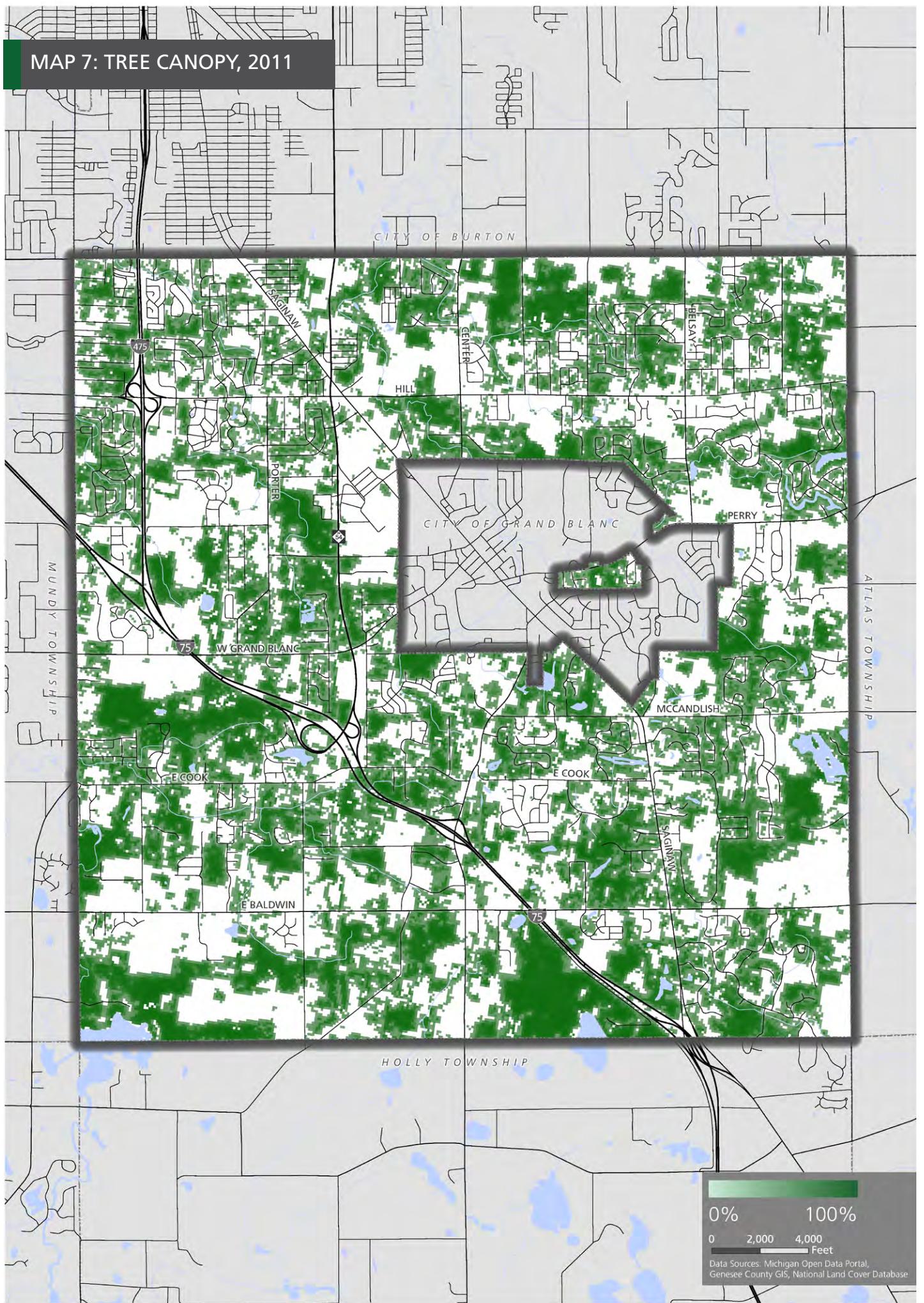
Impervious surface cover is a useful indicator for land use and watershed planning. Impervious surfaces are hard surfaces, such as parking lots, roads, and rooftops, that do not allow rainfall to infiltrate the soil and groundwater.³⁶ Instead, impervious surfaces prevent absorption, which increases the amount and speed of runoff, carries more pollutants to the water, and causes more erosion. These surfaces have considerable influence on watershed health. The "Impervious Surfaces" map shows where the highest percentage of impervious surface exists throughout the Township on a scale of 1% to 100% coverage, with grey areas representing 1-15% impervious coverage. Unsurprisingly, high percentages of impervious surface cluster along major commercial corridors, especially in the northwest corner of the Township and in the middle of the Township near the I-75-Holly Road interchange. Additionally, because residential subdivisions make up much of Grand Blanc Township, there is at least



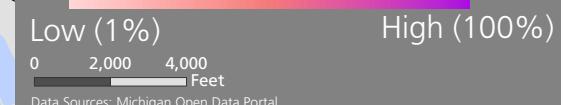
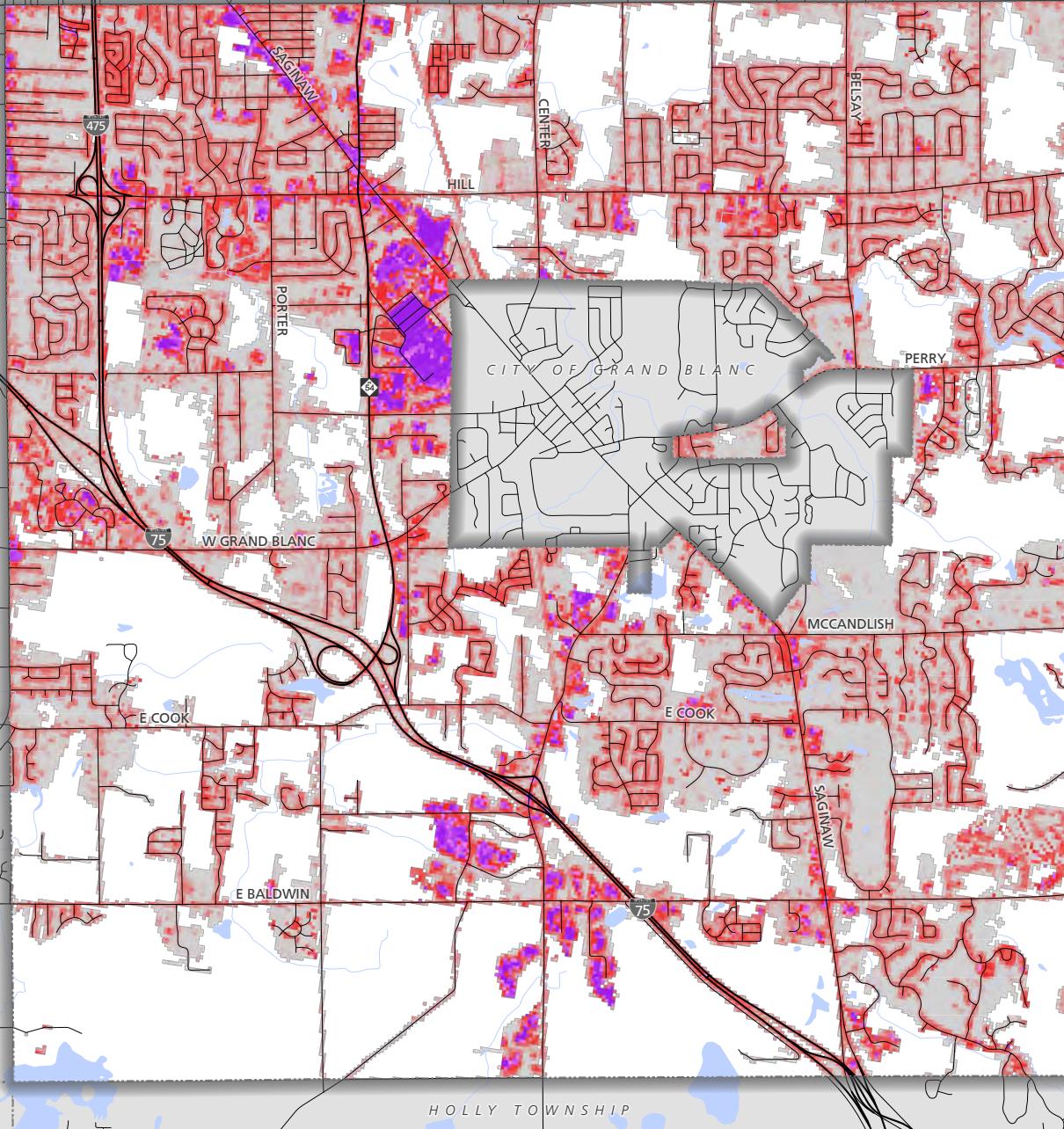
Boys fishing on Thread Creek.

Source: Grand Blanc Township

MAP 7: TREE CANOPY, 2011



MAP 8: IMPERVIOUS SURFACES, 2016



some impervious surface coverage throughout almost the entire municipality. There are pockets of low-to-no impervious surface coverage in the southwestern quarter of the Township where it is more rural; preserving this condition will also preserve the health of its waterbodies. Where impervious surface coverage is high, it is worth investigating new, green strategies for collecting water onsite. Reducing the amount of water that reaches storm drains will improve the health of the region's watersheds and is in the best interest of Grand Blanc Township residents and neighboring communities alike.

Septic Systems

Most parcels in the Township have access to the public sanitary sewer line, though some still have private septic systems. If a septic system is not working properly or is located too close to a water supply, contaminants from the septic system wastewater may end up in drinking water.³⁷ A few Michigan communities prevent contamination from malfunctioning septic systems by requiring a point-of-sale inspection when a property changes owner-

ship. This would benefit the relatively small number of the Township's parcels which are not served by either public water or sewer.

Underground Storage Tanks (USTs)

Another source of drinking water contamination is a Leaking Underground Storage Tank (LUST). Many businesses and industrial operations rely on an underground storage tank (UST) to store explosive materials, especially petroleum, and fueling stations comprise a large percentage of the nation's USTs.³⁸ Until the 1980s, most USTs were made of bare steel, a substance likely to corrode and thus leak contaminants into the environment. Groundwater contamination is the greatest potential planning concern related to LUSTs, pointing to a need for careful siting of uses which include them. Grand Blanc Township, for example, permits gas stations only in two zoning districts, both by Special Land Use approval which allows the Planning Commission to review the proposal in detail and attach conditions where warranted for public health, safety, and welfare.

SUMMARY

Natural resources are part of a system that must be preserved and integrated into the built environment. Grand Blanc Township is part of both the Saginaw Bay Watershed (SBW), the largest watershed in the State, and one of SBW's sub-watersheds, the Swartz Creek Watershed. Grand Blanc Township participates in the National Flood Insurance Program (NFIP), though already requires stricter floodplain development standards, putting the Township in a good position to adapt to the impending increase in the number and intensity of future flooding events. Grand Blanc Township also has an opportunity work with the Michigan Department of Environment, Great Lakes, and Energy to determine if its degraded wetlands are suitable for restoration, as over half of the wetlands in the Township are restorative. Grand Blanc Township's high tree canopy coverage sets the Township up for increased resiliency in face of the predicted increase in precipitation and temperatures in Southeast Michigan. Impervious surfaces greatly affect watershed health by increasing runoff and pollution to waterbodies. The Township has concentrated areas of high impervious surface coverage and should prioritize investigating new strategies, such as green infrastructure, for collecting water onsite in order to reduce the amount of water that reaches storm drains. Preserving and increasing natural features will be the key to both resiliency and preserving the natural character of Grand Blanc Township.



5

SERVICES, FACILITIES, & ASSETS

Community services, facilities, and infrastructure, though not always visible to the public, are the systems that allow municipalities to function properly. Some, including communications infrastructure, enable economic growth in the 21st century, while others including healthcare and education, are closely linked with the needs of specific age groups.

This section describes the services and infrastructure in Grand Blanc Township and inventories the diverse public and private organizations responsible for maintaining them.

MUNICIPAL SERVICES AND FACILITIES

Government Center

The Grand Blanc Township Government Center on Saginaw Street serves as the hub of municipal operations, including administrative offices, customer service, and public meeting facilities. It is a well-used and well-maintained community landmark. The Township has recently purchased a 12-acre parcel behind the current site, a former commercial recreation business with frontage on Dort Highway, and is investigating the most effective use and configuration of it. The size of the site will accommodate the Department of Public Works' vehicles and equipment, and the possibility of a new municipal building offers an opportunity to reorganize the space dedicated to administrative services. As the Township has assumed greater autonomy over services previously shared with the City of Grand Blanc, notably fire services and parks and recreation, these accommodations will be important considerations.

Water and Sewer

The Grand Blanc Township Department of Public Works installs and maintains the publicly owned water and sewer infrastructure in the Township. The Township is therefore responsible for over 250 miles of water mains and over 250 miles of sewer mains.³⁹ The Genesee County Division of Water and Waste Services (WWS) manages both water and sanitary sewer at the County level, though Grand Blanc Township owns, operates, and maintains the water and sewer system in the Township.

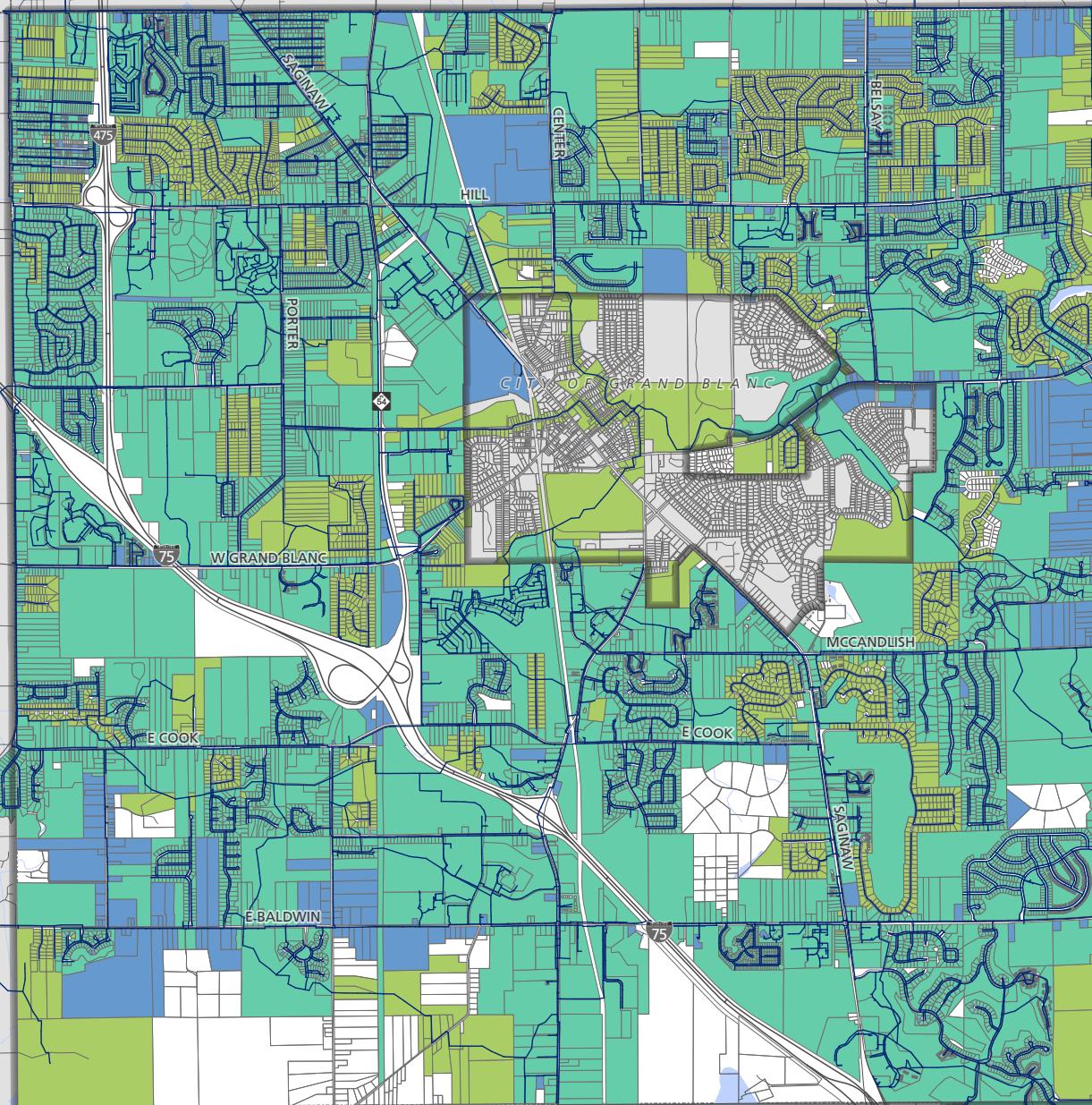
The Grand Blanc Township public water system serves approximately 21,000 people, consisting of 8,060 total water customers, 960 of which are classified as commercial accounts.⁴⁰ The Township purchases this water from the Genesee County Drain Commissioner's Office Division of Water and Waste Services (WWS), which operates its own water supply system that treats and distributes water to Grand Blanc Township and 18 other municipalities.⁴¹ In 2017, the Genesee County Drain Commissioner instituted a new, state-of-the-art water treatment plant. Lake Huron is the water source, and water is pumped from the water treatment plant via the Karegnondi Water System.⁴² Once Genesee County implemented the new treatment plant with its accompanying new

pipelines, Grand Blanc Township changed water providers from the Great Lake Water Authority to the Genesee County / Karegnondi system in 2018.⁴³ Because the Township's water supply comes from the County, Grand Blanc Township residents with public water must comply with Genesee County standards. For example, the Genesee County Drain Commissioner regularly sends out Water Conservation Notices, typically during summer months when demand for water is higher. These notices restrict certain activities during a specified period such as lawn watering, filling swimming pools, or washing cars.⁴⁴

The Township's public water system has the capacity to handle current demand and has ample room to serve more customers. The Genesee County WWS can send the Township 30 million gallons per day (MGD), while the Township currently has an average consumption of only 2.34 MGD. Grand Blanc Township owns four water storage facilities, as well as an additional fifth storage facility owned jointly with Genesee County WWS. The total Township water storage capacity is 3.5 million gallons – the three elevated water towers have a total capacity of 2 million gallons, and the two ground level storage tanks have a total capacity of 1.5 million gallons. Additionally, the Genesee County WWS has 11 million gallons of ground storage that can serve the Grand Blanc Area.⁴⁵ Because the Township's water system has such ample capacity, system expansion is of little to no concern. Instead, the Township's main priority is to provide quality and reliable service to its residents.

The remainder of Grand Blanc Township residents rely on private wells for their water supply. Existing homes with an existing well are not required to connect to municipal water even if it is available. Newly constructed homes, however, must connect to the municipal water system if it is available. When an existing subdivision on private wells has a road construction project, the Township encourages the subdivision to look at bringing municipal water to the residences by showing homeowners the many benefits of connecting to municipal water. This conversion provides the subdivision with a reliable drinking water source, lower homeowner insurance costs with added fire protection, and lower construction costs because both the road reconstruction and municipal water connection may happen at the same time.⁴⁶ Additionally, because the Township's water system is based on capacity and demand, a

MAP 9: UTILITIES



Water / Sewer Line
Sewer Only
Sewer & Water
Water Only
Neither

Data Sources: Michigan Open Data Portal, Genesee County GIS, Grand Blanc Township

0 2,000 4,000
Feet

connected residence may not disconnect and drill a new well for potable use instead.⁴⁷

In the wake of the internationally recognized Flint water crisis, the Township has been proactive in sending out informational literature about the Grand Blanc Township water supply. The Department of Public Works sent out mailers and posted information on the Township website, Facebook, and paper material at the Township office describing facts about the Township water system and stating that it is a separate system from the City of Flint. There is generally a positive sentiment about the public water system in Grand Blanc Township.⁴⁸

Genesee County WWS owns and operates three sewage treatment plants in Genesee County, and Grand Blanc Township's sanitary sewer water goes to the Anthony Ragnone Treatment Plant in Montrose, Michigan. Grand Blanc Township therefore does not host a sewage treatment plant.⁴⁹

Almost all parcels in the Township have access to the public sanitary sewer line, though many parcels still have private septic systems. The Genesee County Health Department is responsible for inspecting Grand Blanc Township septic systems, typically upon property sale. Sanitary sewer is available to 98% of the developed parcels in Grand Blanc Township, though the more rural areas typically have septic systems.⁵⁰ Map 9 shows a general estimate for which Grand Blanc Township parcels have access to public water and sewer. The methodology for these estimates assumes that each parcel within 150 feet of a water or sewer line has public water and/or sewer service. Any parcel-specific inquiries about public water or sewer service should be directed to the Grand Blanc Township Department of Public Works. A resident may hire a private engineer and contractor to construct a public sewer line, or a resident may petition the Township to extend sanitary sewer with a special assessment district. Additionally, if a development has a parcel division of three splits or more, the Township requires sanitary sewer for the development.⁵¹

Grand Blanc Township has made all public infrastructure information widely available in a user-friendly format: an interactive map available on the Department of Public Works website called the "Development Ready Map Portal."⁵² The tool shows the location and size of Township facilities, including hydrants, sewer manholes, sewer

mains, and water mains. The mapping tool also has wetland and zoning information, as well as road ownership data. Per Township requirements, a licensed engineer must complete all development plans; therefore, the "Development Ready Map Portal" is merely a reference tool.

In terms of water and sewer service expansion, one of the Township's top priorities is to add an additional water main system and an additional sanitary sewer system to the proposed mixed-use development area within the Tech Village zoning district. This is a prioritized project in both the Downtown Development Authority's Development Plan as well as the Township's Capital Improvement Plan, showing the importance of this service expansion for future development in the Township.

Stormwater Management

The Genesee County Drain Commissioner's Office, Surface Water Management Division (SWM) manages all County-dedicated drains and storm sewers in Grand Blanc Township, and the Genesee County Road Commission owns and maintains storm sewer that are in public roads and public rights of way. The Township owns very few storm outlets, all of which are managed by a Municipal Separate Storm Sewer System (MS4) permit. All MS4 permits and stormwater management plans are submitted to the Township and are reviewed by the infrastructure and development team.⁵³

Snow Removal

Grand Blanc Township supports the Genesee County Road Commission with snow removal. The Township operates six snow and ice removal trucks and is responsible for snow removal on 106 miles of residential streets throughout the Township. The Genesee County Road Commission is responsible for winter maintenance on all major roads in the Township, such as Dort Highway, Saginaw Street, Baldwin Road, and Holly Road.⁵⁴

Public Safety

The Grand Blanc Police Department, consisting of 42 sworn officers, is located on South Saginaw Street, and it offers 24-hour per day service. The Township completed this new headquarters in 2007, immediately adjacent to the Township's Government Center.⁵⁵ In July of 2019, the Grand

Blanc Township Police Department completed a year-long accreditation process with the Michigan Association of Chiefs of Police, making the department one of the first 20 police departments in the State to earn this accreditation aimed at improved training, effectiveness, and efficiency within the department.⁵⁶

The Grand Blanc Township Fire Department has two station locations: the first station is on South Saginaw Street adjacent to the Grand Blanc Township Government Center and the police headquarters, and the second station is on East Baldwin Road in the southern portion of the Township. The Township evaluated the possibility of establishing a third fire station and determined its existing two stations provide adequate service. The Department consists of 44 part-time and full-time firefighters. All firefighters have completed the Michigan I & II Academy and are certified through the State of Michigan, though many have more advanced training.⁵⁷ The Department of Public Works' annual fall hydrant flushing and pumping program checks performance and pumps the hydrants dry for the winter months.⁵⁸

Grand Blanc Township and the City of Grand Blanc have a long history of working together when it comes to public safety, and acknowledge that it is in both entities' best interest to maintain a strong working relationship.⁵⁹ The structure of that relationship has been actively evolving since 2019 as the communities have adjusted their formal agreements to increase each community's autonomy in providing fire services, but each maintains a strong focus on complementary efforts and mutual aid.

SOCIAL INFRASTRUCTURE

Library

The Grand Blanc-McFarlen Public Library is the largest district branch in the Genesee District Library system. The library sits within the City of Grand Blanc on Perry Road, serving the City and Township residents alike. Constructed in 1973, the library building offers a multitude of resources including: approximately 90,000 books, 1,300 music CDs, 9,400 DVDs and Blu-rays, subscriptions to 48 magazines and four newspapers, 23 computers for public use, and free Wi-Fi. In 1999, the Grand Blanc-McFarlen Public Library added a business center to the building, and in 2014, the library

renovated and expanded its children's room. This valuable community resource also hosts numerous community programs and events year-round for children, teens, and adults.⁶⁰

Grand Blanc Senior Activity Center

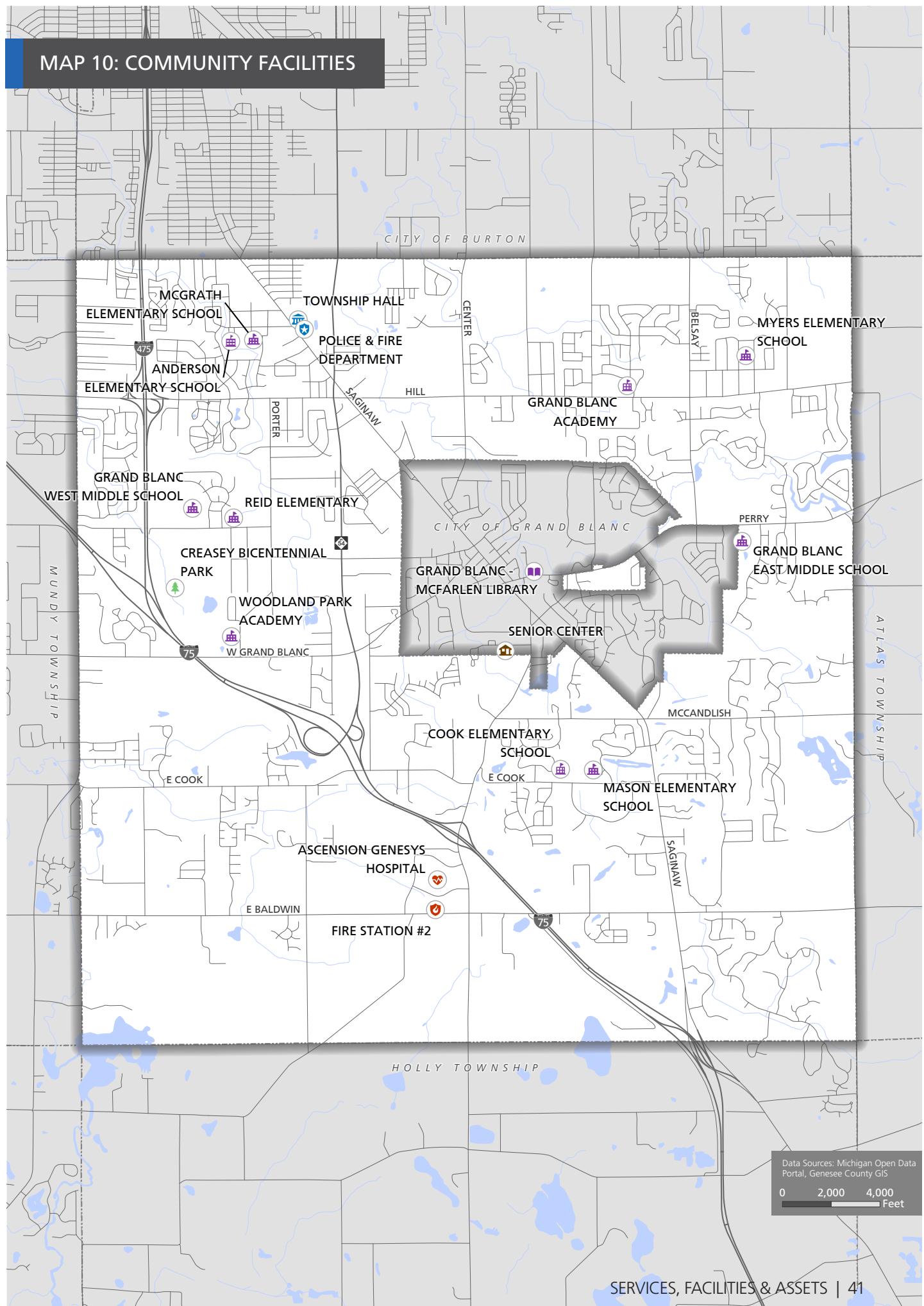
The Grand Blanc Senior Activity Center is jointly operated by the Grand Blanc Township and the City of Grand Blanc, and it provides services to the senior community in both jurisdictions. The Center and the many services that it provides is funded by the Genesee County Senior Services Millage, and it offers services to anyone over the age of 50. Located on Pagel's Drive near the City of Grand Blanc, the Senior Center is open daily on weekdays from 8 am to 4 pm. The Center offers numerous valuable services including transportation for members over the age of 60, Medicare/Medicaid assistance, and an Alzheimer's Support Group. The Center also provides an abundance of activities for seniors including educational programs, fitness classes, social programs, and travel opportunities.⁶¹ According to the 2017-2021 Grand Blanc Parks and Recreation Plan, the community aims to continue the development of the Senior Activity Center and to focus on providing for social interaction of various age groups.⁶²

Parks and Recreation

Grand Blanc Township is home to two recreational facilities: Creasey Bicentennial Park and the Perry Homestead. Creasey Bicentennial Park is a 202-acre site that offers facilities and programs to the Township and surrounding communities. The park hosts athletic fields and courts, walking and biking trails, a splash pad, picnic areas and pavilions, and playgrounds, to name of few of the park's many amenities. Creasey Bicentennial Park also provides several programs including adult and youth sports' leagues, community education programs, special events, and tournaments. Grand Blanc Township's second park, The Perry Homestead, is a 20-acre park that includes the historic Perry Homestead as well as nature trails.^{63,64}

Additionally, the Lost Lake Nature Preserve is one of the Township's unique assets and is also somewhat of a hidden gem – many Township residents may not even be aware that it has been in existence since 2013. The Preserve covers roughly 538 acres, and it bisects the border between Grand Blanc Township

MAP 10: COMMUNITY FACILITIES



and Holly Township, just west of the I-75 – Saginaw Road interchange. The Southeast Michigan Land Conservancy owns and manages the Lost Lake Nature Preserve, and the Preserve showcases two pristine kettle lakes, several wetlands, glacial moraines, mature forests, and open meadows. Visitors may explore the Preserve via a 2.5-mile trail that meanders through the many features the Lost Lake Nature Preserve has to offer.⁶⁵

The 2017-2021 Grand Blanc Parks and Recreation Plan outlines the plans for the future of the community's park system, and Creasey Bicentennial Park is a primary focus. One of the Plan's goals is to build on the strengths and opportunities of the existing facilities, and the community wants its recreation expansions to focus in the existing Creasey Bicentennial Park facility. High-priority expansion opportunities include things like adding an additional shelter facility and field house, expanding water and sewer services to meet expansion needs, adding more multi-purpose fields, and establishing a long-term maintenance schedule, among many others.

The Township established its first independent Parks and Recreation Department in early 2020, changing the structure of a long-term arrangement with the City of Grand Blanc and Grand Blanc schools. The next version of the Parks and Recreation Plan is expected to set the direction of the new configuration while preserving the quality of the existing services and maintaining the partnerships and collaborative efforts that have enabled them.

COMMUNITY ASSETS

Education

Grand Blanc schools were the first to consolidate in the State of Michigan in 1904.⁶⁶ Now known as Grand Blanc Community Schools, the district serves Grand Blanc Township, the City of Grand Blanc, and parts of surrounding Burton Township, Mundy Township, and Atlas Township.⁶⁷ The system consists of thirteen schools: one preschool, nine elementary schools, three middle schools, and one high school.⁶⁸

The role of K-12 public school systems in land use planning is unique in that schools are exempt from local land use control, so direct planning activities are generally not considered. However, their importance reveals itself in other ways: Grand Blanc Schools have long had a reputation for excellence throughout Genesee County, and this fact has served as a steady draw of residents. Grand Blanc Community High School ranks in the top 20% of all schools in Michigan, with 49% of students achieving proficiency in math (compared to the State average of 39%) and 74% of students achieving proficiency in Reading/Language Arts (compared to the State average of 49%) for the 2016-17 school year.⁶⁹

Enrollment in Grand Blanc Community Schools has been slowly declining over the past decade, dropping 5% from 8,715 students in 2011 to 8,246 students in 2019.⁷⁰ This trend is consistent with the 2% population decline in Grand Blanc Township since 2010, and with a 10% reduction in households with children under the age of 18 between 2010 and 2017. Grand Blanc Community

TABLE 2: 2018 TEST SCORES COMPARISON

	GRAND BLANC COMMUNITY SCHOOLS	GENESEE COUNTY INTER-MEDIATE SCHOOL DISTRICT	STATE OF MICHIGAN
M-STEP Proficiency: Grades 3-8	48.7%	30.5%	38.3%
M-STEP Proficiency: High School	61.7%	39.1%	44.14%
SAT Scores	1,055.3	926	968.8

Source: Grand Blanc Community Schools



Creasey Bicentennial Park facility entrance

Source: Grand Blanc Township

Schools have a very high graduation rate of 90.5% compared to Genesee County Intermediate School District (76.4%) and the State as a whole (81.8%) in 2018.⁷¹ Testing scores are also higher in Grand Blanc Community Schools at all levels: the Michigan Student Test of Education Progress (M-STEP) for grades 3-8 and high school and SAT scores.

One trend that is consistent with the Genesee County Intermediate School District (Genesee ISD) and the State, however, is the increase in the number of children who qualify for a free or reduced lunch. While Grand Blanc Community Schools has a significantly lower percentage of students qualifying for free and reduced lunch (34% in 2018 compared to 62% in the Genesee ISD and 50% in the State), this percentage has increased by six percentage points since 2017 (28% to 34%), even though median household income in the Township has slightly increased.⁷² This has been a trend throughout the State as well, with a slight increase in the percentage of students qualifying for free and reduced lunch over the past several years.⁷³

Healthcare

Grand Blanc Township is home to the major medical campus of Ascension Genesys Hospital. This medical campus is part of the Technology Village planning area, southwest of I-75 at the intersection of Holly Road and Baldwin Road. The Ascension Genesys medical complex offers a full complement of primary services and rehabilitation services, and specializes in care for women and children. With this wealth of services and specialties, the Ascension Genesys healthcare complex is a major hub of care that draws patients from across the region, employs workers of all skill levels, and supports a host of complementary businesses.⁷⁴

The presence of such major healthcare facilities puts the Township in a good position for future economic and community stability. The healthcare industry is a key focus as the region diversifies from its predominantly manufacturing base. The newly formed DDA district in Grand Blanc Township surrounds and is anchored by the Ascension

Genesys medical complex; the district's formation signals the Township's anticipation of further development as well as its intent to direct projects to that geography where appropriate. Serving and recognizing the healthcare needs of Township's elderly residents, especially considering the recent increase in the number of elderly people living alone in the Township, will become increasingly important.

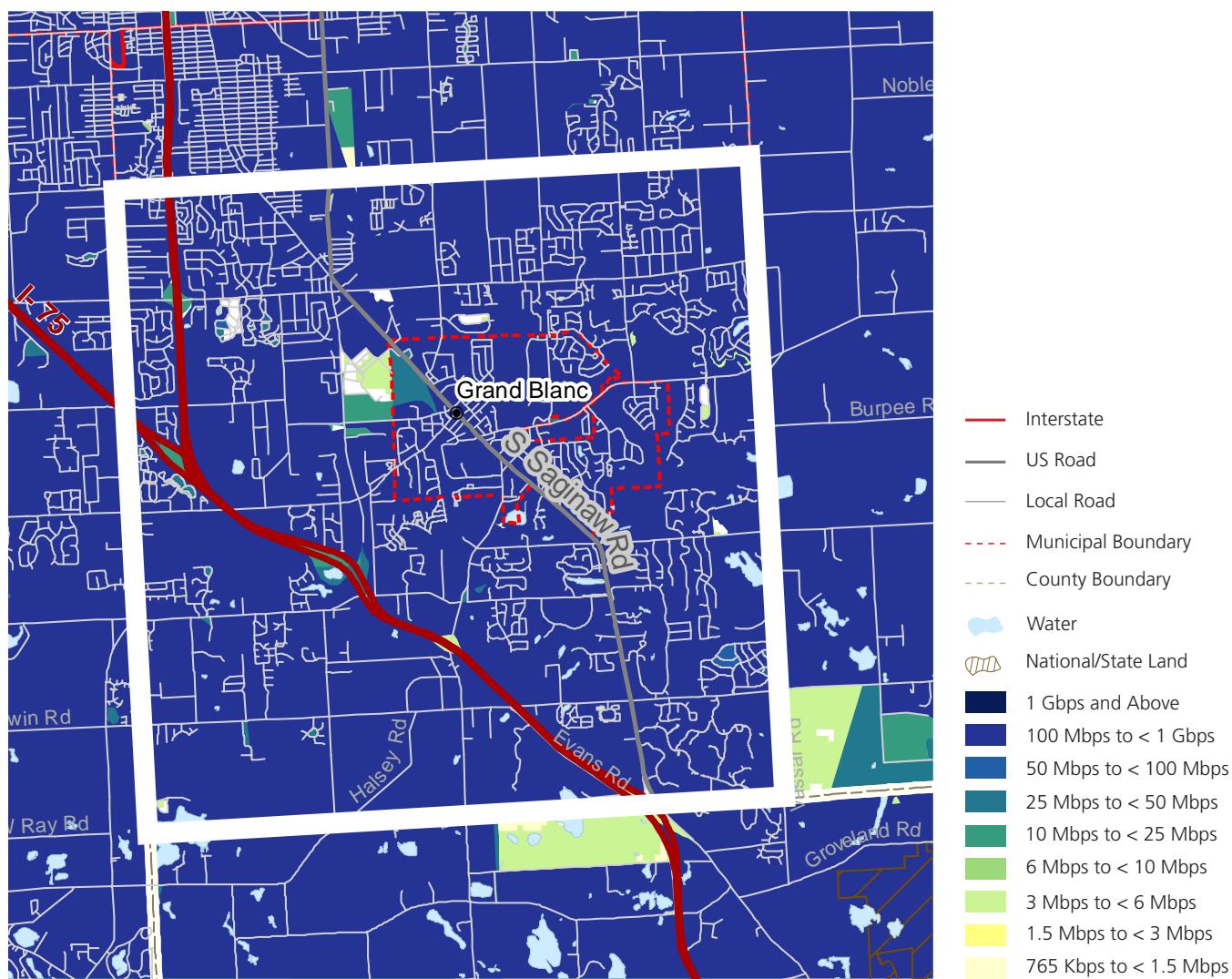
Broadband and Cellular Service

Genesee County has excellent access to high-speed broadband service. The minimum broadband speed throughout almost all Grand Blanc Township is 100 megabits per second, excluding a very small portion in the northwest corner of the Township with download speeds between 25 and 50 megabits per

second. Unlike many other townships in the State, Grand Blanc Township is well positioned amongst more urbanized areas to take advantage of high-quality internet and cellular opportunities. Furthermore, AT&T and Verizon have recently submitted plans to upgrade the Township's macro towers in order to bring 5G to Grand Blanc Township within the next six months.

Having access to a 5G network will put Grand Blanc Township in an excellent position to implement "Smart Cities" technology. "Smart Cities," which also applies to Townships, is a movement that relies on strong internet connection as its purpose is to use technology to effectively "solve" municipal problems. For example, smart sensors on traffic signals can respond in real time to congestion and

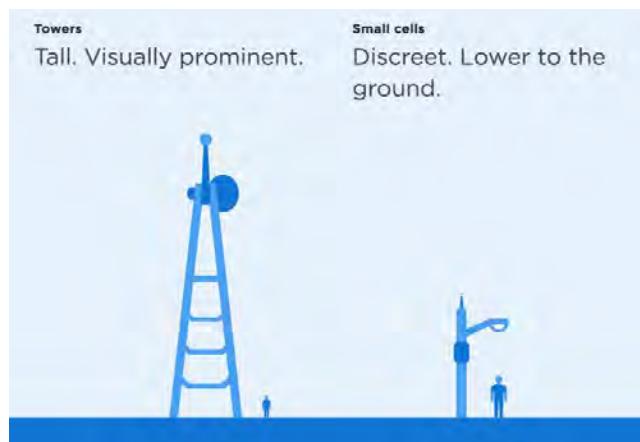
MAP 11: DOWNLOAD SPEEDS IN GRAND BLANC TOWNSHIP



Source: Connected Nation

change lights accordingly. Furthermore, in 2018, the State of Michigan passed legislation, the Small Wireless Communication Facilities Deployment Act (PA 365 of 2018), to usher the State into 5G networks. The impetus of the law is to accelerate small wireless infrastructure by permitting them in public rights of way. The smaller wireless facilities may be attached to utility poles and provide a smaller signal radius but fill in gaps where macro towers do not adequately reach. Municipalities must catch up by updating their ordinances to comply with this legislation and partnering with private providers to upgrade their digital infrastructure. Grand Blanc Township, however, is already a step ahead of many Michigan communities in that 5G will soon be available throughout the Township. With this incredible resource, Grand Blanc Township may start piloting more technology-based, Smart City methods for improving the efficiency of its services, such as smart meters for water and electricity usage or traffic signals that can respond in real-time to congestion and change lights accordingly.

FIGURE 6: WIRELESS INFRASTRUCTURE



Source: <http://www.crowncastle.com/communities/small-cell-solutions.aspx>

SUMMARY

Grand Blanc Township provides a multitude of services to its residents. The Genesee County Division of Water and Waste Services (WWS) manages both water and sanitary sewer at the County level, though Grand Blanc Township owns, operates, and maintains the water and sewer system in the Township. The Township does not host a sewage plant, and the Township purchases water and waste treatment from the Genesee County Drain Commissioner's Office. The Township's water supply comes from Lake Huron via the Karegnondi Water System, and Grand Blanc Township's current water system is fully capable of handling the current demand with ample room for expansion. Almost all parcels in the Township have access to the public sanitary sewer line, though many parcels still have private septic systems. The Township encourages residents to connect to public water and sanitary sewer. Additionally, Grand Blanc Township has strong public safety services with robust police and fire departments, and the Township provides snow removal services. Furthermore, the community hosts an active library – the Grand Blanc-McFarlen Public Library, which is the largest district branch in the Genesee District Library system, as well as a strong senior center – the Grand Blanc Senior Activity Center.

Grand Blanc Township is part of a high performing school district, though enrollment has been slowly declining over the past few years. Grand Blanc Community Schools serves Grand Blanc Township, the City of Grand Blanc, and parts of surrounding townships. Grand Blanc Township is also home to a major medical campus that includes both the Genesys Regional Medical Center and Ascension Genesys Hospital, both of which provide abundant employment opportunities. The Township also boasts excellent high-speed broadband access, which is very desirable for current and prospective residents.



6

HOUSING & NEIGHBORHOODS

Grand Blanc Township places great importance on its residential community, with almost two-thirds of the Township dedicated to residential land uses. Housing and neighborhoods are therefore the foundation of the community.

This section analyzes the existing housing stock and neighborhoods in Grand Blanc Township and compares the Township to Genesee County, the State of Michigan, and the U.S.

Where applicable, this section also compares the Township to Commerce Township, Orion Township, and White Lake Township to provide further context by way of comparison to these similarly sized municipalities within Southeast Michigan.

The neighborhood assessments in this section divide the Township into Census tracts for analysis purposes using the best data available.

HOUSING

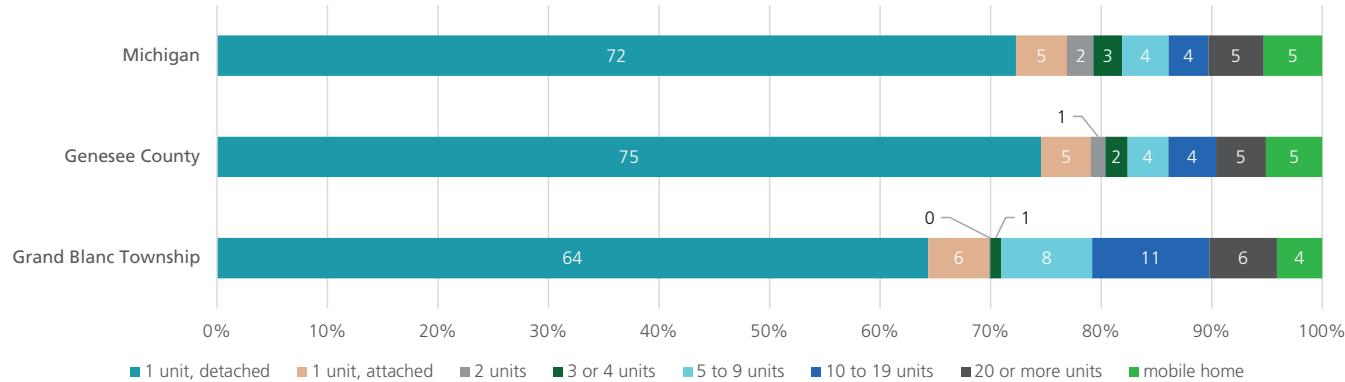
Existing Housing Formats

There are an estimated 15,379 housing units in Grand Blanc Township as of 2017 American Community Survey (ACS) 5-year estimates. Of these, a very high 94% are occupied, leaving 6% vacant – this is very comparable to occupancy rates in Commerce Township (96%), Orion Township (93%), and White Lake Township (94%). As shown in Figure 7, almost two-thirds (64%) of the total structures are 1-unit detached homes, otherwise known as traditional single-family homes. The remaining 36% of housing types are spread among eight different types of housing structures. The next most commonly found structure type in the Township is a multi-family building with 10 to 19 units (11%), followed by a multi-family building with 5 to 9 units (8%) and 20 or more

units (6%); making one quarter of housing formats in the Township multiplex structures. Compared to national, state, and county structures, there is a surprisingly high percentage of 5-9- and 10-19-unit structures in Grand Blanc Township. However, there is also an extremely small percentage of 2-unit (0.1%) and 3-4-unit (1%) structures.

“Missing middle housing” is a term used nationally to describe the housing types that exist on the spectrum between single-family detached units and apartment tower blocks, including duplexes/triplexes, rowhouses, and bungalow courts. A confluence of demographic shifts have contributed to a change in housing preferences: household sizes are shrinking overall; the percentage of households with children has declined; a rising median age means more empty-nesters; the proportion of “nonfamily households” has risen; and a stagnant median income leaves less time

FIGURE 7: HOUSING FORMATS ACROSS GEOGRAPHIES



Source: American Community Survey, 2013-2017 Estimates, Table DP-04

FIGURE 8: MISSING MIDDLE HOUSING



and money to invest in homeownership and care. Each of these household types has demonstrated a preference for smaller homes on smaller parcels, reducing both cost and maintenance burdens. As mentioned, the Township does offer greater variety of housing formats than the county or the state, but still demonstrates room for additional “missing middle” housing as those households described above find themselves living in communities which offer the types of housing units they consider to be manageable.

There were several questions in the Grand Blanc Township Community Survey pertaining to housing. Consistent with the housing formats available in the Township, 90% of survey respondents live in single-family residences. There is slightly more variety, however, in the type of housing format survey takers WANT to live in. The single-family detached housing format is still the overwhelmingly popular choice (88%), though there is a noticeable interest in small apartment / condo buildings (7%), townhouses / rowhouses (7%), and lofts above a commercial use (5%). Overall, respondents believe quality of housing to be very important and are satisfied with the current housing quality in the Township. Variety and affordability of housing is also important, though respondents are generally neutral on their level of satisfaction for housing variety and affordability. This further stresses the opportunity for Missing Middle formats. Renters, however, are an underrepresented group in the community survey and have very low satisfaction with housing quality, variety, and affordability. Renters and those under the age of 35 also indi-

cated that there is too little of several types of housing: rental, assisted living, work force, affordable, and senior citizen housing.

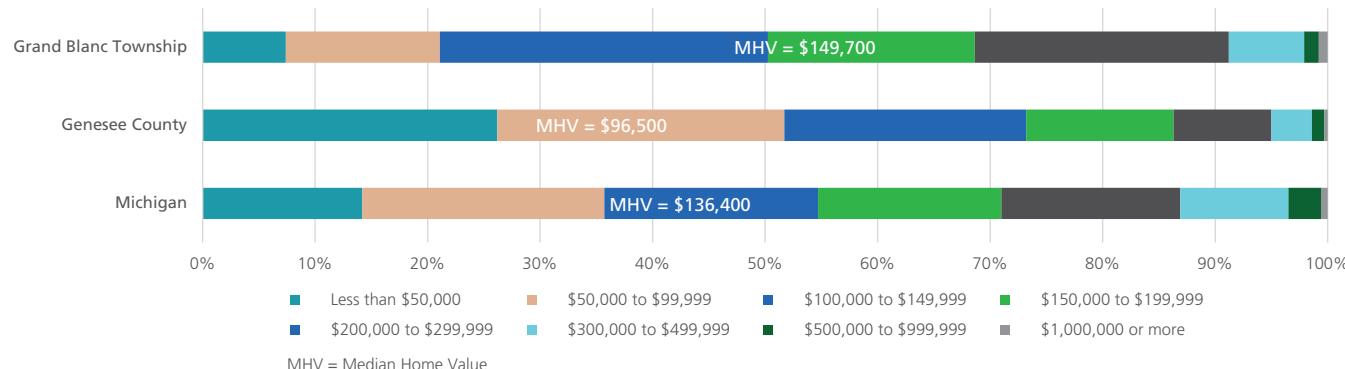
Age of Housing Stock

Grand Blanc Township is relatively new compared to many communities in Michigan. Most housing units in the Township were constructed after 1970, and almost one-quarter (24%) of all structures were built between 2000 and 2009. Homes in the Township are, on average, larger than the typical US home with about one-quarter of homes having four or more bedrooms and a higher median number of total rooms (6.2 in Grand Blanc Township compared to 5.5 for the average US home). Between 2010 and 2019, Grand Blanc Township issued 708 building permits for new homes. Just 15 of those were granted during the depths of the national housing crisis in 2010, and another 20 in 2011. In 2012, however, the Township issued 45 building permits for new homes, and the pace picked up swiftly after that.⁷⁵ Some residential subdivisions that were in process at the start of the recession remain in various stages of completion, and the Township is willing to consider incentivizing their completion by negotiating fees and charges with developers.

Housing Values & Cost Burden

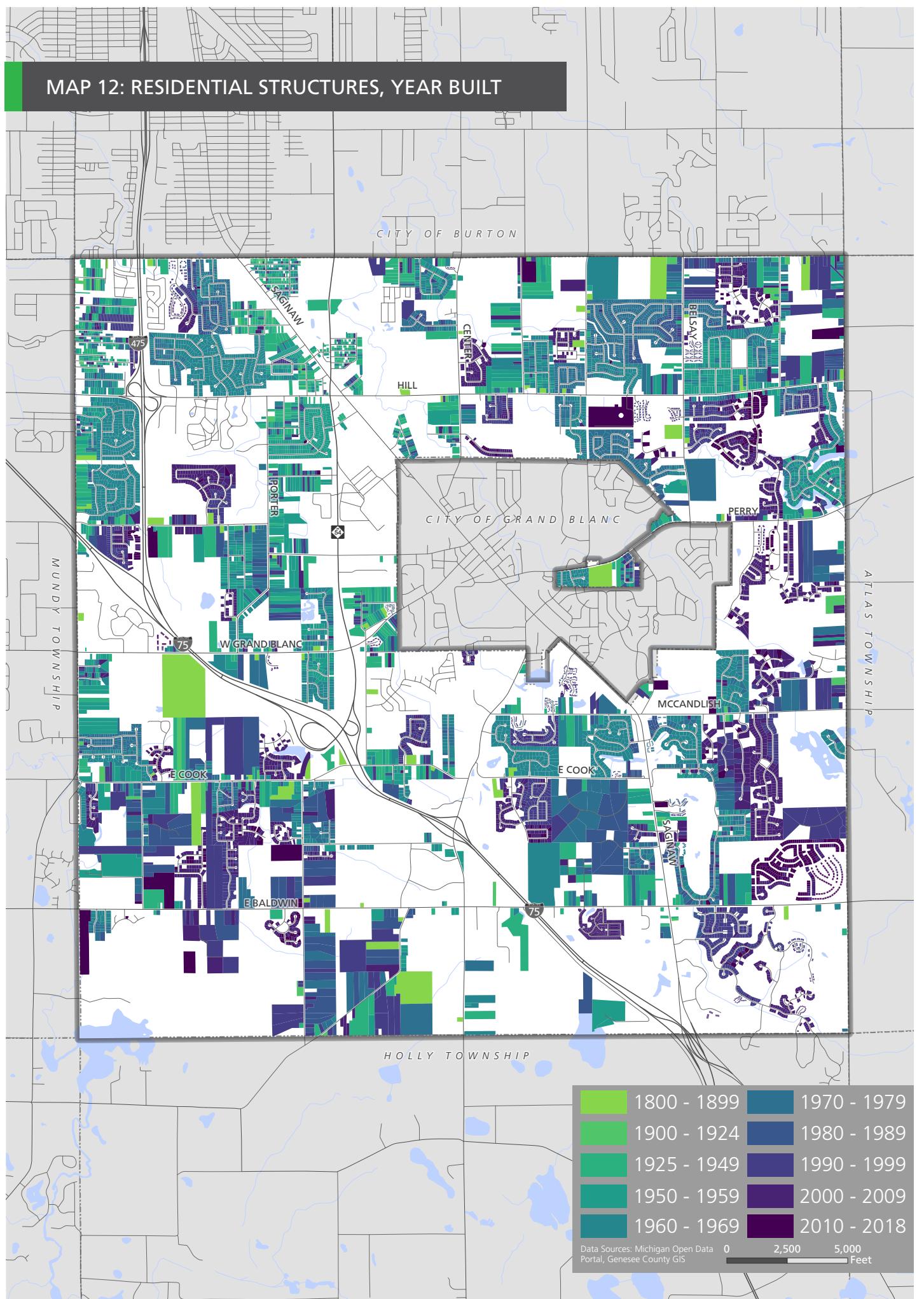
As of 2017 ACS 5-year estimates, the median home value in Grand Blanc Township is \$149,700, which is higher than median home values in Michigan (\$136,400) and Genesee County (\$96,500),

FIGURE 9: HOUSING VALUE COMPARISON

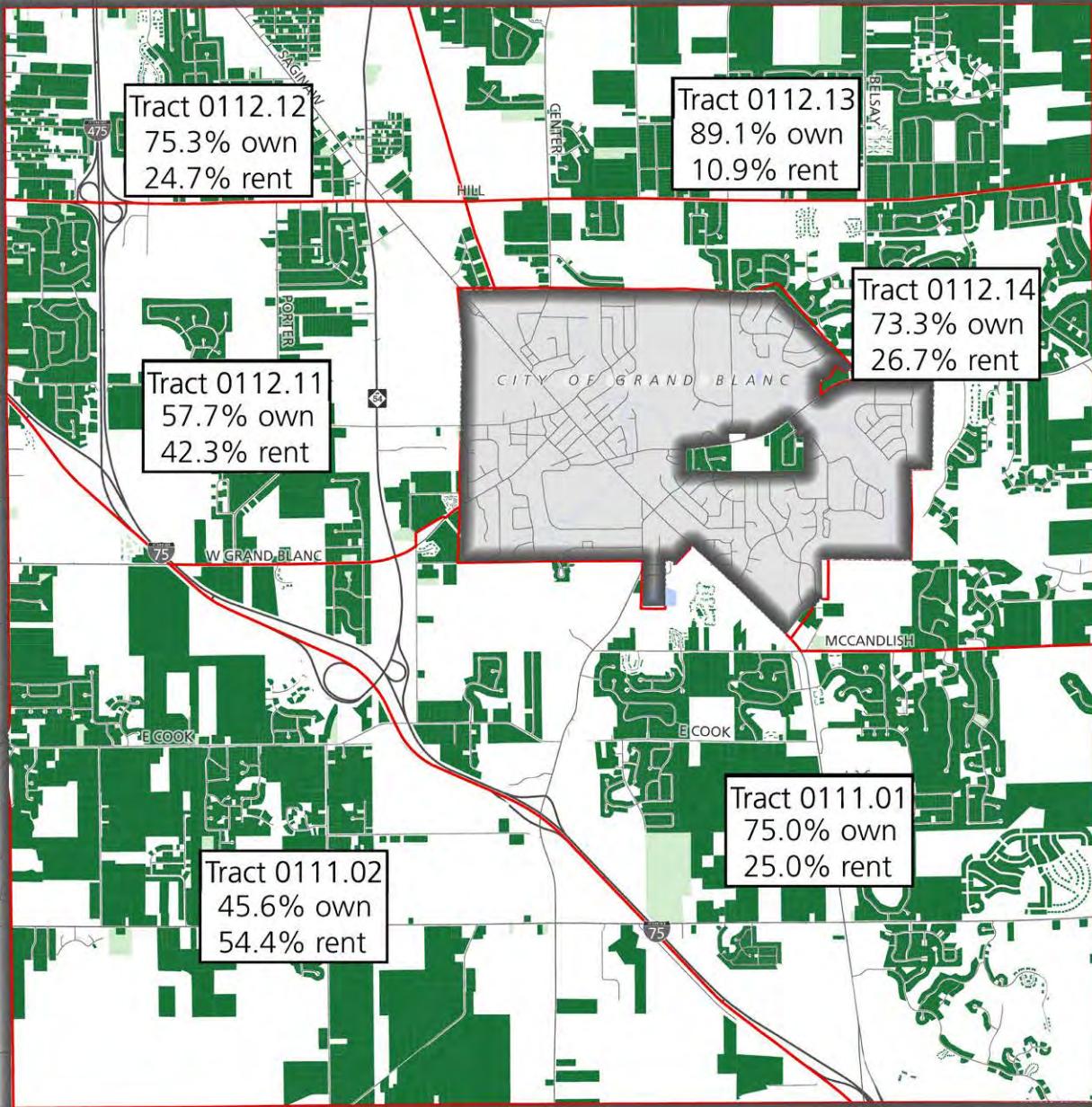


Source: American Community Survey, 2013-2017 Estimates, Table DP-04

MAP 12: RESIDENTIAL STRUCTURES, YEAR BUILT



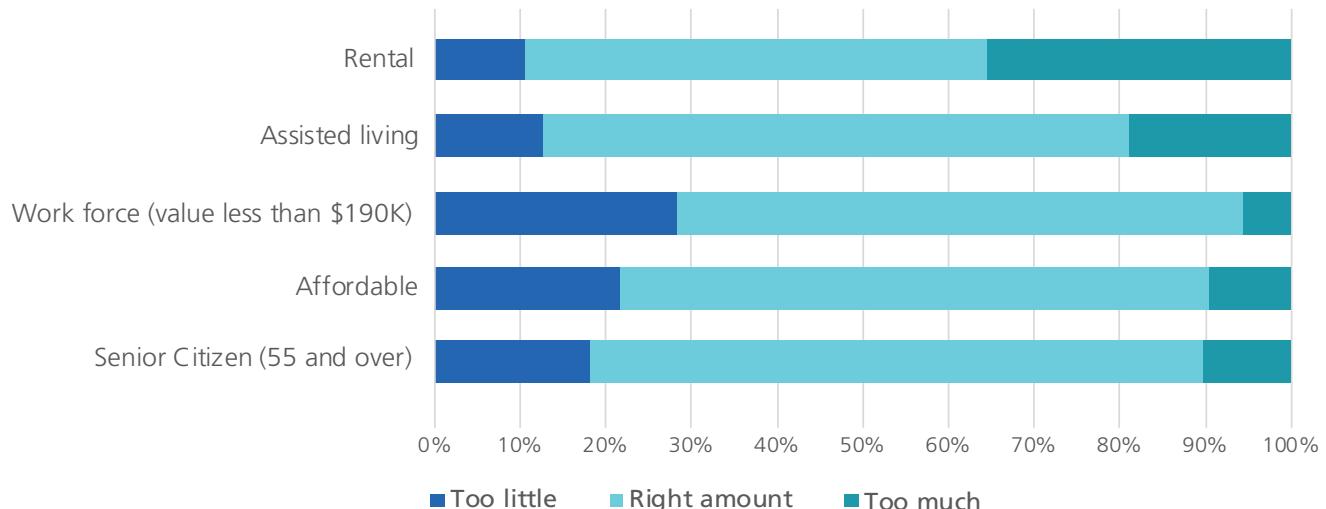
MAP 13: PERCENTAGE OF HOME OWNERSHIP



Census Tract
Renter Occupied
Owner Occupied
0 2,000 4,000 Feet

Data Sources: Michigan Open Data Portal, Genesee County GIS, Grand Blanc Township

FIGURE 10: AVAILABILITY OF HOUSING TYPES



though lower than median home values in the US (\$193,500). Compared to nearby townships, however, the median home value in Grand Blanc Township is significantly lower than Commerce Township (\$231,700), Orion Township (\$240,400), and White Lake Township (\$209,300). Since 2000, home values in Grand Blanc Township have increased by \$15,000, an 11% increase of the 2000 value. The greatest number of homes are within the \$100,000 to \$149,999 range (29%), though many homes are also within the \$200,000 to \$299,999 range (23%), which is a greater proportion than county, state, and national proportions.

A greater percentage of the Grand Blanc population has a mortgage (70%) than the national population (63%). Roughly two-thirds (65%) of all monthly mortgage payments in Grand Blanc Township are between \$1,000 and \$1,900, and 59% of all households with a mortgage pay less than 20% of their income on this monthly payment. A household's mortgage payment, however, is not a full representation of total household cost burden and affordability. Typically, transportation is a household's second-largest expenditure and should be included when calculating cost burden.⁷⁶ This is especially important in more dispersed areas like Grand Blanc Township where people need to own and operate more vehicles to get to where they need to go. The Center for Neighborhood Technology has developed a "Housing and Transportation Index" that measures both the cost of housing and the cost of transportation based on location as a percentage of

household income.⁷⁷ This index represents a more accurate measure of housing affordability. Table 3 on page 52 shows the Housing and Transportation Index for each Census Tract within Grand Blanc Township, with an average Housing and Transportation Index of 65%. When factoring in transportation costs, the cost of living in Grand Blanc Township is significantly higher.

Tenure Status

Like many townships in Michigan, housing tenure status tends towards homeownership in Grand Blanc Township. The homeownership rate is 69% and renter-occupied housing is 31%, with little change since 2010. This is, however, a change since the 2000 Census where the homeownership rate was higher at 74% and renter-occupied housing was 26%. This change is likely a result of the Great Recession stemming from the mortgage crisis in the early 2000s. Even with this change, the homeownership rate in the Township remains higher than the 65% homeownership rate in the U.S., but slightly lower than Michigan (72%) and Genesee County (70%). The homeownership rate in Grand Blanc Township is also noticeably lower than Commerce Township (89%), Orion Township (80%), and White Lake Township (90%). The northeast corner of the Township has the highest rate of homeowners. In the southwest corner of Grand Blanc Township, a lower homeownership rate is the result of the presence of two rental communities and large-lot rural estate development.

TABLE 3: SUMMARY OF NEIGHBORHOOD CHARACTERISTICS BY CENSUS TRACT

	111.01	111.02	112.11	112.12	112.13	112.14
Number of Housing Units	3,559	2,595	2,426	2,489	1,982	2,262
Occupied Units (units)	3,287	2,508	2,301	2,265	1,812	2,225
Occupied Units (%)	92%	97%	95%	91%	91%	98%
Vacant Units (units)	272	87	125	224	170	37
Vacant Units (%)	8%	3%	5%	9%	9%	2%
Owner-Occupied (units)	2,466	1,143	1,327	1,706	1,615	1,632
Owner-Occupied (%)	75%	46%	58%	75%	89%	73%
Renter-Occupied (units)	821	1,365	974	559	197	593
Renter-Occupied (%)	25%	54%	42%	25%	11%	27%
Built Pre-2000 (units)	2,169	1,725	2,203	2,387	1,610	1,393
Built Pre-2000 (%)	61%	66%	91%	96%	81%	62%
Decade w/ Most Homes Built	2000-2009 (37%)	2000-2009 (34%)	1960-1969 (26%)	1970-1979 (34%)	1970-1979 (40%)	2000-2009 (37%)
HOUSING & TRANSPORTATION INDEX						
Avg. Housing Cost as % of Income	47%	32%	29%	31%	36%	39%
Avg. Transportation Cost as % of Income	30%	28%	29%	29%	31%	30%
Avg. Housing + Transportation Costs as % of Income	77%	61%	57%	60%	67%	69%

Source: American Community Survey 2013-2017 5-Year Estimates, Center for Neighborhood Technology

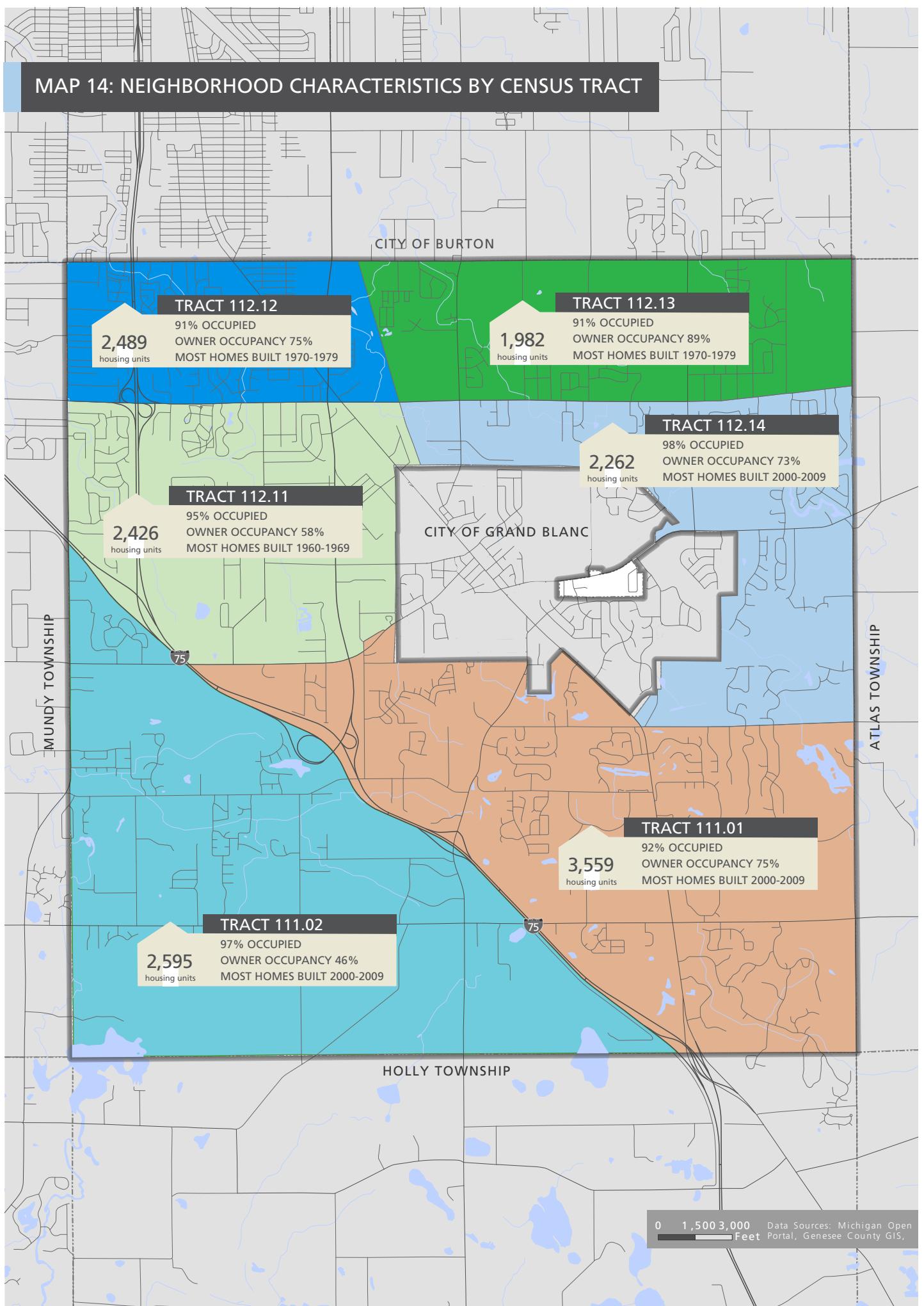
NEIGHBORHOODS

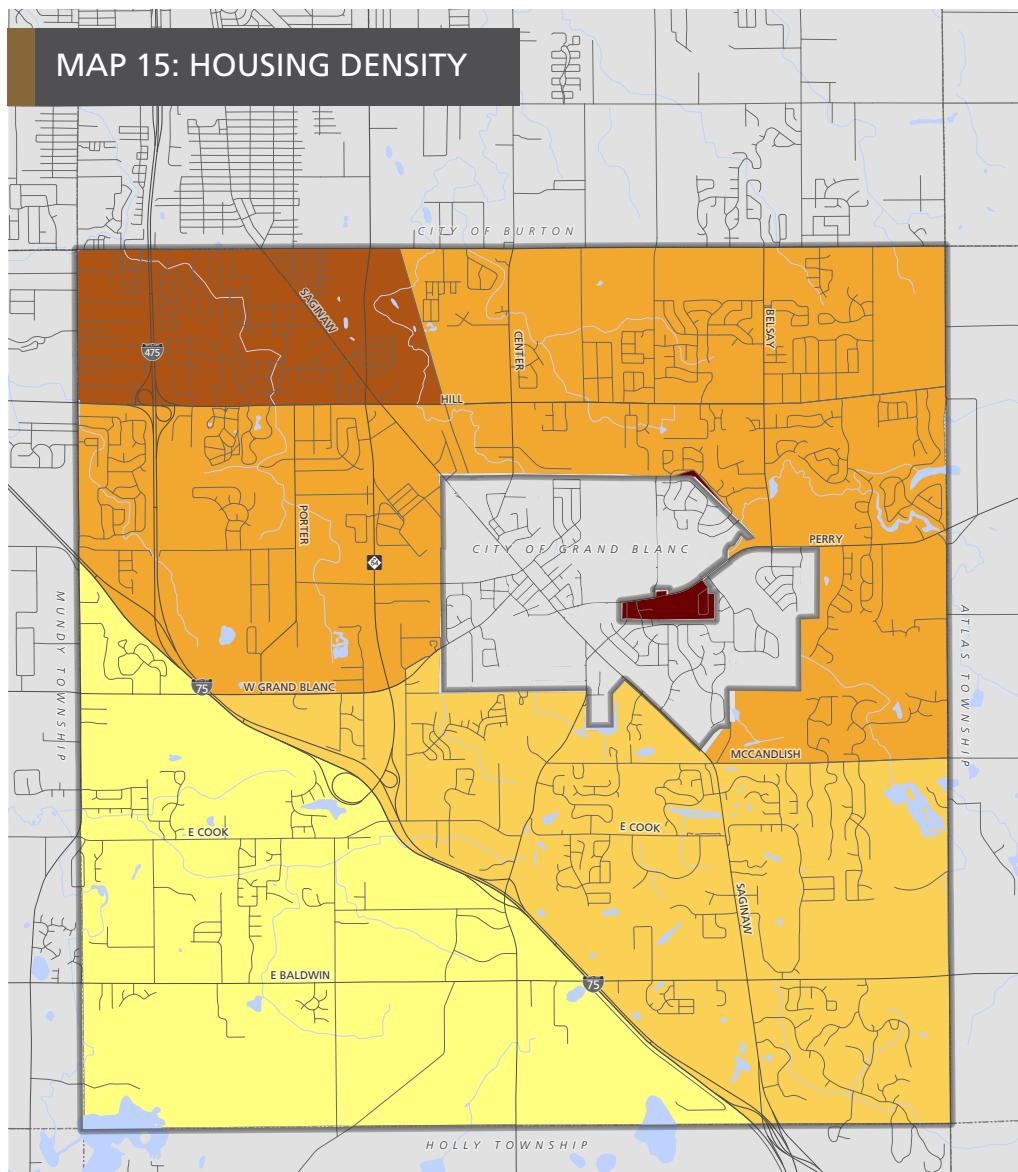
Neighborhood Composition

Grand Blanc Township's primary land use is residential, so residential neighborhoods are a fundamental element of the Township. According to Nextdoor, the platform that the Township uses for neighborhood surveillance and crime mapping, there are 80 total neighborhoods in Grand Blanc Township.⁷⁸ Most of these neighborhoods consist of residential subdivisions, and there are many homeowners' associations in the Township. Grand Blanc Township residents typically refer to the name of their subdivision when describing where they live, indicating the predominance of subdivisions in the Township. For analysis purposes, this section divides the Township by Census tracts based on the best data available for evaluation. The Township consists of six Census tracts, shown in Map 14, and Table 3 summarizes numerous neighborhood characteristics for each tract.

Examining the Township at the Census tract level reveals a general consistency with the overall summary analysis of Grand Blanc Township as a whole, though nuances emerge when looking at segments of the Township individually. Five of the six tracts consist of predominantly owner-occupied housing units (greater than 50%); one tract (111.02) in the southwest corner of the Township is majority renter-occupied. The age of housing stock in each Census tract is particularly distinct. Most housing in the Township is relatively new (constructed after 1970), though some tracts are notably newer than others. Housing units in the northern portion of the Township (tracts 112.12 and 112.13), closest to the City of Flint, consist predominantly of housing constructed between 1970 and 1979, while most housing units directly west of the City of Grand Blanc (tract 112.11) were constructed between 1960 and 1969. Meanwhile, housing units in the southern half of the Township (tracts 111.01, 111.02, and 112.14) consist of newer homes, primarily constructed during the

MAP 14: NEIGHBORHOOD CHARACTERISTICS BY CENSUS TRACT





first decade of the 21st century between 2000 and 2009. This geographic distribution in age of housing stock shows the progression of migration from the City of Flint and the City of Grand Blanc as people moved away from the cities into the Township. Additionally, some tracts have more vacancies than other tracts. The northern-most tracts have the highest vacancy rates (tracts 112.12 and 112.13), each with about a 9% vacancy rate according to 2017 ACS estimates.

Genesee County Neighborhood Stabilization Program

Genesee County runs a Neighborhood Stabilization Program that targets some of these higher vacancy areas, specifically in the northwest corner of the

Township.⁷⁹ The Genesee County Land Bank, created in 2004, runs the program, and the U.S. Department of Housing and Urban Development (HUD) funds the program. The aim of the program is to improve deteriorating neighborhood conditions by rehabilitating foreclosed and abandoned property for both buyers and renters, demolishing blighted properties, and acquiring vacant or foreclosed properties and reassembling them into development parcels.⁸⁰ The northwest corner of Grand Blanc Township is the only target area within the Township.

Neighborhood Housing Density

Housing density in Grand Blanc Township follows a similar trend to the age of housing stock. Just as houses tend to get newer as Census tracts get further from the City of Flint, housing density decreases as distance from the City of Flint increases. The southwest corner of the Township (tract 111.02) hosts the smallest housing density with an average of 0.4 units per acre. This is unsurprising given the more rural character of this portion of the Township. The highest housing density in the Township is in the northwest corner (tract 112.12) and in the small area in the Township in the middle of the City of Grand Blanc. Even though these areas have higher housing densities compared to the rest of the Township, these are still very low densities, supporting the dominance of large-lot, single-family detached homes in Grand Blanc Township. Furthermore, the Future Land Use Map categorizes residential land uses by density. Interestingly, the average housing density in the Township encompasses the lowest-density future land use category, signaling that there is ample room for housing density to increase.

Technology Village

Grand Blanc Township conducted a market assessment in 2016 that focused on the Technology Village planning area. The assessment revealed numerous trends and preferences and included a resident survey as part of the evaluation. The Township permitted roughly 400 housing units between 2010 and 2015, and they were all single-family units.⁸¹ While 62% of survey takers indicated a preference for single-family units, almost one-quarter (23%) indicated a preference for condominiums, and about one-third of respondents would like a smaller unit than what they currently occupy.⁸² Additionally, walkability was one of the main desired characteristics for housing amenities that survey respondents identified. This assessment shows a need and a desire for more variety in housing formats, especially Missing Middle housing, as well as a need for more amenities such as walkability. As a more dense and planned area, Technology Village presents an excellent location to focus new housing development.

SUMMARY

Housing and neighborhoods are the foundation of the Grand Blanc Township community. The housing stock in the Township predominantly consists of single-family residences, and homes are relatively new as most housing units were constructed after 1970. There is a distinct need for more "Missing Middle" housing formats, and the Technology Village presents a prime area to focus new housing development. Median home values are higher than state and county values though lower than national values, and almost three-quarters of Grand Blanc Township residents own their homes. The average Housing and Transportation Index, however, is 65%, showing the effect of factoring in transportation costs in a more spatially dispersed community.

Examining the Township at the Census tract level reveals nuances in housing and neighborhood patterns. Five tracts are majority owner-occupied, and the sixth is influenced by its combination of large-lot estates and rental communities. The geographic distribution in age of housing stock reveals the progression of migration from the City of Flint and the City of Grand Blanc as people moved away from the cities in the mid-to-late twentieth century. Housing density also follows this pattern of higher density closer to the city centers and decreasing density as distance from the City of Flint increases. The highest vacancy rates exist in the northwest portion of Grand Blanc Township, and the Genesee County Neighborhood Stabilization Program has a target area in this corner of the Township.



CENTERS

"Centers" are compact nodes of heightened activity, which serve as "places" and identifiable destinations in the Township. These are the most visible, attractive, and multifunctional geographies in a community.

While cities and villages are primarily defined by a single center, a township is defined by its borders and may have several centers, usually smaller, throughout its jurisdiction.

This section examines the built environment of the Township's centers and offers recommendations for the future of these important nodes.

Grand Blanc Township has several centers and nodes which host concentrated activity and define the Township's identity. Several of these centers are associated with the corridors along which they lie, though each center has independent character and value as well. This section reviews 9 distinct areas within the Township, organized under the framework of "Transform, Enhance, Preserve" to describe the type and intensity of planning focus it should be subject to over the life of this Master Plan. "Transform" areas offer prime development, redevelopment, and improvement opportunities, and may be considered the sites that will host the Grand Blanc of the 21st century. "Enhance" areas are largely functioning as intended, though improvements and additional amenities should continue to be implemented. "Preserve" areas have numerous historic resources, and regulation may be necessary to ensure that these links to the community's past remain in place through future generations.

TRANSFORM

1. North Grand Blanc Township: "The Point"

North Grand Blanc Township is a focus area that includes Dort Highway and Saginaw Street between Hill and Maple Roads (see Map 16). "The Point" refers to the southerly of two intersections of Dort Highway and Saginaw Street (the other is in the north portion of the City of Flint), where Hill Road also crosses to form a triangle in the middle of their junction in the northwest portion of Grand Blanc Township. The Point is a primary node in Grand Blanc Township that provides numerous commercial amenities to residents, especially those in the neighborhoods north of the City of Grand Blanc. The urgent care center and medical offices provide health services to residents living in the northern half of the Township who are further from the larger healthcare campus. Due to its location between the more urban centers of the City of Flint and the City of Grand Blanc, this node also serves people traveling between the two cities.

The Point consists of primarily strip commercial developments and standalone establishments with large parking lots. It hosts a wide variety of land uses including bars and restaurants, gas stations,

finance and insurance services, pharmacies, convenience stores, offices, medical facilities, automobile sales and services, and other retail. All three corridors at this interchange have four lanes plus turning lanes, signifying that the Center is designed to accommodate motor vehicles. Even though there are sidewalks throughout the Center, the high-speed and high-volume traffic along each of the roads does not create a pedestrian-friendly environment.

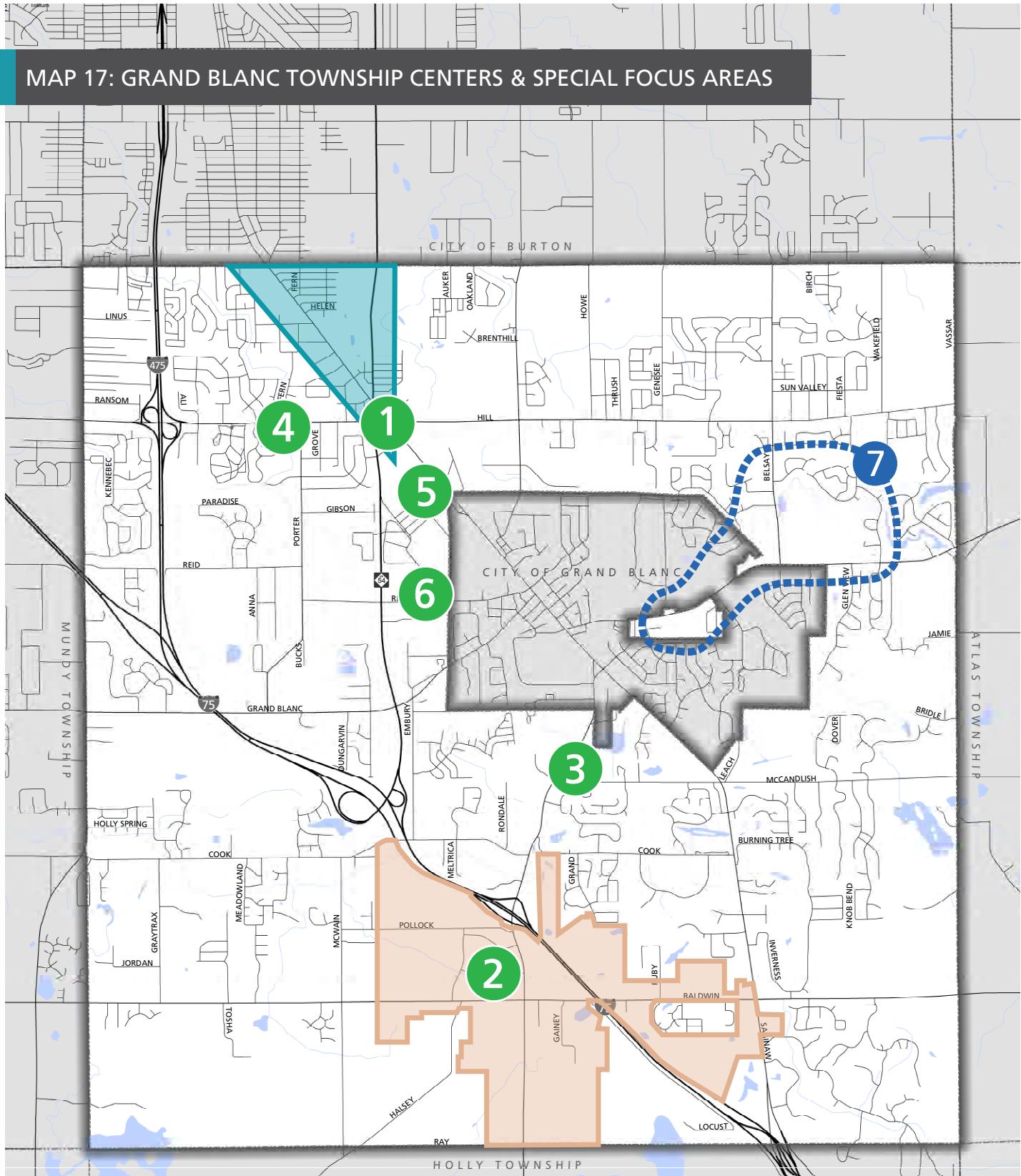
Especially notable along Dort Highway and South Saginaw Street, north of Hill Road, are several poorly maintained and/or vacant commercial buildings, empty parking lots, and overgrown fields along these corridors, all of which does little to attract new and high-quality businesses to the area. Additionally, both Fenton Road (the Township's western border) and Maple Road (the Township's northern border) could stand for improved maintenance and aesthetic appearance, which will aid in attracting high-quality development to this portion of Grand Blanc Township with such great potential. Small

MAP 16: THE POINT



Source: Google Earth

MAP 17: GRAND BLANC TOWNSHIP CENTERS & SPECIAL FOCUS AREAS



North Grand Blanc Township

Downtown Development Authority

7 The Perry Settlement Area

TRANSFORM

- 1 "The Point" Center
- 2 Ascension Genesys & Tech Village Centers

PRESERVE

The Perry Settlement Area

ENHANCE

- 3 Holly Trillium Center
- 5 Heritage Park Center
- 6 Industrial Park Center
- 4 Fenton-Hill Center

Data Sources: Michigan Open Data Portal, Genesee County GIS

0 2,500 5,000 Feet

investments such as adding a “Welcome to Grand Blanc” sign at the intersection of Dort Highway and Maple Road or adding trees and sidewalks would go a long way in making the area more welcoming and inviting.

Saginaw Street Corridor Study

The “Saginaw Street Corridor Study,” written in 2008, covers two road segments: Saginaw Street between Hill Road and Maple Road and Dort Highway from Saginaw Street to Durant Heights. (Because its extent is entirely contained within the planning area, the results are integrated here;

other corridor studies are more appropriately discussed in the Circulation chapter.) This corridor is a key gateway into Grand Blanc Township, and the Grand Blanc Township Planning Commission conducted this study in order to address concerns about traffic flow and safety, and to improve the corridor’s visual image. The Study reviewed existing conditions then identifies five goals with associated objectives. Based on these goals and objectives, the “Saginaw Street Corridor Study” outlines recommendations addressing future land use, corridor improvement, access management, and an enhancement program. Table 4 provides a summary and examples of recommendations.⁸³

TABLE 4: SAGINAW STREET CORRIDOR STUDY RECOMMENDATIONS

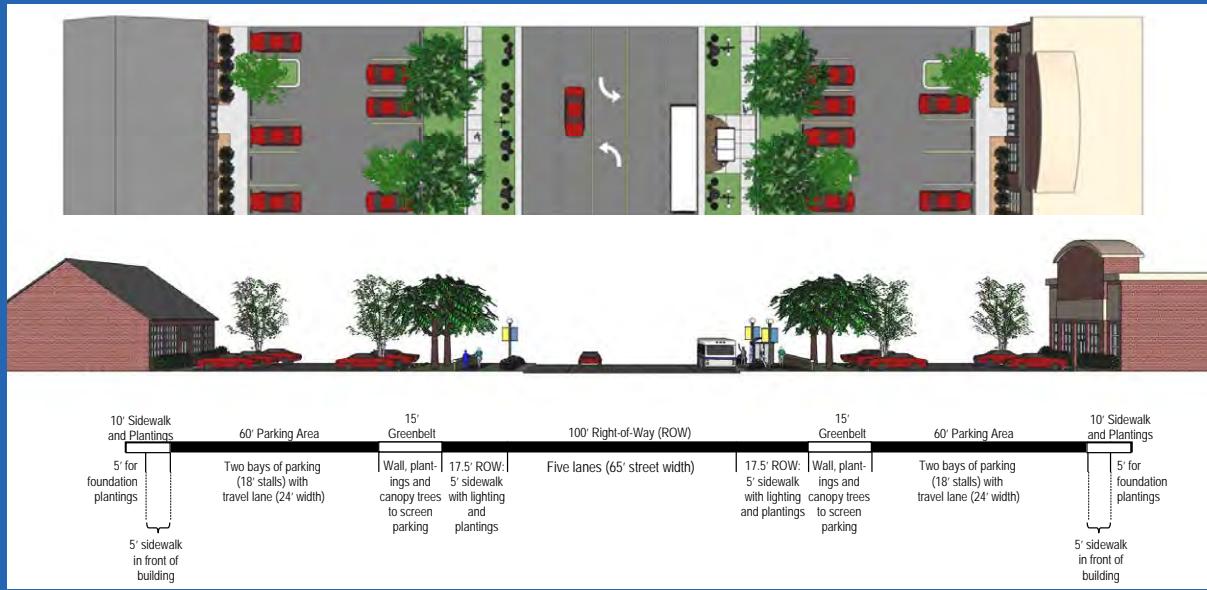
CATEGORY	SUMMARY	EXAMPLE RECOMMENDATIONS
Future Land Use	Recommendations focus on the creation of three new land use categories: the “Expanded Community Commercial District,” the “Flexible Development District,” and the “Triangle Village District.” The Study identifies characteristics for each new land use type and where each land use should go along the corridor.	“Amend the Future Land Use Map to define the boundaries of the new Triangle Village district, bounded by Saginaw Street, Dort Highway, and Durant Heights. Properties with frontage along those three roads and across from the Triangle should be included within the district.” (p. 26)
Corridor Improvement	Recommendations identify elements for corridor improvements including a tree-lined corridor, screened off-street parking, and pedestrian amenities like decorative lighting, bus shelters, pavers, and landscaping. The Study includes a cross section showing the future Saginaw Street with the recommended improvements.	“Retain greenspace between the road and the respective pathways. This area will serve as the ‘amenity zone’, with public amenities including decorative street lighting, pedestrian-scale lighting, bus shelters, and street furniture (where appropriate). Vegetation will include grass, ornamental grass, annual flowers and similar vegetation.” (p. 28)
Access Management	Recommendations focus on closing / consolidating driveways wherever possible, promoting shared driveways and internal connections, and identifying access standards. The Study provides a map indicating locations to close driveways, potential new driveways, and internal connection opportunities.	“Promote the construction of rear service drives, particularly on the east side of Saginaw and along the shallow parcels just south of Maple.” (p. 30)
Enhancement Program	Recommendations offer guidelines on building placement, building appearance, parking, site design, gateways, wayfinding signs, intersection improvements, landscaping / screening, lighting, and pedestrian amenities.	“Parking in the front yard should be limited to one module (two rows of spaces and a maneuvering lane). Parking should be located in the side or rear yard whenever possible.” (p. 32)

SAGINAW STREET CORRIDOR STUDY RECOMMENDATIONS

Access Management Concept & Recommendations, page 29



Saginaw Street Cross-Section Recommendations, page 27





Example bus shelter designs.

The implementation section of the Study outlines actions items by time frame: short-, mid-, and long-term action strategies. Short-term actions include:⁸⁴

- » Amending the Future Land Use Plan.
- » Amending the Zoning Ordinance to (1) create districts that correspond to the Flexible Development and Triangle Village future land use classifications and to (2) create a Saginaw Street Overlay District.
- » Installing a pathway crossing at Russell Street.
- » Reviewing landscaping requirements.
- » Installing a diagonal diverter at Beulah to eliminate cut-through traffic.
- » Creating a pattern book identifying development requirements along the corridor.

- » Creating a Corridor Improvement Authority to help ensure proper implementation.

Mid- to long-term actions include:⁸⁵

- » Installing streetscape enhancements and relocating overhead utilities.
- » Consulting the access management plan as development and redevelopment occurs along the corridor.
- » Removing the obsolete infrastructure identified in the Study.

The Township added the "Flexible Development" land use category to its future land use plan and applied it throughout the Township. The Township did not, however, add the "Expanded Community Commercial District" or the "Triangle Village District," which it may still want to consider. There are sidewalks now on segments of the Saginaw Street corridor, and there are also a few bus shelters. There remains to be a complete and connected network of pedestrian and bicycling facilities, and the "Enhancement Program" recommendations such as street trees and lighting stand to be implemented as well. Driveways still proliferate on the corridor, and the Township will benefit from adhering to the access management plan outlined in the Study. The recommendation to implement a Corridor Improvement Authority is discussed in more detail later in this section.

Desired Future of North Grand Blanc Township and the Point

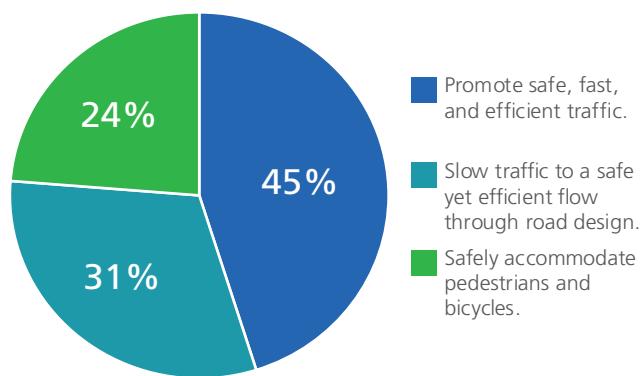
The Point is a key identifying center, and North Grand Blanc Township presents a prime opportunity for new development and redevelopment. Even though Grand Blanc Township Planning Commission conducted the "Saginaw Street Corridor Study" over ten years ago, many of its recommendations remain relevant. The corridor is an important gateway into the community, and its visual appeal is a priority.

The Grand Blanc Township Community Survey offered an excellent opportunity to supplement this information with direct community input, and the results provide Grand Blanc Township with insight into the desired future of this planning focus area. There were four survey questions pertaining to North Grand Blanc Township. Generally, almost all

people wanted to see something new in the area. There was an overall preference for more traditional-style development over suburban-style development, and survey takers were most concerned about ensuring high-quality buildings. The responses pertaining to the desired amenities for North Grand Blanc Township speak to a need for more commercial amenities and activity opportunities.

Participants were asked what they desired most for the portions of Dort Highway and Saginaw Street within the planning focus area. Of the three choices – (1) Promote safe, fast, and efficient traffic, (2)

FIGURE 11: MOST DESIRABLE OUTCOME FOR DORT HIGHWAY & SAGINAW STREET

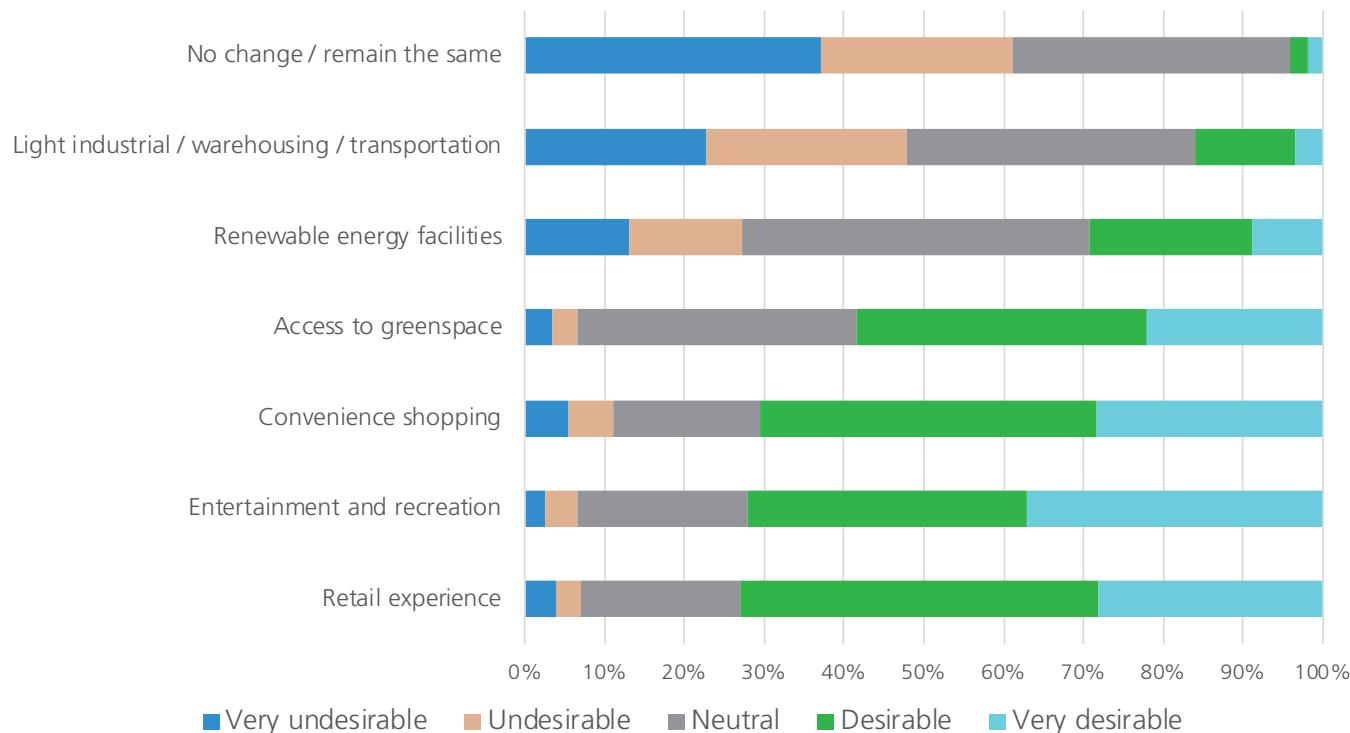


Slow traffic to a safe yet efficient flow through road design, and (3) Safely accommodate pedestrians and bicycles – there was no overwhelmingly popular answer. 45% of survey respondents selected the option to promote safe, fast, and efficient traffic, making it the most popular choice.

The next question about North Grand Blanc Township asked what type of development style survey takers would like to see in the area. Participants were asked to choose between two types of development: Traditional Style and Conventional Style. Traditional Style development is more typical of a downtown setting with two- to three-story buildings, sidewalks, street trees, short building setbacks, and large display windows. Conventional Style development refers to single-story strip development and big box store establishments with parking at the front of the property and limited vegetation and pedestrian amenities. Respondents very strongly indicated a preference for Traditional Style development with over two-thirds (68%) choosing this option.

The third question about North Grand Blanc Township asked survey takers to rate the desirability of various land uses when planning for the area. Almost all participants (96%) believed

FIGURE 12: RATED DESIRABILITY OF NORTH GRAND BLANC TOWNSHIP FUTURE LAND USES





Traditional-style development



Conventional-style development

that no change to the area would be either very undesirable, undesirable, or they were neutral on the matter, indicating that people are looking for change to the area. Four of the amenities ranked quite high in terms of desirability, with survey takers selecting either desirable or very desirable: (1) retail experience, 73%; (2) entertainment and recreation, 72%; (3) convenience shopping, 70%; and (4) access to greenspace, 58%. All four of these desirable amenities indicate that survey respondents are looking for things to do and easily accessible commercial opportunities. Currently, this area of the Township is not commercial-centric as it hosts primarily auto-related businesses, municipal buildings, and office-related establishments.

The fourth question about the planning area sought to determine the main concerns about

FIGURE 13: PREFERRED DEVELOPMENT STYLE FOR NORTH GRAND BLANC TOWNSHIP

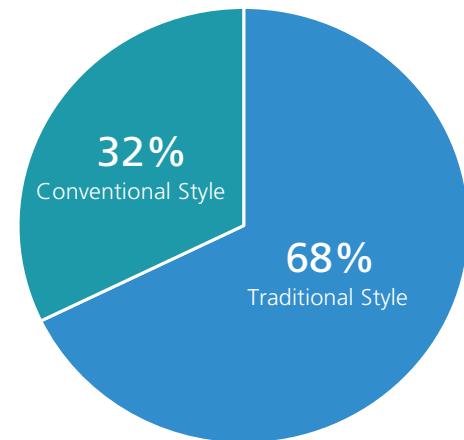
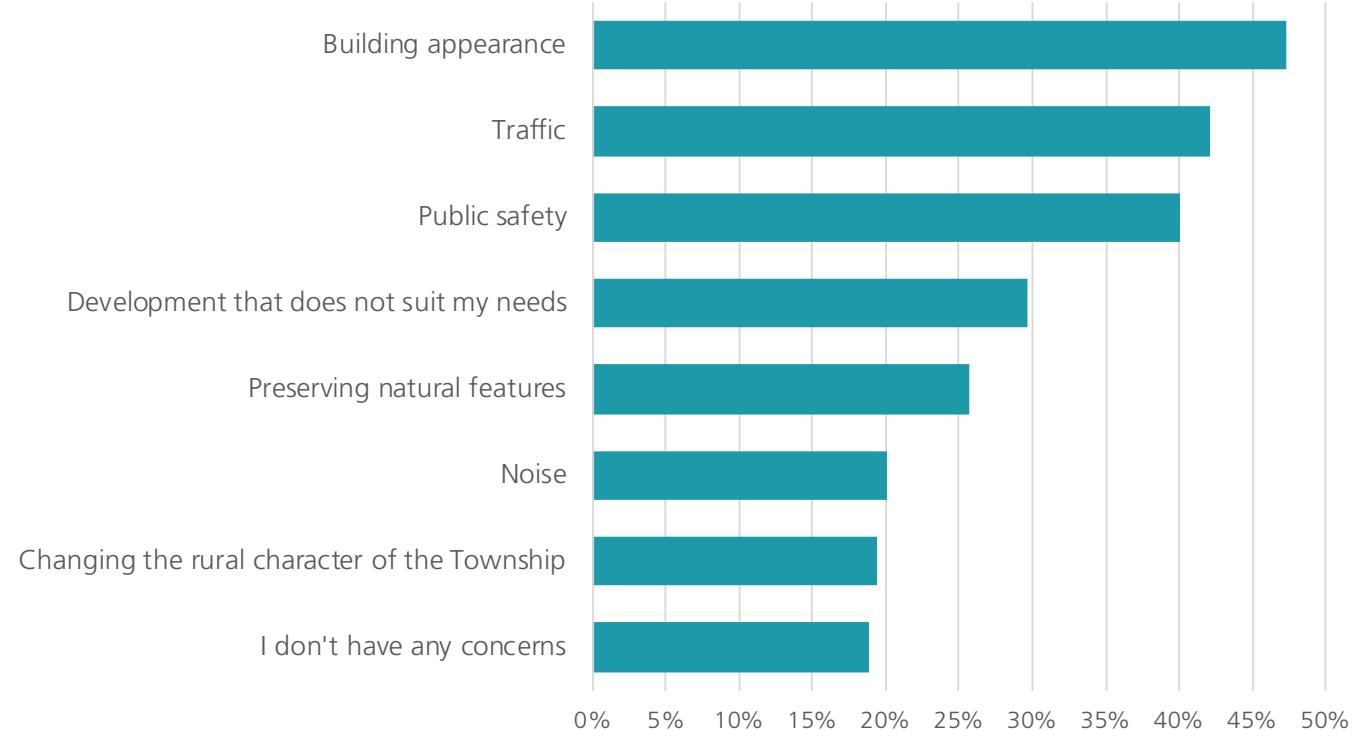


FIGURE 14: CONCERNs ABOUT DEVELOPMENT IN NORTH GRAND BLANC TOWNSHIP



new development in North Grand Blanc Township. The top three concerns were building appearance (47%), traffic (42%), and public safety (40%). Survey respondents were most concerned about the appearance of development with a consensus for high-quality developments that are not just strip malls that could be anywhere.

Grand Blanc Township has an opportunity to set a precedent for development in this planning area. Through a Corridor Improvement Authority planning process, the Township can identify an initial “transformational investment” and establish this area as a target for private sector activity. Zoning districts as recommended in the 2008 Corridor Study can be implemented, written to require or incentivize community priorities like high-quality building materials and traditional-style development. It is recognized that developing in this way is more expensive than the conventional style, and the CIA process will need to make clear the long-term return on this investment, such as reduced blight over time, neighboring property owners who are equally invested, and a recognizable “place” that attracts people and activity. As these developments occur, the TIF funds collected

will be used to implement the streetscape and connectivity improvements touched on in this chapter, which will be detailed in the CIA plan. This tandem investment from both the Township and the private sector simultaneously signals and justifies the type of high-quality development that the community wants in this planning area.

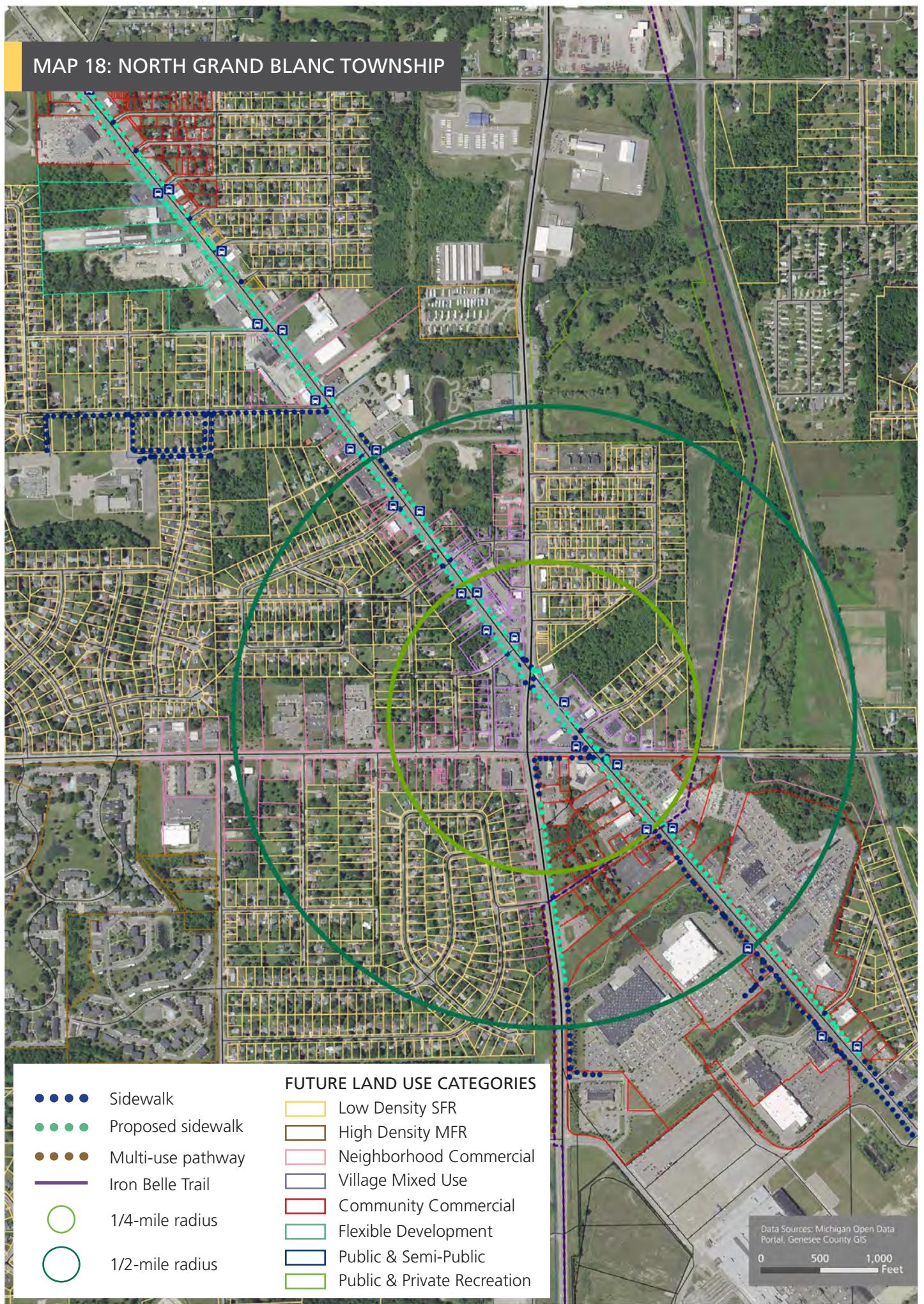
2. Downtown Development Authority District: Ascension Genesys and Tech Village Center

The Grand Blanc Township Downtown Development Authority (DDA) district is in the southern portion of the Township, and it encompasses the Township's major planned commercial center (see Map 19). The district includes many established industrial operations such as Magna, Acument Global Technologies, and Burgaflex North America; the Ascension Genesys medical complex; and the many general commercial establishments along Baldwin Road.⁸⁶ Much of the district is made up of land intended for new development, including the Tech Village area and swaths of land on the east side of I-75 between Cook and Baldwin Roads. The Township Board adopted the DDA “Development Plan and

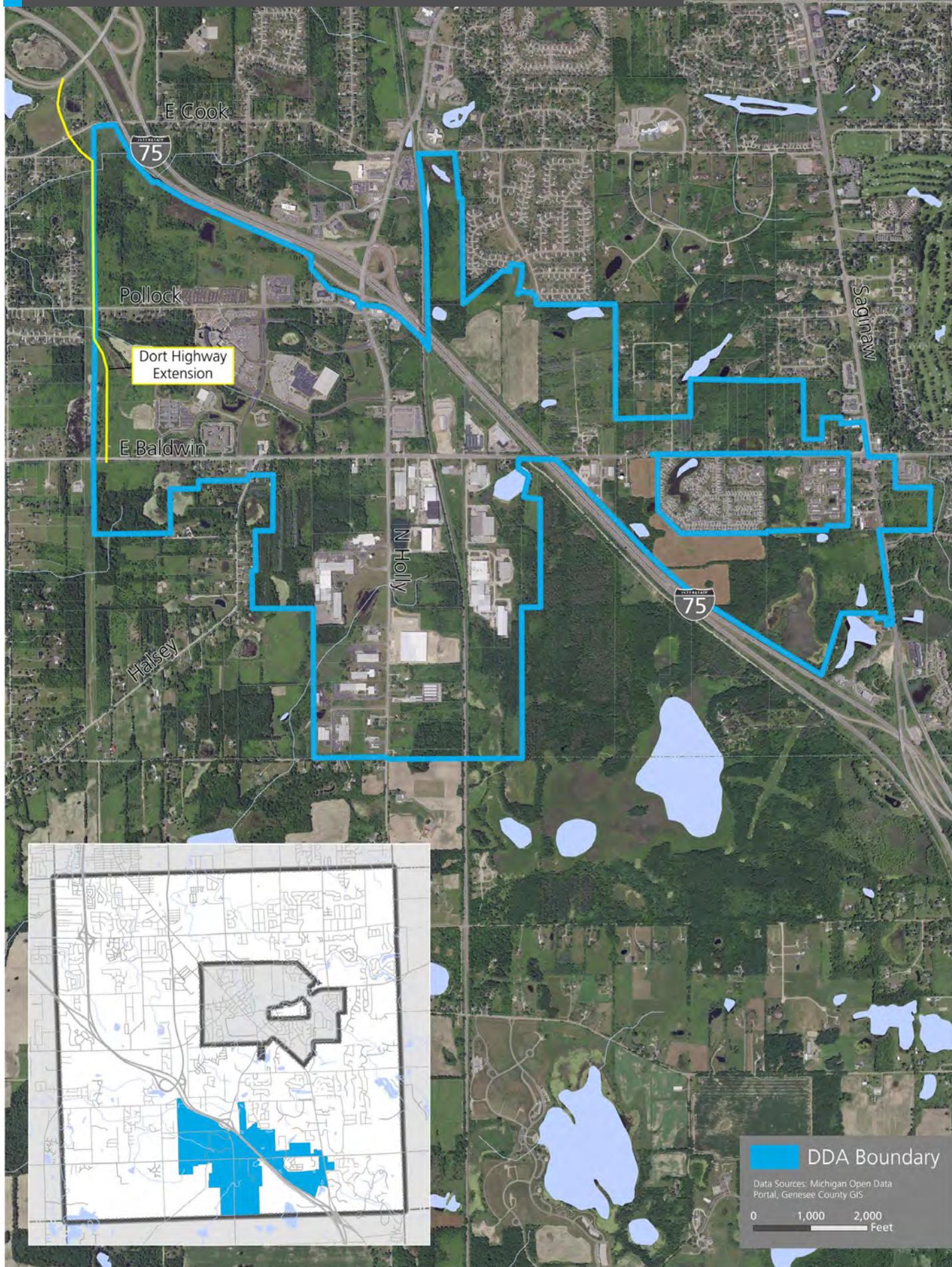


Magna is an existing business in the DDA.
Source: Grand Blanc Township

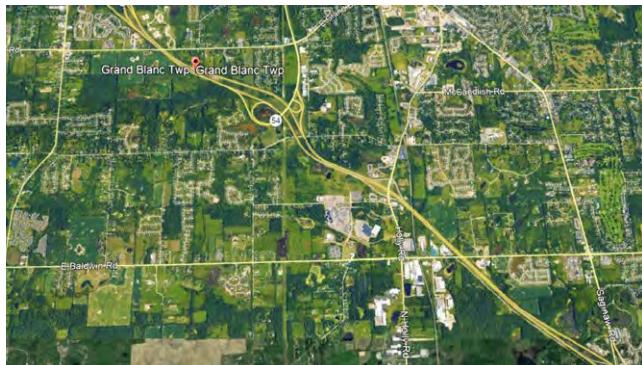
MAP 18: NORTH GRAND BLANC TOWNSHIP



MAP 19: DOWNTOWN DEVELOPMENT AUTHORITY BOUNDARY



MAP 20: ASCENSION GENESYS & TECH VILLAGE CENTER



Tax Increment Financing Plan" in April of 2019. The DDA's main purpose is "to improve the commercial, industrial, and medical businesses within the Township's central business area," with the goal of being more competitive within the region.⁸⁷

The Ascension Genesys Hospital complex is the largest and most regionally-oriented land use in the area. It is a key employer, in addition to offering countless medical services to people throughout mid-Michigan. The adoption of a development plan and tax-increment finance authority positions it to serve as the foundation for growing this area into a diverse New Economy employment center. Its highly accessible location at the I-75 interchange will be enhanced further by the planned extension of Dort Highway (M-54) southward to Baldwin Road. The area displays the beginnings of a balanced built environment, with commercial establishments for lodging and food, smaller medical establishments providing an industry cluster, and a large nature preserve and a 2.3-mile trail system (the Genesys Nature Trails, including the Heron Trail and the Mayapple Trail). Internal circulation is thoughtful and attractive, with wide boulevards and sidewalks.

The largely undeveloped area to the south is zoned for light industrial use, and the east side of I-75 is envisioned to include Tech Village, blending research park uses with higher-density attached housing formats, fully multi-modal transportation including autonomous and electric vehicles in addition to nonmotorized accommodation, and integrated access to nature. This growth will be heavily influenced and enabled by the DDA "Development Plan and Tax Increment Financing Plan," which identifies projects to prioritize in the district for the next thirty years (see Appendix for an outline of identified

projects). The Development Plan identifies a host of projects, including but not limited to infrastructure (water, sanitary sewer, and technology), transportation improvements, public design, vocational facilities, and marketing. The top priority projects, scheduled to take place over the next two years, are to add an additional water main system and an additional sanitary sewer system to the proposed mixed-use development area within the Tech Village zoning district. These two projects are also included in the Township's Capital Improvement Plan, further emphasizing their high priority level. By providing water and sanitary sewer to prime development sites, and by using TIF revenue to lower capital fees for new development as an economic development strategy, Grand Blanc Township has invested in the appeal of the DDA district as a prime location for development within the region.

Desired Future for Downtown Development Authority District

Grand Blanc Township's thoughtfully implemented new DDA district represents a key opportunity to adapt to the New Economy and is intended to grow into a focal point of the entire Township over the next decade or two. The existing hospital development and the planned Tech Village districts have well accounted for economic vitality, multimodal access, housing diversity, natural features integration, and sustainability. The challenge for the Township will be to ensure that these features carry through to the smaller independent developments that will serve as infill to the Center.

Ascension Genesys has developed a master land use plan for its medical center complex that shows the hospital's desired future of its 201.4 acres. This master land use plan (see Figure 15 on the following page) allows for future hospital expansion, plus ample space a learning institute, ambulatory care, research and development, commercial uses, and a "medical flex zone" space.

Extensive planning work has also gone into the Technology Village, including a Master Plan, Market Assessment, and Zoning Ordinance. These documents establish and enforce the Township's vision for the Tech Village area, and to lay the groundwork for what it expects of new development. Synergistic blends of uses, walkability, a detailed focus on environmentally friendly development,

FIGURE 15: ASCENSION GENESYS MASTER LAND USE PLAN

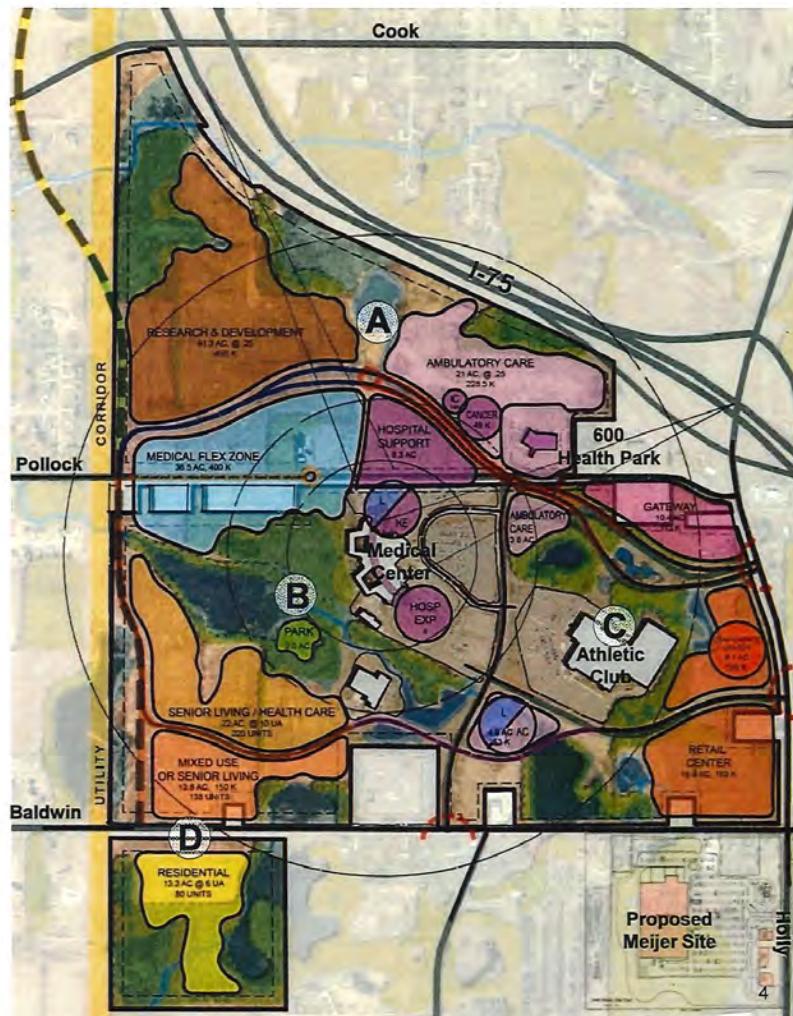
Land Use Type	Acres	Square Feet	Units
HOSPITAL EXP. / SUPPORT	8.3 ac	375,000	
GATEWAY	10.4 ac	113,000	
AMBULATORY CARE	29.5 ac	321,000	
LEARNING INSTITUTE	4.0 ac	62,400	
MEDICAL FLEX ZONE	36.5 ac	397,000	
RESEARCH & DEVELOPMENT	41.3 ac	450,000	
SENIOR LIVING / HEALTH CARE	22.0 ac	240,000	220 UNITS
RESIDENTIAL	13.3 ac	145,000	80 UNITS
RETAIL / CONFERENCING	25.9 ac	282,000	
MIXED USE / SENIOR LIVING	13.8 ac	150,000	138 UNITS
TOTAL	205.0 ac	2.2 M GSF	

Road Phasing

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6

Attributes

- Hospital expansion to the north or south
- Learning Institute – remote or attached
- Ambulatory Care – 29.6 acres visible from highway
- Research & Development – 41.3 acres
- Commercial Use – 26.9 acres
- Medical Flex Zone Space – 36.5 acres



Ascension Genesys Medical Complex
Source: Grand Blanc Township

and a strong focus on knowledge-based employment make up the core of this vision. It is worth noting that the 2008 Tech Village Plan ties the possibility of this massive, comprehensive physical investment directly to its long-term investment of a type generally considered "softer" and, sometimes, dispensable: education. "Grand Blanc Township is well-positioned to enter the New Economy. Human capital is largely the product of Grand Blanc's school system, which is consistently ranked among the best in the state.

ENHANCE

3. Holly Trillium Center

The Holly Trillium Center lies between the southwest corner of the City of Grand Blanc and Cook Road along the Holly Road corridor. The existing commercial center spans both sides of Holly Road, offering a variety of commercial and entertainment amenities. Development on the east side of Holly Road consists of two large strip mall-style buildings housing offices, restaurants, medical services, and shopping / retail opportunities, with a large surface parking lot in front of the two buildings. Another development immediately south consists of two modern office complexes with glass facades and interconnected parking behind and between the buildings. The landscaping along the road and within the developments is ample, attractive, and well-maintained, but there are no pedestrian amenities or access connecting the buildings on the east side of Holly Road to each other or to the surrounding community.

MAP 21: HOLLY TRILLIUM CENTER



Source: Google Earth

The west side of the Holly Trillium Center is home to a young development intended to serve as an entertainment hub for the Township. Trillium Cinema opened in 2006 to anchor a lifestyle center envisioned to feature a couple dozen small stores and restaurants arranged in a pedestrian-friendly setting; so far, just two buildings have been built. The site attempts to bring walkability to the suburban environment through its configuration around an internal street designed with curved sightlines and angled parking, with the major parking areas deep in the site behind the cinema and along Holly Road, eventually to be screened by a row of trees that are still immature. An unused curb cut, angled parking areas abutting empty lots, and a cohesive set of streetlights along the internal road signal that the area is in progress; the barren landscape of the undeveloped parcels contrasts with the well-finished appearance of the completed projects. Internal pedestrian connections are provided for and will be fully implemented on a project basis. There is a sidewalk alongside Holly Road for the length of the development, but its connection into the development stops at the unused curb cut and it does not connect to the rest of the community.

When mature, the Holly Trillium Center should be the Township's answer to the question, "What is there to do around here?" It should also be a primary method of keeping entertainment dollars within the community. However, the Center's slow pace of development is of concern.

Overall, the variety of establishments in and around the Holly Trillium Center offers important commercial, entertainment, and employment opportunities for Grand Blanc Township residents and visitors. The Center also serves as a gateway between the Township and the City of Grand Blanc. The offices on the east side of the node are employment centers for Grand Blanc Township residents and people living outside of the Township, and the restaurants and other shopping options offer amenities to employees onsite. The large cinema, which includes IMAX experiences, provides both a local and a regional draw. Furthermore, due to its proximity to the City of Grand Blanc, the Holly Trillium Center offers services and amenities to both Township and City residents, especially to the neighboring residential subdivisions.

Desired Future for the Holly Trillium Center

The Holly Trillium Center provides important amenities to the southern portion of Grand Blanc Township, and has the potential to be a defining entertainment hub. Because the Center is so close to residential neighborhoods, it will be important to extend sidewalks and pedestrian / bicycle facilities, especially to the south of the site. As the development fills in, improvements in pedestrian connection and landscaping will dramatically change the feel of the site. If the lush character of the landscaping on the east side of Holly Road were carried onto the west side, and the uniformity of furnishings such as streetlighting were carried from the west side to the east, it would create real sense of place that could distinguish this area from the remainder of the Holly Road corridor. Uniform signage would reinforce this identity. Furthermore, as a gateway between the Township and the City of Grand Blanc, Holly Trillium Center should be a primary focus area for the Township in terms of drawing development and improving the aesthetic appeal of the area. The existing development provides a solid base for expansion, with room for future growth along Holly Road both to the north and to the south.

4. Fenton-Hill Center

The Fenton-Hill Center is in the northwest corner of the Township, roughly equidistant between the I-475 interchange and Dort Highway (M-54) along Hill Road. Fenton-Hill is designed for vehicular access, and it accommodates motor vehicles well with expansive areas dedicated to parking. There is also a sidewalk along the north side of Hill Road connecting the adjacent residential neighborhood

MAP 22: FENTON-HILL CENTER



Source: Google Earth

to the west with the north side of the Fenton-Hill Center, allowing for pedestrian access.

The Fenton-Hill Center spans both sides of Hill Road. The north side hosts two strip mall developments, a standalone fitness facility building, and large parking areas serving these establishments. Commercial businesses within the strip malls include an assortment of restaurants, a coffee shop, and other retail / service enterprises. The south side of the Fenton-Hill Center hosts a variety of commercial uses including a bowling alley, the West Park office building, and a drive-thru restaurant. The south side also has large parking areas serving these establishments.

With its distinct mixture of commercial uses, the Fenton-Hill Center serves as a local commercial center for the northwest corner of the Township. There are a variety of restaurant options within this node, including international choices, as well as recreation and entertainment opportunities with the bowling alley and the fitness center. Additionally, this center is only one mile from the I-475 interchange, offering easy access to residents and visitors to the region.

Desired Future of the Fenton-Hill Center

The Fenton-Hill Center provides important amenities to the northwest corner of Grand Blanc Township, especially to its surrounding neighborhoods. While the Center is clearly auto-centric, with all four corners hosting drive-through facilities or fueling stations, pedestrian and bicycling amenities could be integrated to improve accessibility for the residents in these nearby neighborhoods. Furthermore, the Center sits just east of the Bicentennial Park Trail, making it a prime destination and nonmotorized connection opportunity. Many of the commercial establishments within the Center are restaurants. Those which are not fast-food chains could be permitted to include outdoor seating on-site, and the associated amenities such as additional trees and landscaping will increase the appeal of these restaurants. There are also minimal street trees in the required right-of-way setbacks, and increasing these will help mitigate the runoff and heat island effect generated by the expansive surface parking lots in addition to improving the appeal of the area. Finally, creating cohesive signage and branding will help unify the various

MAP 23: HERITAGE PARK CENTER



Source: Google Earth

establishments within the Fenton-Hill Center, creating the sense of a “place” rather than a mere intersection. Replacing the existing pole sign on the north side of Hill Road with new signage that is consistent with signage throughout the Center would have a significant and positive impact on visual appeal.

5. Heritage Park Center

The Heritage Park Center sits between Dort Highway (M-54) and Saginaw Road, just northwest of the City of Grand Blanc city limits – there are entrances to the site from both major highways. The Heritage Park Center is a shopping destination with big box establishments like Walmart, Sam’s Club, Kohls, Aldi, Staples, PetSmart, and numerous national-level restaurants. Expansive surface parking lots cover this node, serving the large commercial establishments. Additionally, there is a series of large ponds surrounded by greenspace and landscaping in the middle of the Heritage Park Center with accompanying sidewalks and a plaza / park area along the water. There are sidewalks throughout the Center, offering pedestrian and bicyclist access, though the overall design of the site is geared toward the automobile with the large parking lots and wide boulevards.

The Heritage Park Center serves as a major shopping destination. The site offers access to national retail establishments providing shopping amenities for local residents as well as for residents of nearby townships who do not have access to these types of shopping opportunities. It is an excellent example of how this type of development can be improved over the “standard model,” by using site develop-

ment regulations to transform the enormous task of managing stormwater runoff from vast parking systems into an amenity featuring ponds and greenspace.

Desired Future of the Heritage Park Center

With the array of large commercial establishments that the Heritage Park Center offers, this node will remain a primary local and regional shopping destination. The site has exemplary greenspace and landscaping that is often absent in similar large commercial sites throughout the country, and this model should be consistent throughout the Township. Expanding upon and advertising the sidewalk and trail opportunities within the site will draw attention to the uniqueness of having pedestrian and bicyclist amenities in a large commercial shopping center.

6. Industrial Park Center

The Industrial Park Center sits to the west of the City of Grand Blanc, between Dort Highway (M-54) and Saginaw Road and adjacent to Heritage Park Center. The proposed Iron Belle Trail route runs immediately adjacent to this Center along Dort Highway. A portion of the Industrial Park Center – the Grand Blanc General Motors Corporation (GM) plant and its associated railway spur – lies in both the Township and the City of Grand Blanc. The industrial operation, which was built in 1942 to manufacture tanks for World War II and used in the auto industry from 1947 until it closed in 2013, covers the majority of the Industrial Park Center with a large building surrounded by asphalt surfaces

MAP 24: INDUSTRIAL PARK CENTER



Source: Google Earth

and expansive grass areas. There are other industrial establishments to the south of the plant with a variety of manufacturing operations and healthcare offices. Roads within the Industrial Park Center are wide and can easily accommodate heavy truck traffic, and there are large parking areas serving employees. Additionally, there are prime vacant parcels within the Industrial Park Center that are ready for future development.

The Industrial Park Center has served as a key employment center for the region. GM was the major private employer in Genesee County for decades, and it continues to heavily impact Grand Blanc Township residents. The Industrial Park Center can offer employment opportunities for Grand Blanc Township residents and employees from outside of the Township, making the node an important local and regional center.

Desired Future for the Industrial Park Center

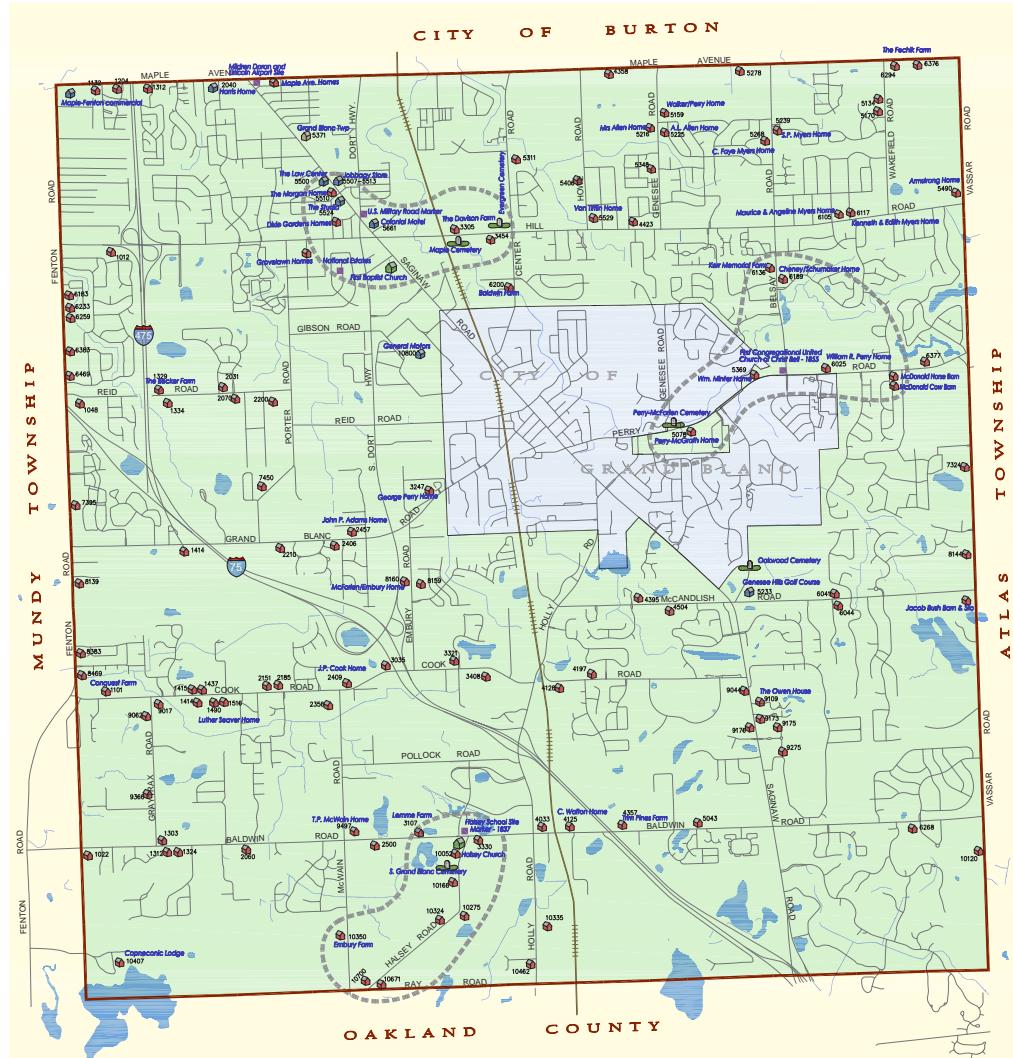
The national decline of the country's manufacturing base will continue to impact Grand Blanc Township and all of Michigan. The Industrial Park Center has available land for future industrial development that will ideally focus on technology, healthcare, and other New Economy industries. Portions of the existing GM plant and property, if redeveloped, could also host new industries. Additionally, as a major employment center, the Industrial Park Center will benefit from offering amenities to its employees, such as pedestrian and bicycling amenities. Having the proposed Iron Belle Trail route along Dort Highway presents a host of recreational and economic opportunities for the future of this Center.



Perry House reenactors

Source: Grand Blanc Township

MAP 25: GRAND BLANC TOWNSHIP HISTORIC RESOURCE SURVEY MAP



Source: The Grand Blanc Township Historic Resource Survey and Preservation Plan

PRESERVE

Grand Blanc Township completed "The Grand Blanc Township Historic Resource Survey and Preservation Plan" to celebrate its 175th birthday in 2008. This "survey" identified and documented potential historic sites in the Township that would benefit from historic preservation efforts. The survey categorized the Township's potential historic resources into five categories and identified the following potential resources:⁸⁸

- » 117 "Houses, Farmsteads, & Barns"
- » 8 "Churches & Cemeteries"
- » 8 "Commercial, Office, & Industrial" buildings
- » 3 "Government Buildings & Schools"
- » 5 "Miscellaneous" resources

Most importantly, the survey identified areas where there are numerous historic resources for the Township to concentrate its preservation efforts.

7. The Perry Settlement Area

The Perry Settlement area has several historic resources and is a priority for preservation. The Perry family was the second family to settle in Grand Blanc Township in 1824 and was quite influential as one of the founding families of the Township. The 1400 acres that the Perry family owned was referred to as the "Perry Settlement," and the area is in the middle and to the northeast of the City of Grand Blanc. Several of the Perry family structures remain today, including the William R. Perry Home and the Perry-McGrath House. The William R. Perry



William R. Perry Home

Source: Grand Blanc Township Historic Commission



Perry House

Source: Grand Blanc Township



Historic view of McGrath House

Source: Grand Blanc Township

Home is the third Michigan Registered Historic Site in Grand Blanc Township, and the Perry-McGrath House is eligible for listing on the National Register of Historic Places.⁸⁹ The Perry-McGrath House is also part of one of the two parks in Grand Blanc Township – the Perry Homestead and Nature Trail. The 20-acre park includes the historic farmhouse and nature trails, and according to the 2017-2021 Grand Blanc Parks & Recreation Plan, the Township is already planning for the park's passive recreation uses.⁹⁰

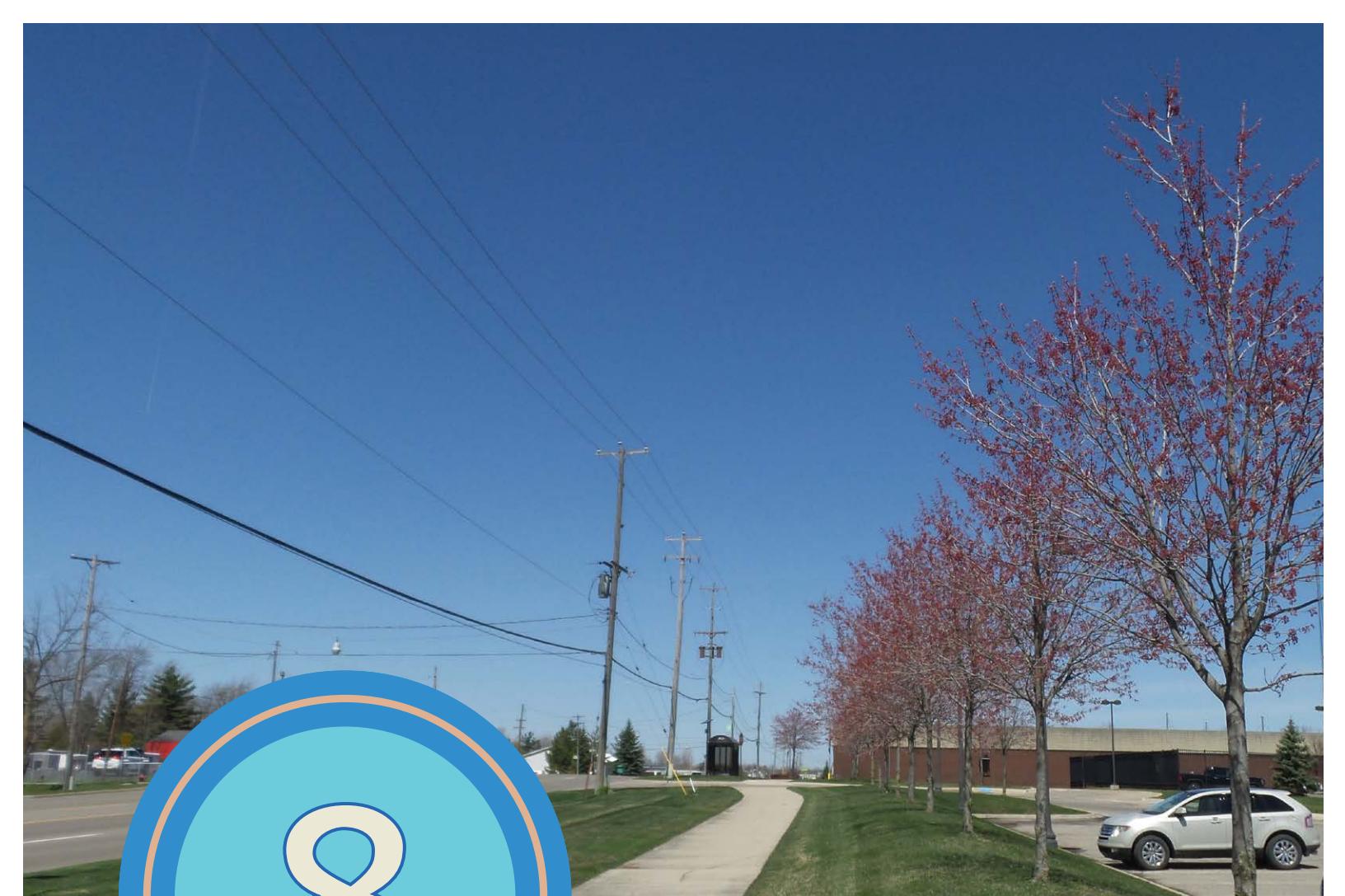
The Grand Blanc Township Historic Commission has been working to preserve the Township's historic resources, as identified in the Commission's 2018 Strategic Plan that focuses specifically on the Perry Settlement area. According to the plan, the vision for the property is twofold: "For Grand Blanc Township to be a place where historic sites are valued and preserved;" and "For this property to provide the Grand Blanc Community with a sense of place and respect for its past."⁹¹ The Commission hopes to link the Perry Homestead and Nature Trail to the Township and region's overall history, and it looks to do so primarily through education and advocacy. The site's main operations and objectives revolve around offering education programs for local school districts including field trips and classroom activities and curriculum. The Commission also hopes to advocate for the site by using the site for low impact events such as Perry Pioneer Days. Finally, the Commission's Strategic Plan outlines specific goals, objectives, operations, and future community support for the Perry Settlement Area (see Appendix for an outline of detailed strategies).

SUMMARY

There are two prime development and redevelopment areas within the Township: North Grand Blanc Township and the Downtown Development Authority (DDA) District. The community survey showed that people want to see something new in North Grand Blanc Township: traditional-style, high-quality development along with more commercial amenities and activity opportunities. North Grand Blanc Township presents a prime opportunity to establish an attractive gateway. The recently created Downtown Development Authority District in the southern portion of the Township also presents excellent development opportunities. The District is intended to be a major commercial and employment center. Grand Blanc Township has completed the groundwork and has established its vision for the area, so it is ready for development.

Three of the Township's centers, Holly Trillium, Fenton-Hill, and Heritage Park, are currently serving as commercial nodes offering shopping, dining, entertainment, and service opportunities to residents and visitors alike, while the Industrial Park center primarily serves as industry and employment hub for both Grand Blanc Township residents and people who live outside of the Township. These centers are envisioned to continue to serve distinct and important roles for the Township, yet each stands to improve. All centers will benefit from additional landscaping, improving the pedestrian / bicycling amenities and connections, and upgrading visual elements such as signs and lighting with a consistent look.

The Township completed "The Grand Blanc Township Historic Resource Survey" in 2008, and this survey identified areas that are rich with historic and cultural assets in the Township. The survey identified the Perry Settlement Area as an area to be preserved with a historic designation, and the Grand Blanc Historic Commission developed a Strategic Plan in 2018 that established the Commission's vision and plan for the future of the site.



8

CIRCULATION & CORRIDORS

Mid-Michigan is a rich environment for transportation facilities serving people, freight, and information.

Roadways make up the Township's primary circulation system, and it is also served by air, rail, and bus systems.

Nonmotorized infrastructure in the Township consists of trails, pathways, and sidewalks, and the nonmotorized potential of Grand Blanc Township is quite exceptional. Community survey results indicate an overwhelming desire for more nonmotorized infrastructure, and the Township's existing trails, pathways, and sidewalks offer an excellent opportunity upon which to expand.

This section analyzes both the motorized and nonmotorized circulation infrastructure in Grand Blanc Township.

REGIONAL CIRCULATION

Air Circulation

Grand Blanc Township has access to international travel and shipping via the Bishop International Airport in Flint. Located near the US-23 and I-75 interchange, the airport is a short distance for Grand Blanc Township residents and businesses, offering convenient domestic and international air travel. The Township is within Bishop's approach zone and is therefore subject to its Height, Zoning, and Land Use plan, required by the Michigan Zoning Enabling Act to be included in the appendix of this plan. According to that document, new structures that exceed a height of 50 or 100 feet would require an additional permit depending on their proximity to the airport. The Detroit Metropolitan Wayne County Airport (DTW) is a large international air and freight hub that is just over an hour from Grand Blanc Township.

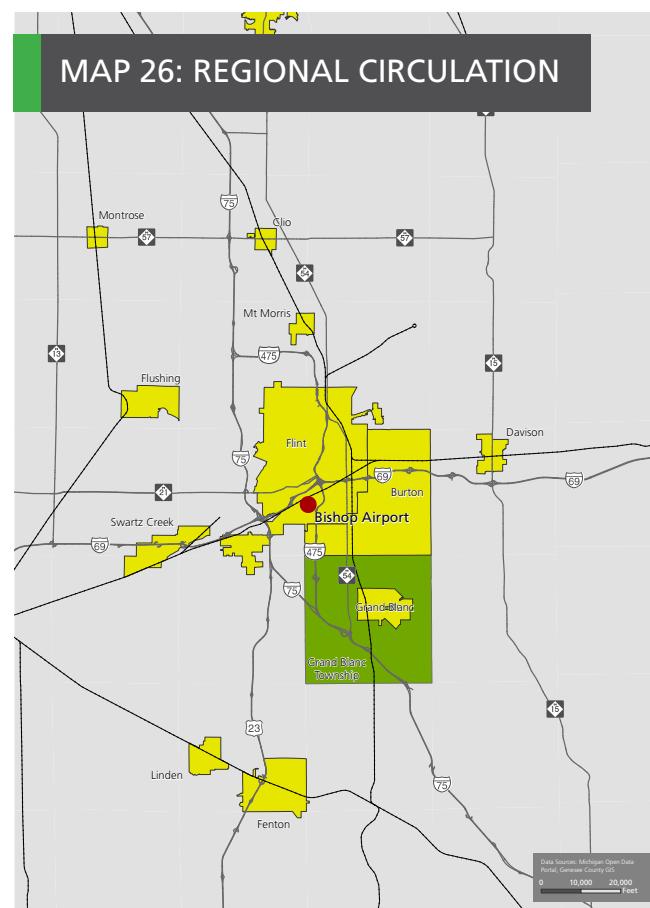
Rail Network

The CSX railway runs through the Grand Blanc Township and the City of Grand Blanc, following the same route as the rail line established in 1862. Currently, the line is exclusively used to transport goods and materials, not people. Amtrak runs through nearby Flint, which has a daily direct route to Chicago (the Blue Line) but does not offer service to Detroit.

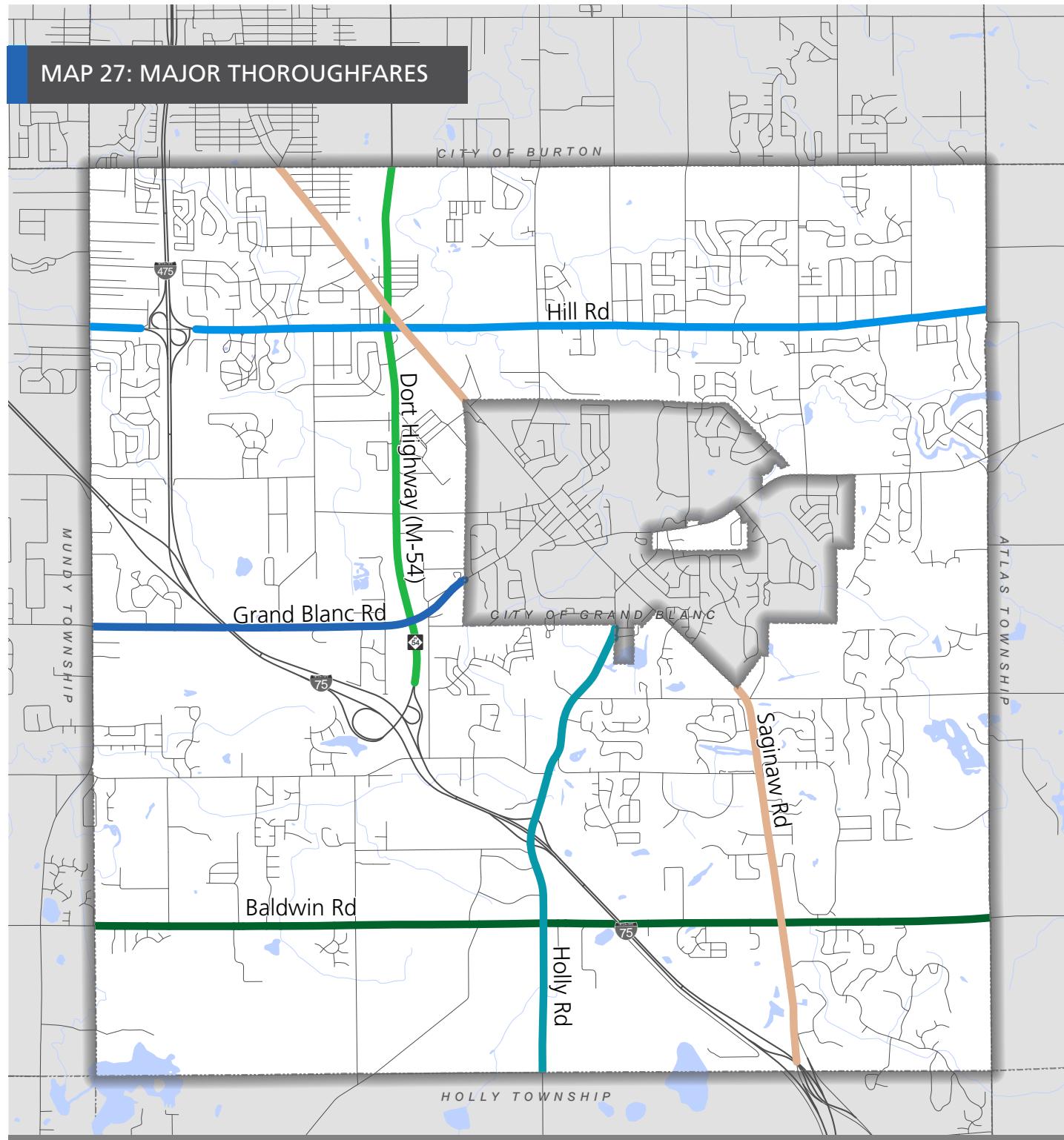
Freeways

Communities connect primarily through roadways. I-75 is the main north-south freeway that runs through the Township. This national interstate bisects the southwest corner of the Township on its route from the Canadian border to Florida. To its east, I-475 begins in Grand Blanc Township and passes through the City of Flint. US-23 is another primary north-south freeway that runs several miles west of the Township border and brings travelers to the Township. I-69, a national interstate that runs from the Canadian border in Port Huron to Indianapolis, is the main east-west freeway that runs just north of the Township border through the City of Flint, also bringing travelers to Grand Blanc Township.

Grand Blanc Township is also home to several major thoroughfares that make up the spine of road infrastructure within the Township. M-54, known



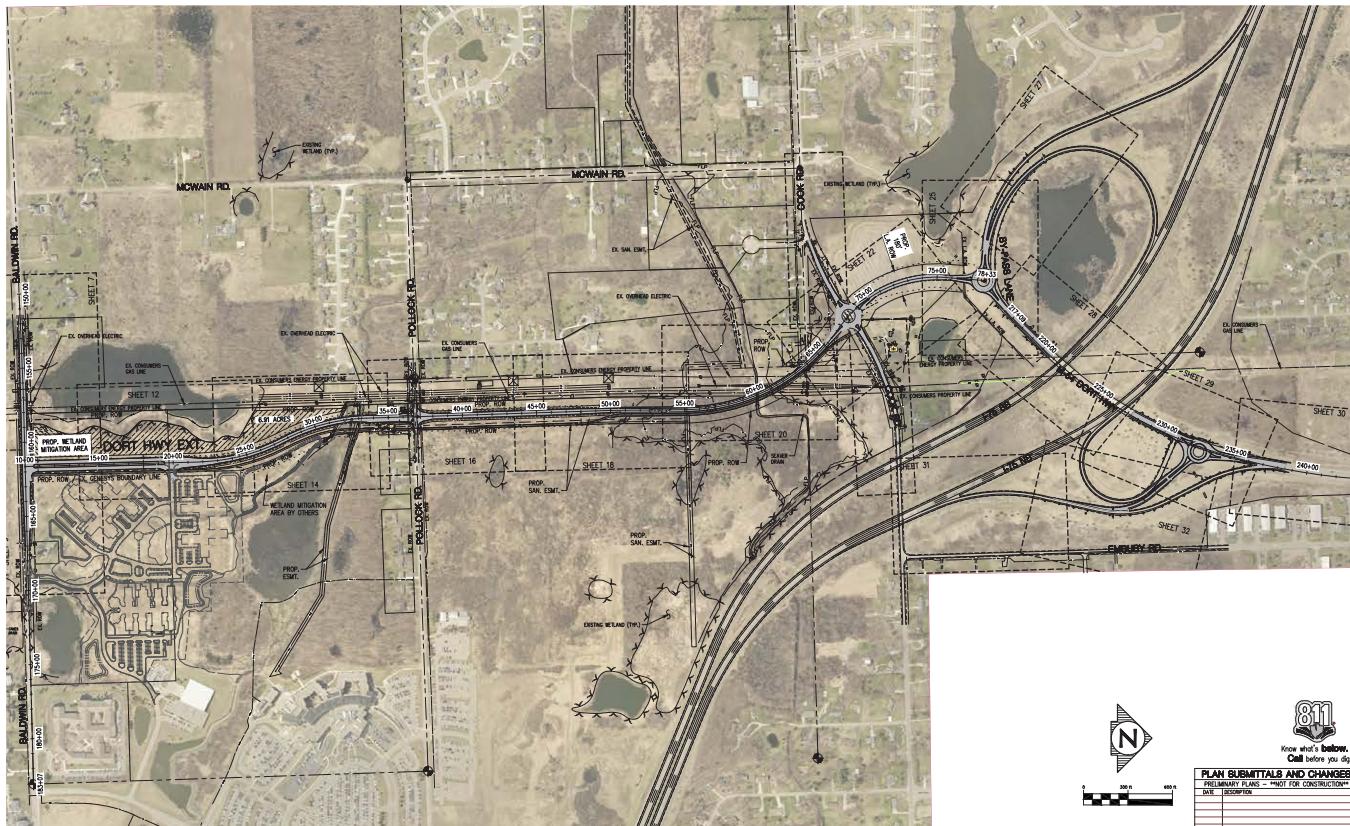
MAP 27: MAJOR THOROUGHFARES



Data Sources: Michigan Open Data Portal, Genesee County GIS, MDOT

Road	Annual Average Daily Traffic (AADT)	Road Width	Road	Annual Average Daily Traffic (AADT)	Road Width
Baldwin Road	14,433	43 ft.	Hill Road	18,688	50 ft.
Dort Highway (M-54)	15,281	66 ft.	Holly Road	18,422	63 ft.
Grand Blanc Road	15,102	38 ft.	Saginaw Road	14,223	60 ft.

FIGURE 16: DORT HIGHWAY EXTENSION SITE PLAN



Source: Rowe Professional Services Company

locally as Dort Highway, is one of four freeway exits (there are three exits off I-75 and one exit off I-475) in Grand Blanc Township, and it runs north-south just west of the City of Grand Blanc. Dort Highway is a four-lane thoroughfare designed to move traffic quickly and efficiently. The highway travels north and just east of downtown Flint until it reconnects with I-475. The three other freeway exits within the Township include: Saginaw Road in the southeast portion of the Township; Holly Road in the southcentral portion of the Township, and Hill Road in the northwest corner of the Township.

Dort Highway Extension

The Dort Highway Extension is a long-awaited project connecting I-75 south with Baldwin Road and reaching the west side of the Downtown Development Authority District. The extension will include three roundabouts, which is different from most other intersections in the Township.⁹² Once connected, there should be consistency between the new section and the existing Dort Highway. For example, the Dort Highway section between the I-75 interchange and Gibson Road now serves

as an entryway into the community with a few commercial opportunities. Improving the visual aesthetics along this section to match the new section would complement the corridor's excellent highway access.

VEHICULAR CIRCULATION

Major Thoroughfares

Map 27 shows the six major thoroughfares (excluding interstates) in Grand Blanc Township in terms of their characteristics and traffic levels.

Road Quality and Maintenance

Pavement Surface Evaluation and Rating System (PASER) is a visual survey based on engineering principles used to evaluate the condition of roads by describing the level of pavement surface distress based on the paving material and the types of deterioration. The ten ratings are grouped into three categories based upon the type of work that is required: routine maintenance, capital preventive maintenance, and structural improvement. They

are then displayed as “poor” (red), “fair” (yellow), and “good” (green). The Michigan Transportation Asset Management Council uses the PASER rating system as the statewide standard of pavement condition reporting, and the most recent evaluation spans from 2014 to 2018.⁹³

Like most areas in the State, road quality is deteriorating in Grand Blanc Township. Of the PASER-rated roads in the Township, which include major highways, main arterials, and neighborhood streets, only 7% are in “good” condition, while the 52% are in fair condition and 41% are in poor condition. It is important to consider that several jurisdictions maintain the roads within the Township, including the State and the County, so the quality of many of the roads is truly out of the Township’s control.

Grand Blanc Township does, however, have more control over roadside maintenance within its borders. Roadside maintenance is a challenge, especially during summer months when weeds, brush, and other growth are at their peak. With the many wide thoroughfares in the Township, having clear roadsides is important in terms of motorist safety and visual appeal.

Corridor Studies

Over the past several decades, Grand Blanc Township has been proactive in conducting three extensive corridor studies. The “Saginaw Street Corridor Study,” conducted in 2008 is discussed in the “Centers” chapter. Two older plans, the “Hill Road Corridor Plan” of 1990 and the “Holly Road / Baldwin Road / Saginaw Road Corridor Plan” of 1996, were reviewed during the writing of this plan, and found to have been substantially implemented. The majority of the items have been addressed by the Township, and any which remain have been incorporated into the findings of this Plan. Many of the recommendations must be implemented by the private sector as development or redevelopment occurs, such as landscaping upgrades and access management, and thus have long and gradual realization timelines compared to the regulatory action. The next phase of study for the Township’s corridors will be conducted at a Township-wide scale, with an emphasis on the connectivity and quality of the nonmotorized network in addition to aesthetic considerations.

Hill Road Corridor Plan

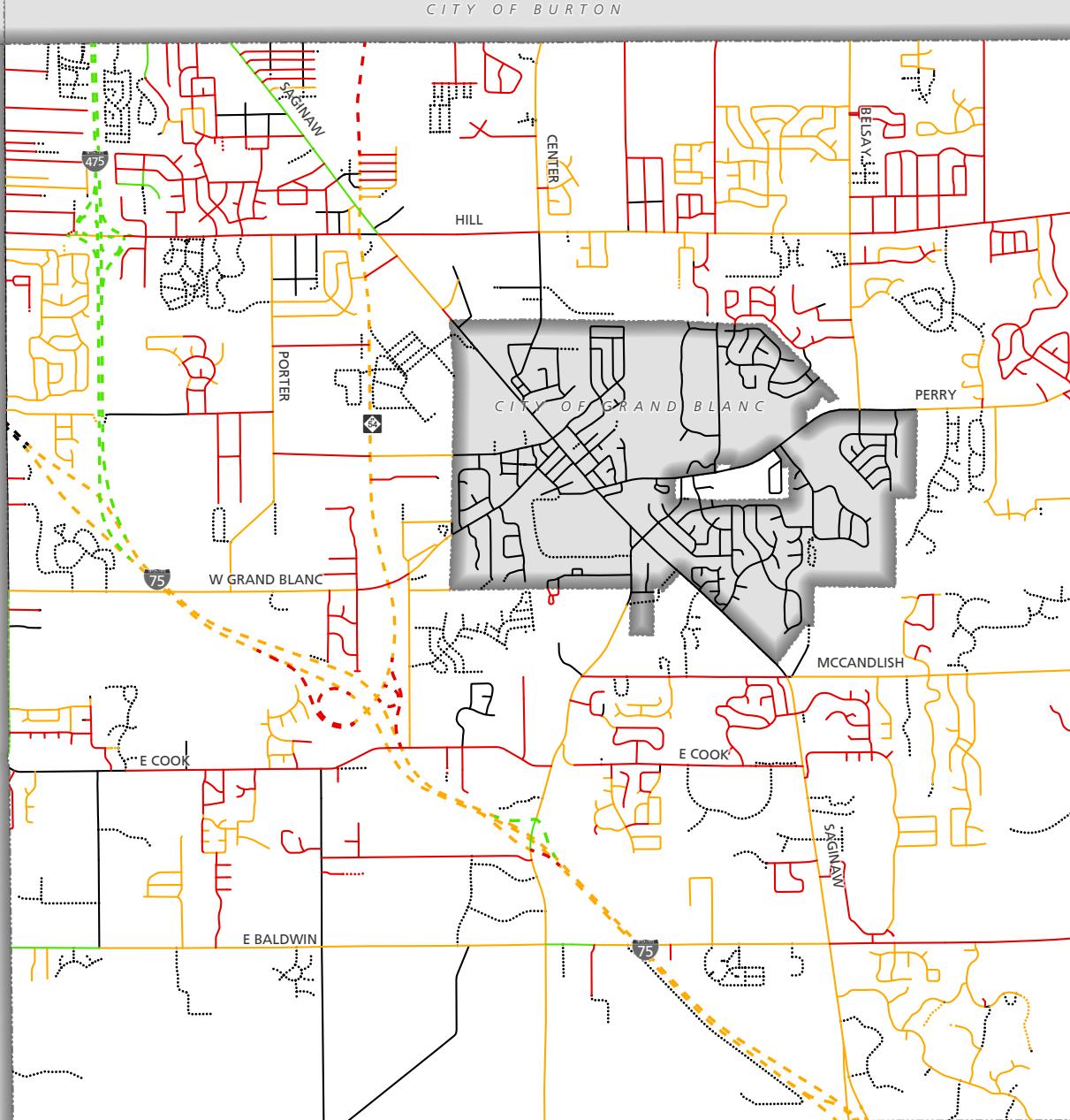
The “Hill Road Corridor Plan,” written in 1990 as a subarea plan of the Township’s master plan, covers the six miles of Hill Road in Grand Blanc Township from Fenton Road to Vassar Road. The Plan established the type of development that the Township wanted along this corridor in order to avoid congestion and a generic commercial corridor that could be found anywhere in the United States. Its overall mission was to promote quality development that also preserved the rural image of Grand Blanc Township, and it included recommendations for future land uses; roadway, landscaping, and drainage improvements; and site design standards.

As a result of the “Hill Road Corridor Plan,” Grand Blanc Township has incorporated many of the Plan’s recommendations into its Zoning Ordinance including updates to the following sections: landscaping, parking, stormwater management, driveway and access, site plan review, and zoning district uses. The Township has also completed the road-widening recommendations within the Plan.

Land uses along the corridor remain a diverse combination of residential and commercial—Hill Road displays a healthy environment with inhabited buildings and steadily growing activity from one side of the Township to the other. The sidewalk / bike path system along the corridor, however, remains fragmented and lacking connection. As an example, the segment along Hill Road between Saginaw Street and Center Road is an ideal location for a nonmotorized pathway connection due to the presence of Thread Creek Farm and the scenic views that this rural landscape provides. There is sufficient residential and commercial activity along Hill Road to warrant consideration of transit service by Flint’s Mass Transportation Authority, but lack of transit-supporting nonmotorized connectivity—the sidewalks, paths, and shelter locations between transit stops and destinations—is a significant barrier.⁹⁴ This is an area where the MTA and the Township could partner.

Although there have clearly been some improvements to landscaping, many developments still stand to improve and increase this feature. Surface parking lots remain quite expansive, and minimizing parking requirements will help to decrease the large amount of impervious surface associated with the

MAP 28: PAVEMENT SURFACE EVALUATION AND RATING (PASER)



PASER Rating

- Good (71 total road miles, 41%)
- Fair (90 miles, 52%)
- Poor (12 miles, 7%)
- Unrated

Ownership

- Federal
- State / County
- Local

Data Sources: Michigan Open Data
Portal, Genesee County GIS, TAMC

0 2,000 4,000
Feet

many developments along the corridor. Having less impervious surface will also aid in stormwater management control. Requiring shared access will help to minimize congestion along Hill Road, especially near the I-475 interchange. Focusing on unifying elements, including signage, lighting, and trees, would add the visual appeal to match this corridor's functional success.

Holly Road / Baldwin Road / Saginaw Road Corridor Plan

The "Holly Road / Baldwin Road / Saginaw Road Corridor Plan," written in 1996 as a subarea plan of the Township's master plan, covers three corridor sections: Holly Road (from Saginaw Road south to the Township boundary); Baldwin Road (from Halsey Road eastward to Saginaw Road), which is a "Class A" road as defined by Genesee County; and Saginaw Road (from Baldwin Road south to I-75). These are three important arterials within the Township that distribute traffic from I-75 to the southern part of the Township and to the City of Grand Blanc and provide access to critical land uses such as the Ascension Genesys Hospital complex. This Plan was thus a joint effort between the City of Grand Blanc and Grand Blanc Township. At the time, this area was projected to have the highest growth and development rate in the community, and both communities wanted a plan to guide the zoning and development decisions along these corridors for the next ten years. Both communities were concerned about the increasing traffic volumes, impending infrastructure changes, and lack of cohesive design; therefore, this Plan provided recommendations for future land use, overall corridor transportation improvements, site development standards, and streetscape and entrance features.

Grand Blanc Township further revised its Zoning Ordinance as a result of the "Holly Road / Baldwin Road / Saginaw Road Corridor Plan," including a reference to the Plan as well as updates to standards in the following sections: site plan review, access management, driveway design, lighting, sign regulations, and landscaping. Since the adoption of the "Holly Road / Baldwin Road / Saginaw Road Corridor Plan," the Township has done an excellent job of ensuring that new developments have adhered to the shared access requirements in the Plan. Compared to many other corridors in the

Township, Holly Road has noticeably fewer driveways due to the shared access points, especially evident in the "Holly Trillium Center" – this is an area to continue focusing development. The corridors, however, still lack adherence to the site design standards and streetscape and entrance features that the Plan calls for. There are some sidewalks along Holly Road and Saginaw Road, though these are fragmented and disconnected. There are certainly natural features along all three corridors, but no unified landscaping theme. The corridors still lack cohesiveness and design unity; therefore, implementing the recommended site design standards and streetscaping would increase the visual appeal of these corridors. Furthermore, these three corridors would benefit from improved maintenance with more screening and better-maintained landscaping. Code enforcement helps address unsightly properties that are poorly maintained along these corridors, and increased effort could improve the overall appearance of Grand Blanc Township and particularly these corridors.

Bus System

The Flint Mass Transportation Authority (MTA) provides public transportation services throughout Genesee County and beyond. There is one fixed route service that serves Grand Blanc Township along South Saginaw Street. The route travels primarily along Saginaw Street from the Downtown Flint Customer Service Center to the Genesys Health Park. Other points of interest within the Township and along the route include Heritage Park, Grand Blanc City Hall, Grand Blanc High School, and Grand Mall. All future expansion opportunities will likely stem from this main fixed-route service. There are also ten "peak service" routes that serve Grand Blanc Township, and all bus routes and schedules are available on MTA's website.⁹⁵

In addition to route-base service, MTA provides "Your Ride Services" which serve people who are unable to use the fixed-route bus services due to age or disability.⁹⁶ Such health-care related transit is currently the sole focus of this service, but the rise of app-based transportation on more flexible schedules does not have to be fully relegated to the private sector. As the MTA evolves over time, more trips could be accommodated in this way to serve commuters with less predictable schedules, such as those in retail and restaurants, as well as to provide a greater breadth of service to community members



Existing MTA bus shelter along Saginaw Road.
Source: Google Maps

who are “aging in place” in a drivable suburban context. This type of service is more familiar to the “nontraditional” bus user—including most of the Township’s residents, where density is not sufficient to support widespread fixed service—and can help expand the MTA’s reach in providing mobility alternatives to the personal vehicle.⁹⁷

Future Enhancement and Expansion Opportunities

Grand Blanc Township is well-positioned to enhance and eventually expand its bus access due to its proximity to the City of Flint and MTA’s existing and robust transit system already in place. Primarily, it is important to focus on improving access along existing routes. One of MTA’s biggest challenges has been the lack of sidewalks along the bus routes that provide riders safe and accessible connection to buses. Because the existing bus routes are on major thoroughfares, most of the establishments along these corridors have large setbacks, which creates a long distance that passengers must travel

on foot before or after a bus ride. Traversing busy parking lots can be extremely hazardous, not to mention the hazards of walking along a busy corridor without a sidewalk. MTA and Grand Blanc Township therefore have an opportunity to partner on increasing sidewalk access near bus stops as increased pedestrian infrastructure is a priority for both organizations.⁹⁸

There are two new routes that would greatly benefit both Grand Blanc Township residents and visitors: (1) a route along the Hill Road corridor; and (2) a route that extends down to the Tech Village area. The Hill Road route would ideally focus on the high-traffic areas along the corridor and would go into some of the more dense commercial centers to avoid passengers having to travel across expansive parking lots to get to and from their destinations. Any new development along Hill Road should require connectivity to the road with walkways and sidewalks to ensure safe pedestrian access. The Tech Village route is a more long-term vision as the area is yet to be developed – bus access would occur after development begins inducing demand.



Nonmotorized trail

Source: Grand Blanc Township

NONMOTORIZED CIRCULATION

Nonmotorized planning is an increasingly widespread and popular topic throughout the State of Michigan. Like many communities in the State, Grand Blanc Township realizes the benefits of having a connected nonmotorized transportation system and has already conducted several planning efforts toward a more complete trail network. In 2012, the Township adopted a Complete Streets resolution indicating support for creating a transportation system that accommodates all users and abilities.⁹⁹ The Friends of the Grand Blanc Grid, a nonprofit group dedicated to creating a nonmotorized network in Grand Blanc Township, formed in 2019. The group has a long-term vision for the roads in the Township suitable for nonmotorized infrastructure, and it serves as both an advocacy entity and a fundraising source.¹⁰⁰

With existing community support for nonmotorized infrastructure, the Township already contains several trails offering an excellent backbone upon which to expand. The results of the community survey reveal an overwhelming interest in expanding the bicycle and pedestrian facilities within the Township, and the Township is well-positioned to engage these

resources. This section reviews current and previous nonmotorized planning efforts, the existing trail system in the Township including existing sidewalk infrastructure, and public opinion toward nonmotorized transportation and infrastructure based on the community survey results.

Benefits of Nonmotorized Infrastructure

The combination of community support for nonmotorized infrastructure expansion and an existing network in place puts Grand Blanc Township in a prime position for future prosperity. According to the National Association of City Transportation Officials (NACTO), the walkability of an area directly correlates with higher property values. While the correlation is higher in dense and urban areas, economic analyses consistently reveal higher property values associated with higher Walk Scores.¹⁰¹ Furthermore, research consistently affirms that nonmotorized trails result in higher property values. A study in Cincinnati showed that housing prices went up nine dollars for every foot closer to a nonmotorized trail.¹⁰² An evaluation of the trail system in the State of Delaware had similar results showing that nonmotorized trails increased property values, increased physical activity, and

improved neighborhood quality of life.¹⁰³ The Rails-to-Trails Conservancy has conducted extensive research on the benefits of nonmotorized trails, and found that they provide an entire package of benefits to communities, including:¹⁰⁴

- » Increased community health and wellness;
- » Safe recreation and transportation opportunities;
- » Preserved natural areas;
- » Economic revitalization;
- » Increased tourism;
- » Attraction for new residents; and
- » Expanded historic and cultural identity.

The combination of these many benefits, plus increased property values, present ample cause for the Township to invest in its nonmotorized infrastructure.

Nonmotorized Transportation Planning Efforts

Grand Blanc Township and neighboring communities have taken an interest in nonmotorized facilities, and there have been extensive planning efforts already completed in terms of nonmotorized infrastructure. The following section summarizes these existing plans and efforts.

Genesee County Regional Nonmotorized Plan

There are over 81 miles of nonmotorized trails in Genesee County, though these trails are not connected. The "Genesee County Regional Nonmotorized Plan" outlines the existing trail infrastructure in the County, including Grand Blanc Township and the City of Grand Blanc, and then identifies preferred corridors for future trail investment. The recommended corridors and connections within Grand Blanc Township include:¹⁰⁵

- » Connecting the trails at the Genesys Regional Medical Center to other areas of the Township via the proposed Dort Highway Extension.
- » Acquiring right-of-way for the Thread Creek Trailway.
- » Completing the gaps in the sidewalk / pathway system along Saginaw Street.

NONMOTORIZED VISION

These roads will complete a nonmotorized network in Grand Blanc Township.*

Baldwin Road	Saginaw Road
Fenton Road	Holly Road
Hill Road	Cook Road
Vassar Road	McCandlish Road
Dort Highway	Perry/GB Road
Reid Road	Belsay Road
Porter Road	Center Road

*These roads make up the Grand Blanc Grid.

- » Connecting the Township both internally and to other communities via various Consumer's Energy corridors.
- » Installing local connections on eleven recommended roads within the Township.
- » Installing trailheads at Creasey Bicentennial Park, Genesys Regional Medical Center, and McFarlan Library.
- » Adding bike lanes along Baldwin, Cook, and Reid Roads.

Grand Blanc Parks and Recreation Plan (2017-2021)

The Grand Blanc Parks and Recreation Plan covers the parks and recreation facilities for both the City of Grand Blanc and Grand Blanc Township. The Plan highlights the facilities and trails that the two municipalities have to offer and includes recommendations and an action plan. Objective 4.2 states the following: "Explore expansion of existing trails system supported by local or countywide millage."¹⁰⁶ According to this Parks and Recreation plan, expanding the existing trail system is a high-priority action item for the Grand Blanc community. With community support for a local or countywide millage, trail expansion is certainly more feasible.

Grand Blanc Township Adopted Pathways Plan

Grand Blanc Township and the City of Grand Blanc adopted a joint "Pathways Master Plan" in April of 1996. The Plan delineates where the community wants to see bicycle paths, bicycle lanes, and shared roadways, and it shows public, recreational, and school facilities in relation to the desired pathways. The Plan also notes how the pathways at the edges of the Township will link and connect to pathways in neighboring communities. For instance, on the eastern edge of the Township, the plan notes that the bicycle path in the Grand Blanc community should link to the planned bicycle path in Atlas Township and Irish Road north to the Genesee County Park System. Map 29 is the Township's official NonMotorized Transportation Map.

Existing Trails in Grand Blanc Township

There are already several existing trails and pathways in Grand Blanc Township. The Jewett Trail and the Genesee Road Trail, both in the City of Grand Blanc, also offer prime connection opportunities into the Township.

Iron Belle Trail

With over 12,500 miles of trails, the State of Michigan is known as a "Trail State," and the proposed Iron Belle Trail is intended to be its showcase. Spanning from Ironwood in the western tip of the Upper Peninsula to Belle Isle in the Detroit River, the trail includes two separate routes – one for hiking and one for biking – as it travels through hundreds of Michigan municipalities and 48 of the 83 counties. Once complete, the Iron Belle Trail will truly connect the entire state through recreational infrastructure.¹⁰⁷

The Iron Belle Trail bicycle route runs through Grand Blanc Township. There is a completed section of the trail along Perry Road that goes from the east Township border into the City of Grand Blanc. The proposed continuation of the route goes west from the City of Grand Blanc along Reid Road, then north along Dort Highway, and then cuts over to continue out of the Township toward Flint along the CSX railroad and Thread Creek.¹⁰⁸

Grand Blanc Township is fortunate that the Iron

Belle Trail will run through its boundaries. This statewide trail represents prime economic development opportunities for the Township, as the completed trail will connect Grand Blanc Township to communities throughout the entire state. The Township should be prepared to capitalize on this opportunity and to plan for the economic outcomes and needs related to a statewide trail system within its borders. In particular, a trailhead in the vicinity of the Point could offer an opportunity for snack eateries, bicycle repair supplies, small entertainment destinations, and other amenities.

Grand Blanc Bike Path & Bicentennial Park Trail

The Grand Blanc Bike Path and Bicentennial Park Trail extends from Hill Road down through Creasey Bicentennial Park, and then eastward along Grand Blanc Road connecting to the City of Grand Blanc. These paths make up roughly five miles, the longest connected trail system in the Township.¹⁰⁹

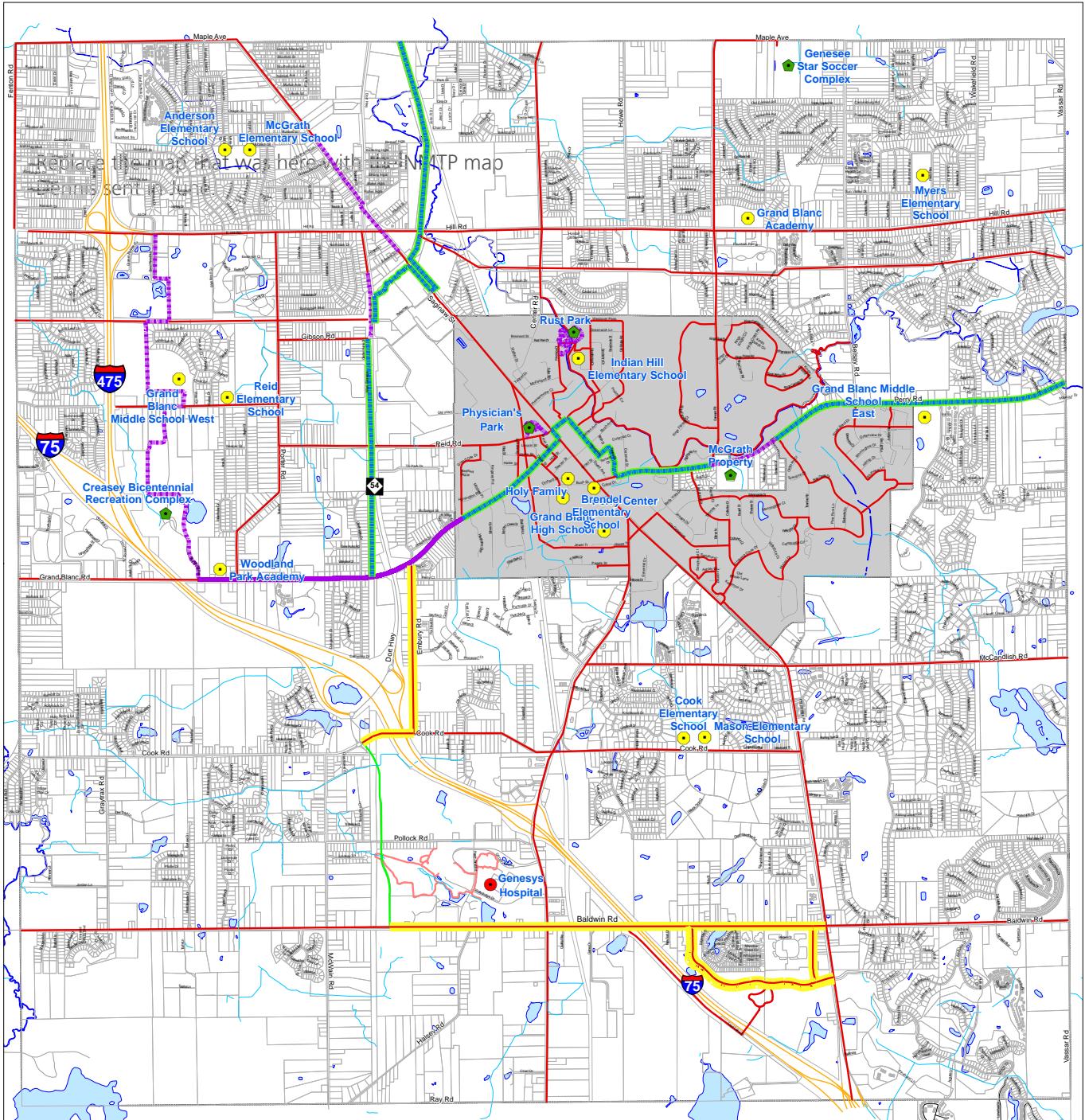
Ascension Genesys Regional Medical Center Trails

There is a large nature preserve within the Genesys Regional Medical Center complex, including a 2.3-mile trail system. The Genesys Nature Trails include the Heron Trail and the Mayapple Trail, both of which are paved trails that wind through natural woods, grasslands, and wetlands. These trails are an excellent recreational asset, but they do not connect to any other trails to provide transportation choice.

Public Opinion on Trails in Grand Blanc Township

One of the questions pertaining to nonmotorized transportation in Grand Blanc Township asked survey participants to evaluate several issues that the Township will face in the next decade. Respondents indicated both the importance and their satisfaction with the Township's efforts on many issues, including "transportation choice (walking, biking, public transportation)" and "biking and walking trails." Almost half (46%) of respondents ranked transportation choice as a high importance item, and over three-quarters (82%) had either low or neutral satisfaction with the transportation choices currently available in the Township. These

GRAND BLANC TOWNSHIP'S NON-MOTORIZED CAPITAL IMPROVEMENT PLAN

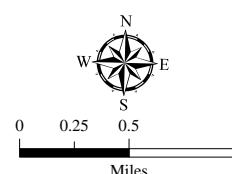


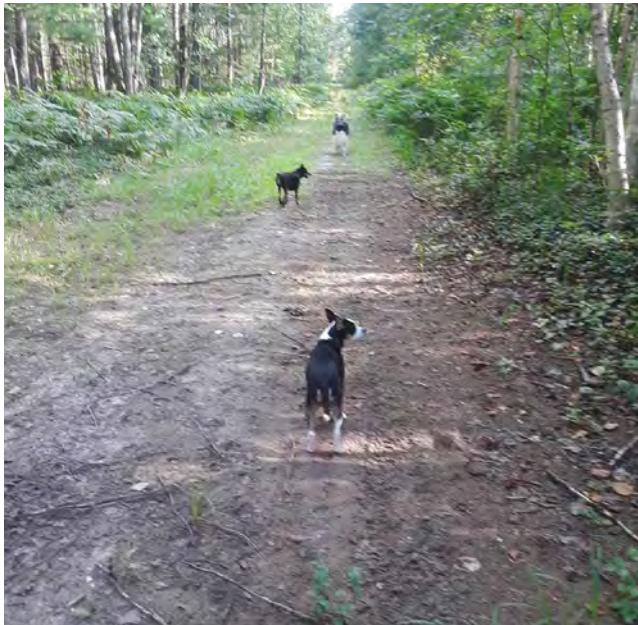
SOURCE: Grand Blanc Township GIS Department
Grand Blanc Township Pathways Master Plan
Data Revision Date: June 2021
Map Print Date: June 2021

DISCLAIMER: Map is for visual purposes only.
Grand Blanc Township is not responsible for any
decisions based upon the information in this map.



● Grand Blanc Area Schools	● Existing Pathways
● Park	● Proposed Pathway System
● Hospital	● Dort Extension Pathways
● Interstate Highway	● Genesys Pathways
● Road Infrastructure	● Iron Belle Trail
● Parcels	● Priority Investment Area
● City of Grand Blanc	● Rivers, Streams
● Grand Blanc Township	● Water Bodies





Existing trail in Grand Blanc Township
Source: Janis Lixey

results indicate that Grand Blanc Township residents want more transportation options in terms of walking, biking, and transit, but these options are not currently available. There were similar results for walking and biking trails. Over half (57%) of respondents ranked walking and biking trails as a high importance item, yet 79% had either low or neutral satisfaction with the biking and walking trails in the Township. Again, these results speak to the importance of biking and walking trails to Grand Blanc Township residents and an opportunity to target investment.

When participants were asked how they prefer to get to typical destinations, a predictable overall preference for the convenience and reliability of a personal vehicle was accompanied by a strong indication of a desire for alternative modes of transportation, especially via walking or bicycling. The fact that a consistent and likely growing percentage of respondents would prefer to get to their destinations via walking or bicycling speaks to a need for a connected network of pedestrian amenities and transportation infrastructure at the sub-car scale in the Township. The Friends of the Grand Blanc Grid points out that the motorized transportation network is highly coordinated through the timing

FIGURE 17: IMPORTANCE & SATISFACTION OF NONMOTORIZED FACILITIES IN GRAND BLANC TOWNSHIP

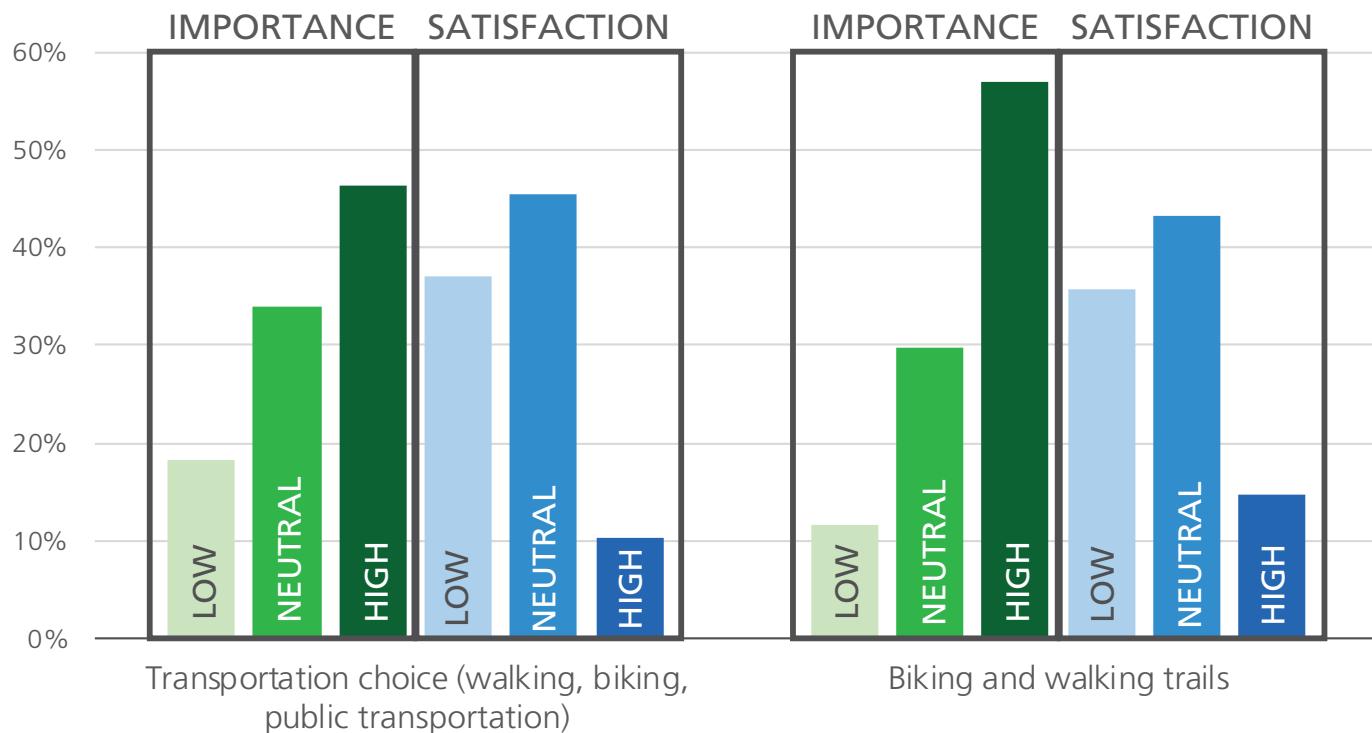
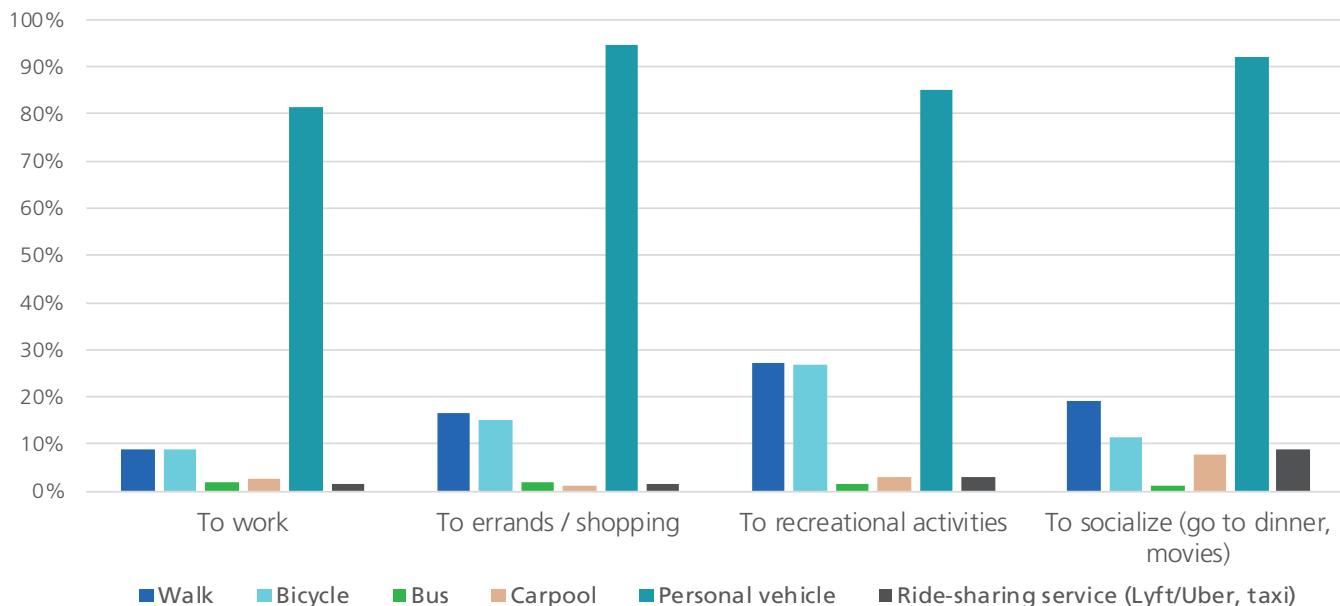


FIGURE 18: PREFERRED MODE OF TRAVEL TO DESTINATIONS AND ACTIVITIES



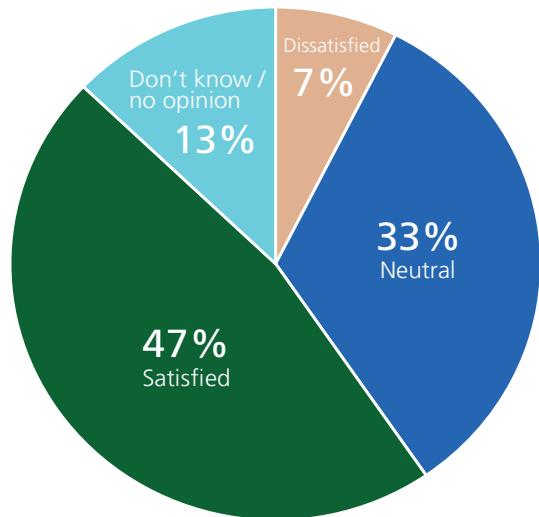
and coordination of traffic lights and physical conditions like limited parking. These efforts create a relatively smooth flow of traffic, and a transportation system that is highly advantageous to motorists. By understanding these tools, it is possible to adjust them to create a system that is more balanced and usable for nonmotorized transportation.

At this time, much of the Township's pedestrian and path infrastructure is focused on recreation rather than transportation. In terms of park and trail maintenance of existing facilities, survey takers were generally quite satisfied with the Township's existing services: 80% were either satisfied or neutral with the Township's park and trail maintenance, which speaks to a high level of service on the Township's part of maintaining its existing facilities.

While existing trail maintenance is one of the Township's strengths, the number of available safe paths is limited. The community survey asked how often people would walk or bike to destinations if safe paths, separated from motor vehicles, were available. The results to this question were somewhat evenly dispersed, though the most respondents (35%) indicated that they would walk or bike weekly.

The community survey also asked participants to weigh in on funding initiatives that Grand Blanc Township could pursue over the next ten years.

FIGURE 19: PARK & TRAIL MAINTENANCE SATISFACTION



An overwhelming majority supported walking and biking trails (84%) as well as sidewalks (78%). In each case, more respondents than not supported these initiatives even if taxes and fees were directly increased (38% only if taxes / fees do not increase and 46% even if taxes / fees do increase for walking and biking trails; 38% only if taxes / fees do not increase and 40% even if taxes / fees do increase for sidewalks). The purpose of these questions is to gauge the strength of survey-takers' commitment to investment in these amenities, and this is a substantial finding that can inform both the Township's vision (increased nonmotorized infrastruc-

ture) as well as its strategy (a collective solution is slightly preferred over an individualized one). It is acknowledged that such taxes and/or fees are one item in the roster of priorities that the Township Board manages.

Sidewalks

Sidewalks were not a required element during the era when most of Grand Blanc Township's road infrastructure developed. Therefore, many corridors in Grand Blanc Township today were not constructed to accommodate nonmotorized travel, making pedestrian access challenging in many areas of the Township. Where sidewalks in Grand Blanc Township exist, they are often within residential subdivisions but do not connect to each other. When subdivision sidewalks are accounted for, roughly 27% of all homes in the Township are within 700 feet of a nonmotorized path (this includes sidewalks, bicycle paths, and multi-use paths). When subdivision sidewalks are excluded, only 4% of Grand Blanc Township homes are within 700 feet of a nonmotorized path. These figures show that Township residents may be able to walk around in their residential subdivisions, but nonmotorized connection outside of those subdivisions and within the Township is quite poor.

FIGURE 20: ESTIMATED FREQUENCY OF WALKING OR BIKING IF SAFE PATHS WERE AVAILABLE

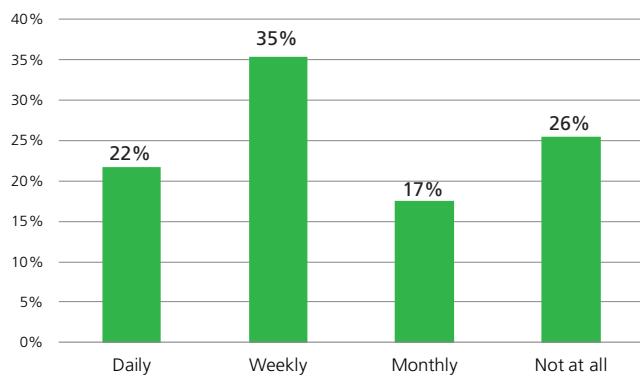
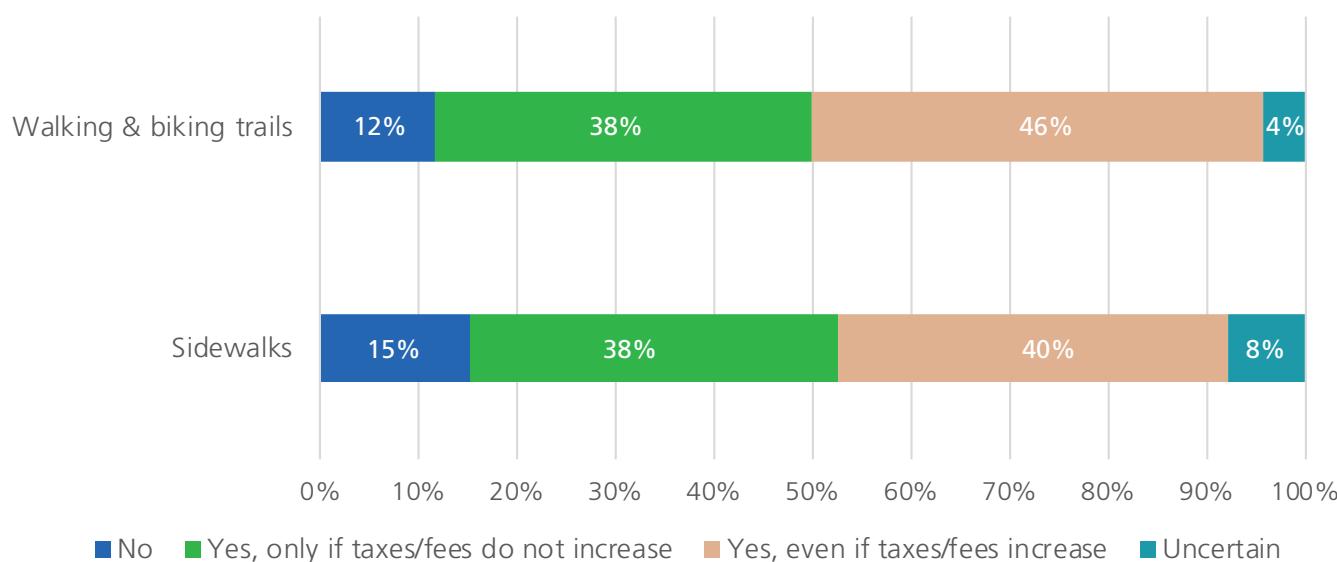


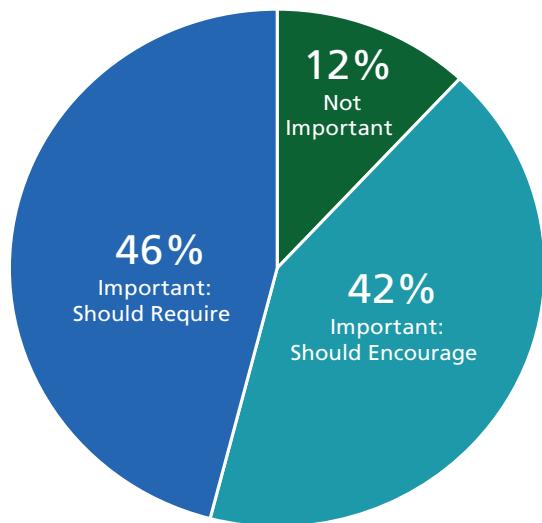
FIGURE 21: WITH REGARD TO FUNDING, DO YOU BELIEVE THE FOLLOWING INITIATIVES SHOULD BE PURSUED OVER THE NEXT TEN YEARS?



Public Opinion on Sidewalks in Grand Blanc Township

Sidewalks are an important and needed amenity for Grand Blanc Township residents. Students unanimously voted that all housing development should have sidewalks, whether it is developer-paid or taxpayer-funded. Similarly, almost all (88%) survey respondents believed that encouraging and/or requiring sidewalks in all new residential developments is important, and here again, a preference for a government-led solution (46% "should require") edged out a government-responsive (42% "should encourage") solution. In this formulation, the cost of the infrastructure is integrated into the cost of new-construction housing development, highlighting a relationship between housing affordability and transportation choice that must be considered by the Township. Since both are needed, the best strategy may be to require sidewalks in large and/or high-value developments that can most easily absorb the cost; to plan for sidewalks to be publicly funded in developments where affordability is the primary goal; and to design an incentive system that strongly favors sidewalk construction in all other cases. The provision of a complete, connected mobility network that offers genuine alternatives to car travel is a transforma-

FIGURE 22: IMPORTANCE OF SIDEWALKS IN NEW RESIDENTIAL DEVELOPMENTS



Existing nonmotorized trail and picnic facilities.
Source: Grand Blanc Township

tional goal that will be accomplished incrementally by applying a variety of methods as appropriate to the circumstance.

Future Nonmotorized Network

Results from the community survey illustrate that the public supports expanding the nonmotorized network, and the "Nonmotorized Path" map shows where the network should be expanded. The northwest corner of the Township has the most completed network in place. The Creasey path connects commercial development at the I-75/Hill Road interchange with Grand Blanc West Middle School, Creasey Park, and the City of Grand Blanc. The proposed Iron Belle Trail provides access from the Grand Blanc East Middle School across the City and then northward to the North Grand Blanc Township identified redevelopment area,

where existing sidewalk connects much of the way between Township Hall and Heritage Park shopping center. A path along Hill Road from the proposed Iron Belle Trail to the Fenton-Hill center would provide a functional network in this quadrant of the Township. It would also support the Saginaw Street bus service by facilitating nonmotorized connection to it, and the construction and road re-design would offer an opportunity to accommodate the consideration of bus shelters. In the southern half of the Township, path development along Holly Road would connect the City (including the concentrated schools campus) to the Holly Trillium Center, Ascension-Genesys (making its popular closed loop accessible to the network), and Tech Village. These areas should be prioritized over the horizon of this plan, along with vigorous support of the proposed Iron Belle Trail.



The existing nonmotorized infrastructure at Creasey Bicentennial Park provides excellent expansion opportunities.
Source: Grand Blanc Township

Specific designs for bike, pedestrian, and multi-use paths should be determined on a road-to-road basis. The Federal Highway Administration publishes guidance on determining what type of nonmotorized path is applicable for the road.¹¹⁰ Evaluation criteria include average traffic speed and annual average daily traffic (AADT). Therefore, higher speed and busier roads should have separated pathways, whereas a sidewalk would suffice

on calm, neighborhood streets. Coupling road hierarchy with nonmotorized infrastructure hierarchy should guide the Township in its design, prioritization, and placement of pathways throughout Grand Blanc Township.

SUMMARY

Grand Blanc Township has an intricate and well-established network of motorized infrastructure that serves its residents. Like most communities in Michigan, the primary means of circulation in the Township is via roadways. There are several key interstates that connect the Township to other communities, regions, and states; and there are numerous major arterials that serve the Township locally. Like communities throughout the State, road quality is deteriorating in Grand Blanc Township, evidenced by both PASER ratings and community survey results.

Grand Blanc Township residents also have access to air, rail, and bus transportation amenities. There are two major airports – the Bishop International Airport in Flint and the Detroit Metropolitan Wayne County Airport – near the Township. Amtrak runs through Flint, and the Mass Transportation Authority (MTA) provides public transportation services to the Township via one fixed-route bus line as well as regional, peak period, and individual services.

The Township has an existing inventory of nonmotorized infrastructure, and the community has expressed an overwhelming desire for more trails, pathways, and sidewalks. There have been several nonmotorized planning efforts conducted both at the County level and the Township level, all of which provide guidance on where to direct nonmotorized infrastructure. The Grand Blanc Bike Path and Bicentennial Park Trail along with the Genesys Regional Medical Center Trails make up the existing trail infrastructure in the Township. Furthermore, the Iron Belle Trail's proposed route runs through Grand Blanc Township, presenting several economic development opportunities once the trail is complete. Both the community survey and the inventory analysis reveal a lack of sidewalk infrastructure and connections in the Township. Grand Blanc Township is certainly well positioned to capitalize on its nonmotorized infrastructure, however, as there is both community interest and previous planning efforts that have established the Township's vision for its nonmotorized development. The many benefits of nonmotorized infrastructure, including increased property values, present ample cause for the Township to invest in it.



9

IMPLEMENTATION

This chapter details future land use in the Township, including a plan for zoning changes based on those future land use designations. The Community Vision section describes the desired future for each of the subjects addressed in this Master Plan, and the Action Plan outlines a strategy for the Township to work toward this vision over the next 20 years.

FUTURE LAND USE

The Michigan Planning Enabling Act of 2008 requires the inclusion of a Future Land Use Map (FLUM) and Zoning Plan in the Master Plan. The FLUM and districts identify a generalized preferred organization of future land uses in Grand Blanc Township, and it is a framework intended to guide land use and policy decisions within the Township over the next 15-20 years. Furthermore, it guides the Zoning Plan and ultimately influences changes that the Township may make to the Zoning Ordinance.

Future Land Use Map

The Future Land Use Map is not intended to identify future land use on a parcel-by-parcel basis, but rather to identify districts that may evolve within the Township. The FLUM includes 14 categories, described below, and Map 30 on the following page shows the preferred locations for future development. For the sake of continuity, the FLUM categories are largely the same as those in the 2012 Future Land Use Plan. Grand Blanc Township historically has used the Future Land Use Map for development review and land use decisions, and the updated FLUM will continue to appropriately guide land use and policy decisions within the Township.

Future Land Use Categories

Rural Estate

The Rural Estate category is intended to promote large-lot residential development at densities of one (1) unit per acre or less to allow for setbacks from adjacent uses and public roadways. The category permits for lot sizes that do not need to be served with municipal sewer and water and should therefore be located only in places where these services are unavailable. Rural estate land uses are also intended to promote the preservation of significant environmental and natural features and are concentrated within the southern portion of the Township, south of I-75.

Lower Density Single-Family Residential

The Lower Density Single-Family Residential category allows for development densities up to four (4) detached dwelling units per acre to accommodate suburban-style development. Much

of the Township's land area is planned for this use category, which is the most insulated from commercial and industrial development and largely requires access by vehicle. As such, lower density single-family residential areas should be located away from major commercial corridors and centers. Sidewalks should be required in new development; this feature is infrequently present in existing neighborhoods, though traffic speeds are low enough to permit safe nonmotorized connection to paths along a thoroughfare.

Moderate Density Residential

The Moderate Density Residential category locates the desired placement of all development with densities greater than four (4) dwelling units per acre and less than ten (10) dwelling units per acre. These areas are well-suited for "missing middle" housing formats, including attached single-family dwelling units and small-scale multifamily buildings. They are suitable for any area in the Township that is served by water and sewer and may be configured into mixed-density neighborhoods. Parcels in this category should have nonmotorized access to business districts as well as recreation assets, and they are appropriately located closer to commercial centers and corridors than those in the lower-density category.

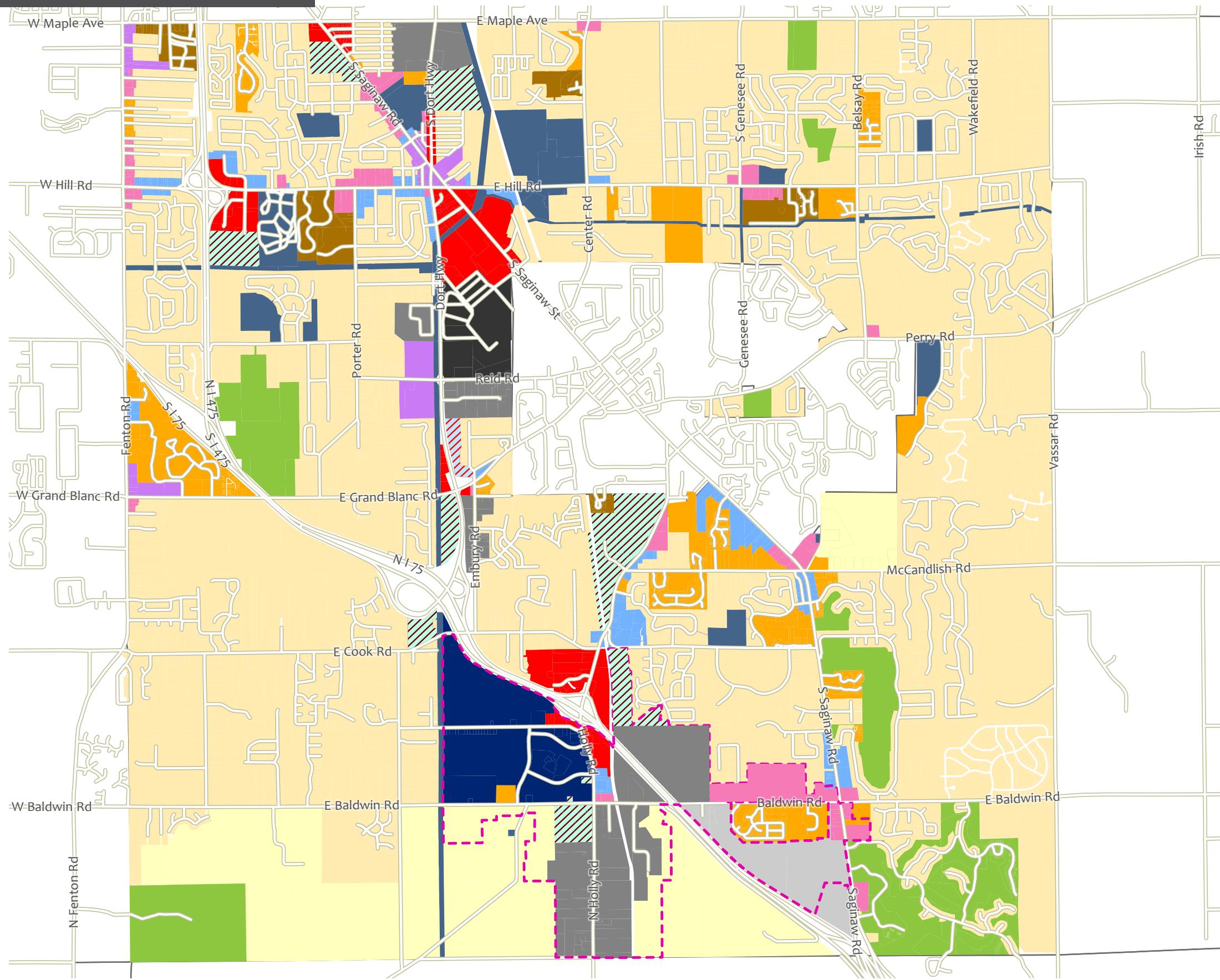
High Density Residential

The High-Density Residential category consists of ten (10) to twenty (20) dwelling units per acre. Infrastructure considerations will play a key role in both the intensity and the location of these areas, which create the highest service demands. Conversely, they also generate the highest level of economic activity and should be sited in the nearest proximity to commercial districts to help support them. Access to recreational assets is crucial for this development type and should include a mix of on-site private and nearby public facilities. Nonmotorized connections are also critical here and may be considered when calibrating the parking requirements of a specific development.

Neighborhood Commercial

The Neighborhood Commercial land use category encompasses small commercial and retail uses that serve the convenience consumer needs of nearby

MAP 30: FUTURE LAND USE, 2021



giffels
webster

- Community Commercial
- Neighborhood Commercial
- Village Mixed Use
- Health Care Park
- Office
- Research & Development
- Light Industrial
- General Industrial
- Public & Semi-Public
- Public & Private Recreation
- Flexible Development
- Flexible Development 2
- Rural Residential
- Low Density Single-Family Residential
- Moderate Density Residential
- High Density Residential
- DDA Boundary

The Future Land Use Map, along with the entire Master Plan document, is a policy guide for local land use decisions. The boundaries reflected on the map are general and are not intended to indicate precise size, shape, dimensions or individual parcels. In addition, where the Future Land Use Map and the Zoning Map are not in alignment, it does not necessarily suggest that rezoning is imminent; rather, the Future Land Use Map sets forward recommendations to achieve long-range planning goals.

0 1,500 3,000 6,000 Feet

Proposed Future Land Use
City of Grand Blanc

residential neighborhoods as well as professional office uses. Uses may include drug stores, florists, beauty salons, modest-sized grocery stores, and similar customer-focused establishments. Professional or medical offices are also appropriate for this district and serve to help support the commercial uses; this Master Plan removes the single use "office" land use designation and folds these developments into the appropriately scaled commercial category. Neighborhood Commercial development should occur at key intersections rather than in the form of strip commercial development along roadways, and should occur near neighborhoods to serve residential commercial needs.

Community Commercial

The Community Commercial land use category includes centers that are intended to provide service to the entire community rather than a single neighborhood, using larger parcel sizes and greater building intensity to accomplish this. They are located at major road intersections, including accommodating highway-oriented businesses at freeway interchanges. Community commercial land uses should occur along major corridors and near the I-75 freeway to take advantage of adequate highway access.

Village Mixed Use

The Village Mixed Use category incorporates two-to-three-story buildings that encompass residential, neighborhood and community commercial, and office uses. Building siting and design encourages pedestrian activity, and sidewalks and pathways connect land uses to surrounding areas. Village Mixed Use areas are appropriately located near commercial corridors with proximity to residential areas to bridge the gap between different land use types.



Warwick Hills Golf & Country Club
Source: Grand Blanc Township

Office

Office development may serve as a buffer between commercial uses and residential areas, and along major roadways and residential areas. Dedicated Office areas also concentrate these uses outside of commercial nodes so that such nodes can concentrate retail, restaurant, and services uses more effectively. It is recognized that office uses are complementary to a variety of land uses: some mixed-use developments and Planned Unit Developments may include office uses, and other office uses can be accommodated as part of research and development and high-tech industrial operations, as well as within and near the Genesys Regional Medical Center complex. To support the success of offices in standalone districts, a small range of well-controlled retail and restaurant uses may be desirable as amenities.

Flexible Development

The Flexible Development land use category is designed for specific locations within the Township that could accommodate mixed-use or single-use residential, commercial, and office developments. These locations may be undeveloped or under-developed. Their locations near major thoroughfares makes them suitable for a variety of non-residential uses, although a mix of uses could include a residential component. Topography and/or existing adjacent development may make designation of traditional land use classifications and zoning districts challenging so a Planned Unit Development agreement is the appropriate mechanism for development within these areas. Flexible Development areas are appropriate for segments of the Township that are either in transition or are in one of the Township's identified special focus areas that necessitate specialized planning and review, such as when adjacent to existing residential developments.

In these areas, such as near Dort Highway, where currently undeveloped properties are adjacent to existing single family neighborhoods, less intense commercial activity is expected. Other FD areas include the former Loch Lomond golf course in the north end of the township and in the Holly Road corridor north of I-75, where traffic and visibility is expected, but topography and parcel conditions may preclude traditional development. Where flexible development areas are located near trail facilities, such as the Iron Belle Trail, connections between new developments and the trails are expected.

Flexible Development 2

The Flexible Development 2 land use category is similar to the Flexible Development designation, with the addition of light industrial uses. It is not expected that residential uses would be incorporated into a mixed development in these areas. The area along Dort Highway west of Embury is the only area designated Flexible Development 2 at this time, due to the challenges associated with access to parcels and adjacent land uses. A Planned Unit Development agreement is the appropriate mechanism for development within these areas. Development plans should consider proximity to adjacent development, particularly residential uses, to ensure any potential negative external impacts are mitigated. .

Health Care Park

The Health Care Park land use designation is specific to the Ascension Genesys Regional Medical Center and its existing and future accessory uses. This area is meant to serve the community and region with uses relating to healthcare and medical research, including retirement housing or housing related to other targeted groups.

Research & Development

The Research and Development land use category accommodates an area at the southwest corner of South Saginaw and Baldwin Road, with good visibility and access from I-75, to develop a multi-unit research and development park. It is intended to become an employment hub for the Tech Village neighborhood.

Light Industrial

The Light Industrial land use category accommodates office, light industrial, warehousing, and research and development land uses. Light industrial development should occur within an integrated planned environment with limited exterior impacts such as no outdoor storage and appropriate screening and buffering from residential uses. Light industrial land uses should occur near major corridors where there is suitable highway access.

General Industrial

The General Industrial land use category accommodates manufacturing, assembly, and fabrication operations, often on a relatively large scale. Outdoor storage is permitted to meet the needs of such uses, yet should be appropriately screened, especially when adjacent to non-industrial land uses and thoroughfares. General industrial land uses should occur near major corridors, away from residential land uses, and where there is suitable highway access

Public & Private Recreation

The Public and Private Recreation land use category encompasses community parks and private golf courses that offer recreational opportunities. Public and private recreation land uses complement residential land uses and should be strategically located to serve those needs.

Public & Semi-Public

The Public and Semi-Public land use category includes civic buildings, schools, and other property owned or used by the public to provide non-commercial, cultural, and social services. These public / semi-public uses could be allowed as part of the surrounding zoning district as a permitted use or as a special land use, depending on the land uses nearby.

ZONING PLAN

The purpose of a zoning plan is to document where the zoning ordinance needs to be changed in order to implement the master plan. In general, the Township's zoning ordinance is relatively up to date and well-maintained, with regular amendments to improve procedures and standards. In particular, the corridor review noted that the majority of the recommended zoning changes in the Township's suite of corridor plans had been incorporated into the ordinance in the form of general standards applying to all development. Similarly, the recommendation below to continue to improve the standards for Community Commercial districts by strengthening signage and reducing parking requirements may benefit from being applied to the Township overall.

The findings of this master plan have revealed several community features which are particularly desirable to residents and are properly the subject of development review, but for which straightforward zoning regulation on a district- or township-wide scale may not be the most effective tools. These include "missing middle" housing formats, entertainment-related development, sidewalks and nonmotorized pathways, excellent-quality architecture and building materials, and traditional style development with mixed uses and parking in the rear. Such features are presented as desirable in the Zoning Plan and should be accommodated or even incentivized as possible through the development review process.

COMMUNITY VISION

Community Engagement

The master planning process for Grand Blanc Township included a robust community engagement program that consisted of a community survey as well as targeted student engagement. The community engagement results played a significant role in developing the vision for the future of Grand Blanc Township.

The student engagement included a separate survey, which garnered a total of 111 responses, as well as five engagement sessions in Grand Blanc High School government classes with students between the ages of 16 and 18. The student engagement sessions included a series of exercises that gathered students' opinions on the future of planning and

development in Grand Blanc Township. The activities sought to gather the youth's perception of the Township on critical issues, and the results provided valuable, and often absent, insight for the Township.

The community survey garnered a total of 747 responses, using two electronic collectors on the online platform, SurveyMonkey. The first collector was accessed via a link on a postcard mailed to 1,500 randomly selected addresses from the Township voter rolls. 77 respondents used this randomized link, for a 5% response rate. The second collector was intended to ensure that the survey was available to all who wished to participate. It was accessed via a different link that was distributed on business cards by Steering Committee members and staff as well as published in the local newspaper several times and distributed on the Township's Facebook page. A total of 670 responses were received through this public link, representing just over 4% of the households in the Township. It is unknown how many of those who used the public link had been "primed" by receiving the postcard invitation.

Where is the Township Headed?

There are five major categories that make up the Grand Blanc Township Community Vision: (1) Land Use & Natural Features, (2) Community Services & Facilities, (3) Housing & Neighborhoods, (4) Centers & Special Focus Areas, and (5) Circulation & Corridors. Each category contains a summary of the existing conditions, a summary of community engagement results, and the Township's policy and vision called the "Cornerstone" – in other words, where is the Township headed? Each major category has its own set of planning implications with applicable action items, listed here and further detailed in the Action Plan.

TABLE 5: ZONING PLAN

FUTURE LAND USE CATEGORY	DESCRIPTION	CURRENT ZONING DISTRICT	PROPOSED CHANGES
Rural Estate	Large-lot, single-family residential; natural feature preservation; density: 1 dwelling unit per acre	RE, ROS	No change
Lower Density Single-Family Residential	Single-family residential; density: up to 4 dwelling units per acre	R-1, R-2, R-3, R-4, MHP, ROS	Consider consolidating some single-family residential districts
Moderate Density Residential	“Missing Middle” housing formats including single-family dwelling units and small-scale multifamily buildings; density: between 4 and 10 dwelling units per acre	LDM, MDM	Consider consolidating LDM and MDM zoning districts
Higher Density Residential	Multiple-family residential; density: greater than 10 dwelling units per acre	HDM	Eliminate 20 du/acre maximum to allow the market to determine highest density
Office	Concentrated office uses and office parks	O	Consider expanding permitted retail and restaurant accessory uses
Neighborhood Commercial	Small commercial / retail and offices at key intersections	OS, PO, NC	Eliminate OS and PO districts and incorporate adjacent office uses into NC district
Community Commercial	Larger commercial centers and highway-oriented businesses	GC	Strengthen signage and landscaping standards; reduce parking requirements

FUTURE LAND USE CATEGORY	DESCRIPTION	CURRENT ZONING DISTRICT	PROPOSED CHANGES
Village Mixed Use	Residential, commercial, and office uses; pedestrian-oriented; 2-3 story buildings	Various	No text change; consider other areas for application
Flexible Development	Mixed-use or single-use development suitable for PUD	PUD	Consider creating a flexible use district to guide development
Flexible Development 2	Mixed-use or single-use development suitable for PUD	PUD	Consider creating a flexible use district to guide development
Health Care Park	Healthcare, medical research, associated housing	HCD	No change
Research & Development	Tech Village's research and development park at southwest corner of South Saginaw and Baldwin Road	RD, TVP, TVC	No change
Light Industrial	Office, light industrial, warehousing, and research	I-1	No change
General Industrial	Manufacturing, assembly, and fabrication	I-2	No change
Public & Private Recreation	Community parks and private golf courses	Various	Expand
Public / Semi-Public	Public and not-for profit uses; government facilities and operations; schools	Various, P-1	No change

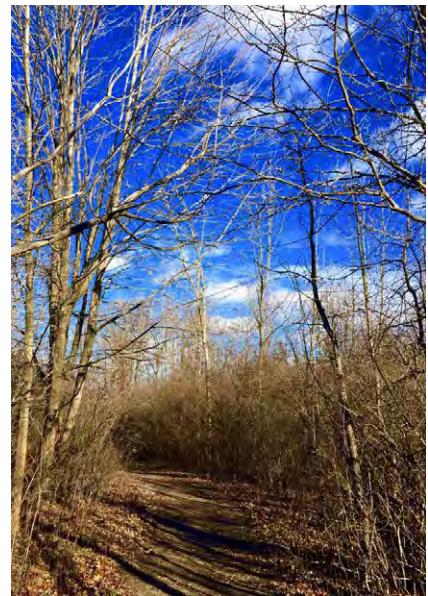


LAND USE & NATURAL FEATURES

Cornerstone: To provide for a mix of land uses that allows for more growth and development, while also preserving and increasing the natural features in the Township.

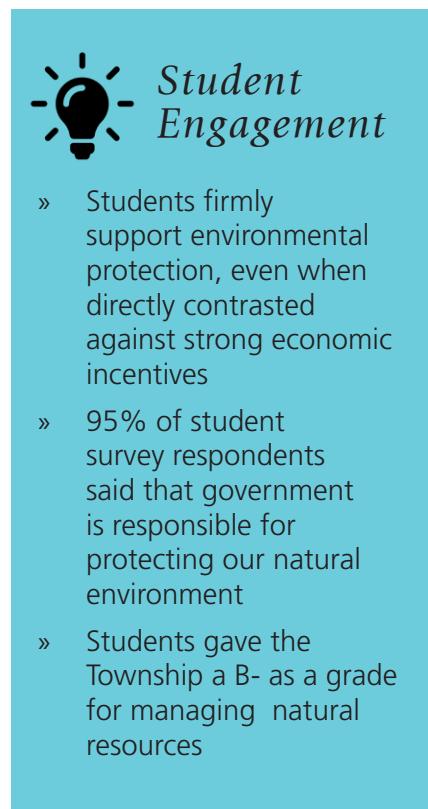
SUMMARY

- » Residential land use covers almost two-thirds of the Township.
- » Several future opportunities exist for industrial and commercial reuse and redevelopment.
- » The Township supports and encourages growth and development.
- » Impervious surfaces affect watershed health; prioritize investigating strategies for collecting water onsite.
- » High tree canopy coverage sets us up for increased resiliency from precipitation and temperature increases.
- » Preserving and increasing natural features is key to retaining the attractive natural character of Grand Blanc Township as development continues.



COMMUNITY INPUT

- » Protecting residential land uses is important: noise regulations and lighting standards are high priorities.
- » 2/3 of survey respondents want to plan for more growth and development.
- » Water quality is a high priority for protection.
- » Access to nature and greenspace is also highly important; satisfaction is low to neutral.



Student Engagement

- » Students firmly support environmental protection, even when directly contrasted against strong economic incentives
- » 95% of student survey respondents said that government is responsible for protecting our natural environment
- » Students gave the Township a B- as a grade for managing natural resources

	ACTION ITEM	PRIORITY
Policy		
1. Develop green infrastructure standards.		1
2. Increase tree canopy in high impervious surface areas.		1
3. Discourage floodplain development.		1
4. Prioritize wetland restoration.		1
5. Determine which "unimproved" areas are contributing positively to the Township as recreational or natural areas and preserve them.		2
6. Evaluate transforming properties that would normally go to the Land Bank into uses that positively contribute to the Township.		2
Zoning		
7. Consider adopting a conservation district to retain desired greenspace.		2
8. Amend the "Office" category to include a wider range of well-controlled retail and restaurant uses to serve as an amenity, retain local dollars, and reduce vehicle miles traveled.		2
Development Review		
9. Ensure that stormwater remains onsite to the maximum extent feasible.		1
Projects		
10. Before rezoning residential or recreational land to accommodate a commercial or industrial use, require a review of available land within the appropriate districts.		2
11. Identify abandoned commercial and industrial parcels as priority redevelopment sites and make this information easily accessible across Township departments as well as to the development community, perhaps as a layer in the Development Ready Map Portal.		1
12. Review floodplain and wetland records and data to update boundaries.		2



SERVICES, FACILITIES, & ASSETS

Cornerstone: To provide ample and high-quality services to Township residents and visitors, and to recognize and support the Township's assets.

SUMMARY

- » Almost all parcels in the Township have access to public sanitary water and sewer lines; some remain on private systems especially in the SW corner.
- » Water system is capable of handling the current demand with room for expansion.
- » Township maintains two parks, an active library, and a strong senior center.
- » High performing school system is a land use draw
- » Ascension Genesys Regional Medical Center is a regional asset that provides medical services and employment opportunities
- » Excellent high-speed broadband access and is in the process of upgrading to 5G

COMMUNITY INPUT

- » Survey respondents are generally very satisfied with most Township services, especially fire protection, law enforcement, trash collection, and park and trail maintenance
- » Government responsiveness is highly important, and satisfaction is generally quite high
- » Over ¾ of respondents want park and recreation expansion, even if taxes and fees increase



Student Engagement

- » Students also want to see more recreational opportunities such as equipment sales and rentals and a dog park
- » Students generally feel that they live in a safe and clean place
- » The best way to communicate with the Grand Blanc Township youth is via Instagram, Snapchat, or YouTube

	ACTION ITEM	PRIORITY
Policy		
13. Continue to encourage residents to connect to municipal sanitary sewer and water.		1
14. Continue to send out informational packets about the municipal sanitary sewer and water system.		1
15. Review enrollment trends in Grand Blanc Community Schools when planning for future housing.		3
16. Collaborate with neighboring governmental units and work to reduce service duplication.		2
Zoning		
17. Continue to maintain the Development Ready Map Portal showing the relationship between zoning districts and water, sewer, and road infrastructure.		2
18. Plan for zoning changes concurrently with infrastructure changes to ensure that areas intended for intense development are supported by infrastructure, and conversely to prevent serving areas intended for low-intensity conservation uses with unnecessary investments.		1
Development Review		
19. Require municipal sanitary sewer and water connection for all new developments.		1
Projects		
20. Proceed with the Tech Village water main and trunk line sewer installation, as outlined and identified in the Downtown Development Plan.		1
21. Continue to address sewer and water availability as part of road reconstruction projects.		1
22. Implement the 5G upgrade.		1
23. Develop a plan for the newly-expanded Government Center site		3
24. Expand parks and recreation facilities.		1



HOUSING & NEIGHBORHOODS

Cornerstone: To provide a variety of high-quality housing options for all income levels and stages of life.

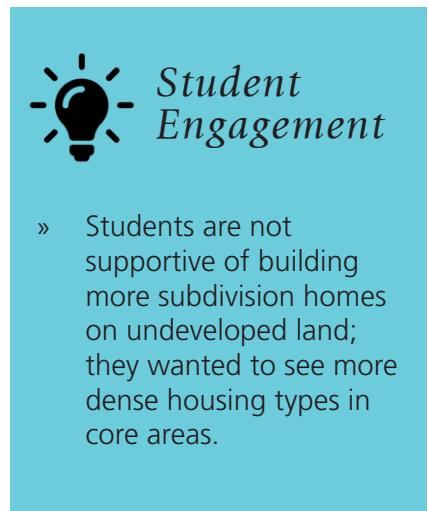
SUMMARY

- » Housing stock in the Township predominantly consists of single-family residences; most housing units were constructed after 1970.
- » As distance increases from the City of Flint, housing is newer and density decreases.
- » 68% of Grand Blanc Township residents own their homes; SW corner majority renter-occupied.
- » Distinct need for more “Missing Middle” housing formats, and Tech Village presents a prime opportunity for them.
- » Housing and Transportation Index reports that Township households spend 65% of their average budget on these two items.
- » Highest vacancy rates exist in the northwest portion of Grand Blanc Township; Genesee County Neighborhood Stabilization Program has a target area in this corner of the Township.



COMMUNITY INPUT

- » 90% of survey respondents live in single-family residences.
- » Quality of housing is very important; residents are satisfied with current quality.
- » Variety and affordability are also important; respondents were generally neutral on level of satisfaction.
- » Renters—an underrepresented group in the survey—have very low satisfaction with housing quality, variety, and affordability.
- » Renters and those under the age of 35 indicated too little rental, assisted living, work force, affordable, and senior citizen housing.



	ACTION ITEM	PRIORITY
Policy		
25. Encourage a diversity of housing types throughout the Township.		1
26. Promote new housing development to "Tech Village" where possible.		1
27. Encourage housing development to fill in gaps between existing developments.		2
28. Provide proper housing and services for the senior population, including transportation alternatives, activities and events, and housing in close proximity to commercial development and medical facilities.		1
Zoning		
29. Insert provisions which allow attached housing formats in a range of residential zoning districts while protecting single-family neighborhoods.		1
30. Expand the areas covered by the Village Mixed Use category to permit mixed commercial and residential uses where additional density and commercial support are desired.		1
31. Review commercial districts for appropriate areas to site live/work units.		2
32. Increase maximum height in the LDM, MDM, and HDM zoning districts.		2
Development Review		
33. Develop a collection of images of "missing middle" housing formats that are desirable to the Township and make them available to prospective housing developers.		1
34. Require pedestrian access and connectivity in new development, including sidewalks at a minimum.		2
Projects		
35. Incentivize "Missing Middle" housing options as possible.		1
36. Develop a program centered around using fee adjustments and incentives to encourage the completion of existing subdivisions.		2



CENTERS & FOCUS AREAS

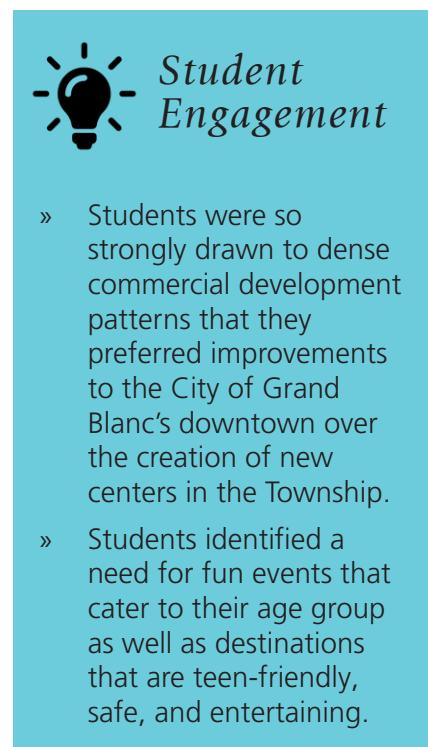
Cornerstone: To transform, enhance, or preserve the Township's distinct centers.

SUMMARY

- » Development and redevelopment areas: North Grand Blanc Township and the Downtown Development Authority (DDA) District.
- » North Grand Blanc Township can be an attractive gateway and a commercial center serving the northern portion of the Township; also capitalize on the future Iron Belle Trail.
- » Recently-created DDA district in the south end encompasses the Township's major commercial center and is ready for development with an established vision
- » Holly Trillium, Fenton-Hill, and Heritage Park are commercial nodes offering shopping, dining, entertainment, and services to residents and visitors.
- » Industrial Park center serves as an employment hub for both Grand Blanc Township residents and people who live outside of the Township.
- » All centers will benefit from landscaping, improving pedestrian / bicycling amenities, and upgrading visual elements such as signs and lighting with a consistent look.
- » 2008 "Grand Blanc Township Historic Resource Survey" identified the Perry Settlement Area as an area to be preserved with a historic designation, and the Grand Blanc Historic Commission developed a Strategic Plan in 2018 that established the Commission's vision and plan for the future of the site.

COMMUNITY INPUT

- » Overall, respondents want more to do in the Township.
- » People want to see something new in North Grand Blanc Township: traditional-style, high-quality development along with more commercial amenities and activity opportunities.
- » Highest priorities for development: restaurants, entertainment, locally owned retail. ¾ say additional neighborhood shopping establishments and restaurants would improve their quality of life.
- » Social and cultural offerings and nightlife are important; current satisfaction is low.
- » Job opportunities very important and entrepreneurial support medium important; current satisfaction with both is neutral.



ACTION ITEM	PRIORITY
Policy	
37. Consider the appropriate level of protection for identified Historic Resources in The Perry Settlement Area.	2
38. Consider the goals, objectives, and operations identified in the Grand Blanc Township Historic Commission Strategic Plan.	2
39. Encourage entertainment-related developments that are active in the Holly Trillium Center, such as a trampoline park or an escape room.	1
40. Target the following industries: water-intensive industries, renewable energy, cloud computing and technology, and sustainability.	3
Zoning	
41. Incentivize high-quality building materials and design.	2
42. Amend the Zoning Ordinance to include Saginaw Street Corridor Standards: "Any project within the Saginaw Street Corridor shall also comply with the adopted 'Saginaw Street Corridor Study.' These adopted standards are available from the Planning and Zoning Department."	1
43. Consider expanding the Community Commercial District at the corner of Saginaw and Maple as outlined in the "Saginaw Street Corridor Study."	2
44. Strengthen code enforcement standards and inspections to encourage improved property maintenance, especially on Dort Highway and South Saginaw Streets, north of Hill Road.	2
Development Review	
45. For North Grand Blanc Township, prioritize development that furthers the commercial and activity amenities for Township residents, as identified in the community survey.	2
46. Develop design guidelines for the North Grand Blanc focus area based on the findings of the Saginaw Street Corridor Plan and the results of the Community Survey. Design guidelines should include incentive opportunities for developers.	1
47. Follow standards in the Tech Village Park (TVP) and Tech Village Center (TVC) zoning districts to guide development in this planning area.	1
48. Use the Heritage Park commercial development as a model to encourage, incentivize, and/or require site development practices which include green infrastructure and nonmotorized amenities.	2
49. Require pedestrian connections in all developments within and around developments in each of the nodes.	1
Projects	
50. Install a "Welcome to Grand Blanc" sign at the intersection of Dort Highway and Maple Road, similar to the well-landscaped and attractive welcome structure at the corner of Hill and Fenton Roads.	1
51. Plan for and develop an Iron Belle trailhead area in North Grand Blanc Township that allows for appropriate commercial use and offers attractive amenities to encourage trail users to make the Township a destination.	1
52. Investigate the implementation of a Corridor Improvement Authority to accomplish improvements in North Grand Blanc Township.	1
53. Develop uniform signage and branding for each of the Township centers.	1
54. Continue to connect and expand pedestrian and bicycling facilities and amenities within each center.	1
55. Prioritize Downtown Development Plan-identified projects.	2
56. Visualize Holly Trillium Center's future through renderings and use renderings to persuade and encourage developers.	2
57. Increase the Holly Trillium Center's visibility from the freeway with signage.	1
58. Consider preferences of younger generations (more urban areas with more economic opportunities) when prioritizing projects.	2



CIRCULATION & CORRIDORS

Cornerstone: To provide a complete network of motorized and non-motorized transportation infrastructure for all users.

SUMMARY

- » Primary means of circulation is via roadways: several key interstates connect the Township to other communities, regions, and states, numerous major arterials serve the Township locally.
- » Corridor study findings from 1990-early 2000s have largely been implemented.
- » Access to air, rail, and bus transportation amenities—important for economic opportunities.
- » Flint Mass Transportation Authority (MTA) provides public transportation services; there are opportunities for the Township to partner with MTA to both improve access and expand services.
- » Nonmotorized infrastructure is crucial.
- » Several planning efforts at the County and Township levels; Friends of the Grand Blanc Grid is a currently active advocacy group.
- » Grand Blanc Bike Path and Bicentennial Park Trail and the Genesys Regional Medical Center Trails make up the existing trail infrastructure.
- » Iron Belle Trail's proposed route presents economic development opportunities.
- » Community benefits include better public health and increased property values.



COMMUNITY INPUT

- » At the car scale, survey respondents place high importance on road quality, with low current satisfaction.
- » Survey revealed overwhelming desire for trails, pathways, and sidewalks: respondents support them even if taxes and fees increase.
- » Biking and walking trails have very high importance, and current satisfaction with the existing amenities is low; same findings for transportation choices.



- » Students unanimously voted that all housing development should have sidewalks, whether it is developer-paid or taxpayer-funded. Most said they would walk more if they had a safer option than the road. They gave the Township a C grade for making sure that everyone can get around.

ACTION ITEM	PRIORITY
Policy	
59. Focus on improving pedestrian and bicyclist safety.	1
60. Base nonmotorized trail projects on the adopted Nonmotorized Transportation Capital Improvement Plan.	1
61. Base the type and design of nonmotorized infrastructure on road hierarchies and Federal Highway Administration guidance on selecting the most suitable level of nonmotorized infrastructure.	2
62. Develop a long-term strategy for the provision of sidewalks throughout the community, including a gap analysis and prioritization of projects with the greatest connection potential.	1
63. Consider adopting a Complete Streets Resolution.	1
64. Seek input from the Friends of the Grand Blanc Grid on updates to the nonmotorized transportation network.	1
65. Develop a District Transportation Plan within the Downtown Development Authority district to make room for all forms of transportation.	1
66. Prioritize nonmotorized path development near residential and commercial properties to increase property values and economic development opportunities.	2
Zoning	
67. Review minimum parking standards in the Zoning Code for opportunities to reduce requirements, and consider implementing maximum parking standards.	2
Development Review	
68. Require sidewalks in all new commercial and residential development.	1
69. Implement design standards to guide development on the Dort Highway Extension.	1
70. Consider establishing special assessment districts for the provision of sidewalks in already developed residential subdivisions if initiated by residents.	1
Projects	
71. Support and implement the Iron Belle Trail project.	1
72. Provide road improvement funding for Township-maintained roads.	2
73. Support the enhancement and upgrade of Baldwin and Holly Roads within and around the Downtown Development Authority district.	3
74. Consider constructing sidewalks in areas where the strategy determines that they cannot be provided by the private sector.	2
75. Explore additional MTA bus routes along Hill Road and down to Tech Village.	2
76. Prioritize nonmotorized path development along Holly Road.	2
77. Prioritize nonmotorized path development in the northwest corner of the Township.	2
78. Consider a nonmotorized path along Hill Road, east of Saginaw Street to take advantage of the scenic rural views of Thread Creek Farm.	2
79. Partner with MTA to ensure safe sidewalk access to bus stops in the Township.	1

ACTION PLAN

The culmination of the master planning process is the action plan – the strategies that will achieve the Township's vision for the future. The action items come from a combination of community engagement results, an inventory of existing conditions, and meetings with commissions, boards, and staff. The Action Plan is divided into four major categories: Policy, Zoning, Development Review, and

Projects. These classifications clearly categorize when and where each action item should be implemented – “Policy” implications should be used as an overarching guide to policy and land use decisions; “Zoning” implications are actions specific to Zoning Ordinance changes; “Development Review” implications are meant to guide all site plan reviews and development proposals; “Projects” implications reference proposed projects that should be a priority for the Township.



Grand Blanc Township Government Center
Source: Grand Blanc Township

The action plan tables consist of seven columns. The first column provides the main master plan category to which the action item refers: Land Use & Natural Features; Services, Facilities, & Assets; Housing & Neighborhoods; Centers & Focus Areas; or Circulation & Corridors. The key to the icons representing these main categories is provided in the box below. The second column is the action item itself, and the third column provides a priority level of either a 1, 2, or 3, with a level 1 being the highest priority. The fourth column indicates the Township department or entity that is primarily responsible for implementing the action item, while the fifth column provides potential partners with whom the primary party should collaborate in order to successfully implement the action item. Finally, the sixth column identifies potential resources for funding and grants, and the seventh column provides the website links for those potential funding resources.

QUICK START GUIDE

Based on master plan findings, community survey results, and student engagement results, the following level 1 priority action items should serve as the Township's "Quick Start Guide" for implementing the Action Plan:

- » Develop green infrastructure standards.
- » Increase tree canopy in high impervious surface areas.
- » Encourage a diversity of housing types throughout the Township.
- » Incentivize "Missing Middle" housing options as possible.
- » Encourage entertainment-related developments that are active in the Holly Trillium center, such as a trampoline park or an escape room.
- » Expand parks and recreation facilities.
- » Develop a long-term strategy for the provision of sidewalks throughout the community, including a gap analysis and prioritization of projects with the greatest connection potential.
- » Require sidewalks in all new commercial and residential development where viable.
- » Establish special assessment districts for the provision of sidewalks in already developed residential subdivisions if initiated by residents.
- » Support and implement the Iron Belle Trail project.



Land Use & Natural Features



Services, Facilities, & Assets



Housing & Neighborhoods



Centers & Focus Areas



Circulation & Corridors

POLICIES

CATEGORY	ACTION ITEM	PRIORITY
	1. Develop green infrastructure standards.	1
	2. Increase tree canopy in high impervious surface areas.	1
	3. Discourage floodplain development.	1
	4. Prioritize wetland restoration.	1
	13. Continue to encourage residents to connect to municipal sanitary sewer and water.	1
	14. Continue to send out informational packets about the municipal sanitary sewer and water system.	1
	25. Encourage a diversity of housing types throughout the Township.	1
	26. Promote new housing development to "Tech Village" where possible.	1
	28. Provide proper housing and services for the senior population, including transportation alternatives, activities and events, and housing in close proximity to commercial development and medical facilities.	1
	39. Encourage entertainment-related developments that are active in the Holly Trillium center, such as a trampoline park or an escape room.	1
	59. Focus on improving pedestrian and bicyclist safety.	1
	60. Base nonmotorized trail projects on the adopted Nonmotorized Transportation Capital Improvement Plan.	1

RESPONSIBLE PARTY	PARTNERS	RESOURCES	LINKS
Planning Commission; Planning Staff	Department of Public Works, Genesee County	SEMCOG Low Impact Development Manual	https://semcog.org/land
	Department of Public Works	ReLeaf MI Tree Planting Grant; DNR grants (Community Forestry Grants, DTE Energy Foundation Tree Planting Grants)	https://www.releafmichigan.org/tree-planting-application.html https://www.michigan.gov/dnr/0,4570,7-350-79136_79237_80942--,00.html
Planning Commission; Planning Staff	Swartz Creek Watershed Group	EGLE Wetland Restoration Assistance Program; National Fish and Wildlife Foundation grants; North American Wetland Conservation Act Standard grants	" https://www.michigan.gov/egle/0,9429,7-135-3313_3687-10419--,00.html#:~:text=These%20programs%20are%20designed%20to,also%20established%20wetland%20restoration%20programs https://www.nfwf.org/programs https://www.fws.gov/birds/grants/north-american-wetland-conservation-act/standard-grants.php "
Planning Staff	Department of Public Works, Genesee County Water and Waste Services		
Planning Staff	Department of Public Works		
Planning Staff, Economic Development staff	Planning Commission,	HUD grants	https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/fy20funding
Planning Staff	Downtown Development Authority		
Planning Commission, Planning Staff	Senior Activity Center, Flint Mass Transit Authority	Administration for Community Living grants	https://acl.gov/grants/applying-grants
Planning Staff, Economic Development staff	Downtown Development Authority		
Planning Commission, Planning Staff	Friends of the Grand Blanc Grid, Parks & Recreation, Twp Board, City of Grand Blanc	People for Bikes Community Grants; League of Michigan Bicyclists micro-grants	" https://peopleforbikes.org/our-work/community-grants/ https://www.lmb.org/initiatives/micro-grants/ "
Planning Staff, Township Board	Friends of the Grand Blanc Grid, Parks & Recreation, City of Grand Blanc	Genesee County Metropolitan Planning Commission - FTA and FHWA funding; Michigan Trail funding resources	" http://gcmpc.org/transportation-programs/ https://michigantrails.org/wp-content/uploads/2016/05/Complete-Streets-Funding-Sources.pdf "

POLICIES CONTINUED

CATEGORY	ACTION ITEM	PRIORITY
	62. Develop a long-term strategy for the provision of sidewalks throughout the community, including a gap analysis and prioritization of projects with the greatest connection potential.	1
	63. Consider adopting a Complete Streets Resolution.	1
	64. Seek input from the Friends of the Grand Blanc Grid on updates to the nonmotorized transportation network.	1
	65. Develop a District Transportation Plan within the Downtown Development Authority district to make room for all forms of transportation.	1
	5. Determine which "unimproved" areas are contributing positively to the Township as recreational or natural areas and preserve them.	2
	6. Evaluate transforming properties that would normally go to the Land Bank into uses that positively contribute to the Township.	2
	16. Collaborate with neighboring governmental units and work to reduce service duplication.	2
	27. Encourage housing development to fill in gaps between existing developments.	2
	37. Consider the appropriate level of protection for identified Historic Resources in The Perry Settlement Area.	2
	38. Consider the goals, objectives, and operations identified in the Grand Blanc Township Historic Commission Strategic Plan.	2
	66. Prioritize nonmotorized path development near residential and commercial properties to increase property values and economic development opportunities.	2
	61. Base the type and design of nonmotorized infrastructure on road hierarchies and Federal Highway Administration guidance on selecting the most suitable level of nonmotorized infrastructure.	2
	15. Review enrollment trends in Grand Blanc Community Schools when planning for future housing.	3
	40. Target the following industries: water-intensive industries, renewable energy, cloud computing and technology, and sustainability.	3

RESPONSIBLE PARTY	PARTNERS	RESOURCES	LINKS
	Planning Commission	Department of Public Works, Downtown Development Authority, Township Board	
Planning Staff	Township Board	US Dept. of Transportation grants	https://www.fhwa.dot.gov/fastact/factsheets/aranscongmgmtfs.cfm
Planning Commission, Township Board	Friends of the Grand Blanc Grid		
Planning Commission and Downtown Development Authority		Multiple grants with US Dept. of Transportation Transit, Highway, and Safety Funds	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
Planning Commission; Planning Staff	Assessor		
	Genesee County Land Bank		
Township Board	City of Grand Blanc		
Planning Staff	Genesee County Neighborhood Stabilization Program		
Planning Commission	Historic Commission	State Historic Preservation funds, National Park Service Grants / National Historic Preservation Act funds	https://www.nps.gov/preservation-grants/
Planning Commission	Historic Commission, Township Board		
Planning Staff, Township Board	Friends of the Grand Blanc Grid, Downtown Development Authority, Parks & Recreation	MDOT TAP grants	https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231--,00.html
Planning Commission, Planning Staff	Department of Public Works		
Planning Commission, Planning Staff	Grand Blanc Community Schools		
Planning Staff, Economic Development staff	Downtown Development Authority		

ZONING

CATEGORY	ACTION ITEM	PRIORITY
	18. Plan for zoning changes concurrently with infrastructure changes to ensure that areas intended for intense development are supported by infrastructure, and conversely to prevent serving areas intended for low-intensity conservation uses with unnecessary investments.	1
	29. Insert provisions which allow attached housing formats in a range of residential zoning districts while protecting single-family neighborhoods.	1
	30. Expand the areas covered by the Village Mixed Use category to permit mixed commercial and residential uses where additional density and commercial support are desired.	1
	42. Amend the Zoning Ordinance to include Saginaw Street Corridor Standards: "Any project within the Saginaw Street Corridor shall also comply with the adopted 'Saginaw Street Corridor Study.' These adopted standards are available from the Planning and Zoning Department."	1
	7. Consider adopting a conservation district to retain desired greenspace.	2
	8. Amend the "Office" category to include a wider range of well-controlled retail and restaurant uses to serve as an amenity, retain local dollars, and reduce vehicle miles traveled.	2
	17. Continue to maintain the Development Ready Map Portal showing the relationship between zoning districts and water, sewer, and road infrastructure.	2
	31. Review commercial districts for appropriate areas to site live/work units.	2
	32. Increase maximum height in the LDM, MDM, and HDM zoning districts.	2
	41. Incentivize high-quality building materials and design.	2
	43. Consider expanding the Community Commercial District at the corner of Saginaw and Maple as outlined in the "Saginaw Street Corridor Study."	2
	44. Strengthen code enforcement standards and inspections to encourage improved property maintenance, especially on Dort Highway and South Saginaw Streets, north of Hill Road.	2
	67. Review minimum parking standards in the Zoning Code for opportunities to reduce requirements, and consider implementing maximum parking standards.	2

RESPONSIBLE PARTY	PARTNERS	RESOURCES	LINKS
Planning Commission	Department of Public Works, Genesee County Water and Waste Services	DEED Funding for Utilities grants	https://www.publicpower.org/deed-funding-utilities
Planning Commission			
Planning Commission			
Planning Commission			
Planning Commission; Planning Staff		Michigan Dept. of Agriculture grants, i.e. Agricultural Preservation Fund Grants	https://www.michigan.gov/mda/rd/0,4610,7-125-1570_51684---,00.html
Planning Commission; Planning Staff			
GIS Staff, Planning Staff	Department of Public Works		
Planning Commission			
Planning Commission			
Planning Commission, Planning Staff			
Planning Commission			
Planning Commission, Planning Staff			
Planning Commission			
Planning Commission			
Planning Commission			

PROJECTS

CATEGORY	ACTION ITEM	PRIORITY
	11. Identify abandoned commercial and industrial parcels as priority redevelopment sites and make this information easily accessible across Township departments as well as to the development community, perhaps as a layer in the Development Ready Map Portal.	1
	20. Proceed with the Tech Village water main and trunk line sewer installation, as outlined and identified in the Downtown Development Plan.	1
	21. Continue to address sewer and water availability as part of road reconstruction projects.	1
	22. Implement the 5G upgrade.	1
	24. Expand parks and recreation facilities.	1
	35. Incentivize "Missing Middle" housing options as possible.	1
	50. Install a "Welcome to Grand Blanc" sign at the intersection of Dort Highway and Maple Road, similar to the well-landscaped and attractive welcome structure at the corner of Hill and Fenton Roads.	1
	51. Plan for and develop an Iron Belle trailhead area in North Grand Blanc Township that allows for appropriate commercial use and offers attractive amenities to encourage trail users to make the Township a destination.	1
	52. Investigate the implementation of a Corridor Improvement Authority to accomplish improvements in North Grand Blanc Township.	1
	53. Develop uniform signage and branding for each of the Township centers.	1
	54. Continue to connect and expand pedestrian and bicycling facilities and amenities within each center.	1
	57. Increase the Holly Trillium Center's visibility from the freeway with signage.	1
	71. Support and implement the Iron Belle Trail project.	1
	79. Partner with MTA to ensure safe sidewalk access to bus stops in the Township.	1

RESPONSIBLE PARTY	PARTNERS	RESOURCES	LINKS
Planning Commission	Downtown Development Authority, Geographic Information Services	US Economic Development Administration grants	https://www.eda.gov/funding-opportunities/
Department of Public Works	Downtown Development Authority		
Planning Staff, Department of Public Works	Genesee County Water and Waste Services		
Department of Public Works			
Parks and Recreation	City of Grand Blanc	Michigan Dept. of Agriculture grants; MDNR grants	https://www.michigan.gov/mda/rd/0,4610,7-125-1570_51684---,00.html
Planning Commission, Planning Staff	Downtown Development Authority		
Township Board	Department of Public Works	Multiple grants with US Dept. of Transportation Transit, Highway, and Safety Funds	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
Planning Commission	Township Board	Land Conservation Fund grants	https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81655---,00.html
Township Board	Planning Staff		
Township Board	Planning Commission	Multiple grants with US Dept. of Transportation Transit, Highway, and Safety Funds	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
Planning Staff, Township Board	Friends of the Grand Blanc Grid, City of Grand Blanc		
Township Board	Downtown Development Authority	Multiple grants with US Dept. of Transportation Transit, Highway, and Safety Funds	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
Township Board, Planning Staff	Genesee County	Ralph C. Wilson Jr. Foundation Grants	https://www.ralphcwilsonjrfoundation.org/our-focus/active-lifestyles/parks-trails-and-green-design/
Planning Staff	Flint Mass Transit Authority	Multiple grants with US Dept. of Transportation Transit, Highway, and Safety Funds	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

PROJECTS CONTINUED

CATEGORY	ACTION ITEM	PRIORITY
	10. Before rezoning residential or recreational land to accommodate a commercial or industrial use, require a review of available land within the appropriate districts.	2
	12. Review floodplain and wetland records and data to update boundaries.	2
	36. Develop a program centered around using fee adjustments and incentives to encourage the completion of existing subdivisions.	2
	55. Prioritize Downtown Development Plan-identified projects.	2
	56. Visualize Holly Trillium Center's future through renderings and use renderings to persuade and encourage developers.	2
	58. Consider preferences of younger generations (more urban areas with more economic opportunities) when prioritizing projects.	2
	72. Provide road improvement funding for Township-maintained roads.	2
	74. Consider constructing sidewalks in areas where the strategy determines that they cannot be provided by the private sector.	2
	75. Explore additional MTA bus routes along Hill Road and down to Tech Village.	2
	76. Prioritize nonmotorized path development along Holly Road.	2
	77. Prioritize nonmotorized path development in the northwest corner of the Township.	2
	78. Consider a nonmotorized path along Hill Road, east of Saginaw Street to take advantage of the scenic rural views of Thread Creek Farm	2
	23. Develop a plan for the newly-expanded Government Center site.	3
	73. Support the enhancement and upgrade of Baldwin and Holly Roads within and around the Downtown Development Authority district.	3

RESPONSIBLE PARTY	PARTNERS	RESOURCES	LINKS
Planning Staff, Economic Development staff	Township Board		
Planning Staff	Department of Public Works		
Planning Staff	Department of Public Works		
Township Board	Downtown Development Authority		
Township Board, Planning Staff	Downtown Development Authority		
Planning Commission	Township Board		
Township Board			
Planning Staff, Township Board	Department of Public Works	Multiple grants with US Dept. of Transportation Transit, Highway, and Safety Funds; MDOT TAP grants (Safe Routes to School)	" https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html "
Planning Staff	Flint Mass Transit Authority		
Planning Commission, Planning Staff	Friends of the Grand Blanc Grid, Township Board	MDNR grants (i.e. Natural Resources Trust Fund)	https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81657---,00.html
Planning Commission, Planning Staff	Friends of the Grand Blanc Grid, Township Board		
Township Board	Department of Public Works		
Township Board, Planning Staff	Genesee County Road Commission		

DEVELOPMENT REVIEW

CATEGORY	ACTION ITEM	PRIORITY	RESPONSIBLE PARTY	PARTNERS
	9. Ensure that stormwater remains onsite to the maximum extent feasible.	1	Planning Staff	Department of Public Works, Genesee County
	19. Require municipal sanitary sewer and water connection for all new developments.	1	Planning Staff	Department of Public Works, Genesee County Water and Waste Services, Township Board
	33. Develop a collection of images of "missing middle" housing formats that are desirable to the Township and make them available to prospective housing developers.	1	Planning Staff	Downtown Development Authority
	46. Develop design guidelines for the North Grand Blanc focus area based on the findings of the Saginaw Street Corridor Plan and the results of the Community Survey. Design guidelines should include incentive opportunities for developers.	1	Planning Commission	
	47. Follow standards in the Tech Village Park (TVP) and Tech Village Center (TVC) zoning districts to guide development in this planning area.	1	Planning Staff	Downtown Development Authority
	49. Require pedestrian connections in all developments within and around developments in each of the nodes.	1	Planning Commission, Planning Staff	
	68. Require sidewalks in all new commercial and residential development.	1	Planning Commission, Planning Staff	
	69. Implement design standards to guide development on the Dort Highway Extension.	1	Planning Commission, Planning Staff	Department of Public Works, Downtown Development Authority
	70. Consider establishing special assessment districts for the provision of sidewalks in already developed residential subdivisions if initiated by residents.	1	Township Board	Department of Public Works
	34. Require pedestrian access and connectivity in new development, including sidewalks at a minimum.	2	Planning Commission, Planning Staff	Downtown Development Authority
	45. For North Grand Blanc Township, prioritize development that furthers the commercial and activity amenities for Township residents, as identified in the community survey.	2	Planning Staff, Economic Development staff	
	48. Use the Heritage Park commercial development as a model to encourage, incentivize, and/or require site development practices which include green infrastructure and nonmotorized amenities.	2	Planning Commission; Planning Staff	

Note: Resources and Links are not included with Development Review action items as the Township alone is responsible for conducting Development Review.

APPENDIX

TABLE 6: DOWNTOWN DEVELOPMENT PLAN IDENTIFIED PROJECTS

PROJECT	ESTIMATED TIME	ESTIMATED COST
1. Water		
Water Capital Fees – The DDA will contribute funds to water and sewer main costs in order to lower the cost of water capital fees for new construction.	Over 30 years	\$1,000,000
Tech Village Water Main – add an additional water main system to the proposed mixed-use development area in the Tech Village zoning district (also listed in CIP).	2 years	\$2,352,000
Develop and implement plans for other water improvements within the DDA boundary.	Over 30 years	\$1,000,000
2. Sanitary Sewer		
Sanitary Sewer Capital Fees – The DDA will contribute funds to sewer main costs to reduce connection fees in order to lower the cost of sanitary sewer capital fees for new construction (up to 100%).	Over 30 years	\$1,000,000
Tech Village Sub Trunk Line Sewer – add an additional sanitary sewer system to the proposed mixed-use development area in the Tech Village zoning district (also listed in CIP).	2 years	\$1,683,000
Develop and implement plans for other sewer improvements within the DDA boundary.	Over 30 years	\$2,000,000
3. Stormwater		
Develop and implement stormwater improvement plans, including wetland mitigation.	Over 30 years	\$2,500,000
4. Transportation System		
Develop a District Transportation Plan to make room for all forms of transportation.	1 year	\$30,000
Pathway Development – add pathways along Baldwin, Holly, and Saginaw Roads (as identified in the Master Plan)	Over 30 years	\$1,000,000
Expand Baldwin Road between McWain Road to Saginaw Street – expand to four lanes and convert to all-weather status.	Over 3 years	\$1,500,00
Develop and implement plans for other transportation improvements within the DDA boundary including: <ul style="list-style-type: none"> » Widening Holly Road to four lanes and converting to all-weather status. » Converting Saginaw to all-weather status. » Providing reliable, safe, and cheap public transportation at all hours. » Evaluating and addressing the impact of the Dort Highway extension. 	Over 30 years	\$10,000,000
5. Technology Infrastructure		
Expand and improve the technology infrastructure within the DDA boundary.	Over 30 years	\$1,500,000
6. Other Infrastructure Improvements		
Expand and improve other infrastructure within the DDA boundary.	Over 30 years	\$1,500,000
7. Public Design		
Tech Village Public Design Elements – incorporate the public investments identified in the Tech Village Concept Plan: gateway and wayfinding signage, landscaping, street furnishings, public art, and water tower lighting.	10 years	\$2,352,000
Develop and implement a wayfinding plan that ties into the DDA's branding / marking.	Over 30 years	\$300,000
Develop and implement plans for other public design improvements within the DDA boundary.	Over 30 years	\$500,000

TABLE 6: DOWNTOWN DEVELOPMENT PLAN IDENTIFIED PROJECTS CONTINUED

PROJECT	ESTIMATED TIME	ESTIMATED COST
8. Develop a Knowledge-Based Skills Trades / Vocational Training Facility		
Develop a program and facility for job skill training that would especially cater to businesses within the DDA boundary.	Over 30 years	\$1,500,000
9. Purchase and Development / Redevelopment of Properties		
Acquire parcels for development, redevelopment, and rehabilitation (does not include resident or occupant relocation costs).	Over 30 years	\$1,000,000
10. Marketing / Branding Program		
Establish and promote an identity for the district.	Over 30 years	\$1,000,000
11. Business Incubator		
Develop a program and facility for job skill training that would especially cater to businesses within the DDA boundary.	Over 30 years	\$1,500,000

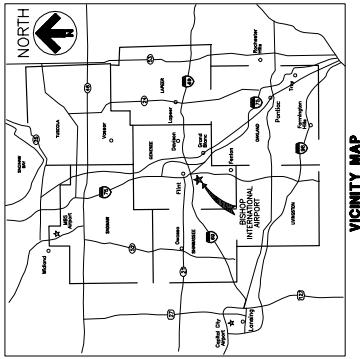
TABLE 7: GRAND BLANC TOWNSHIP HISTORIC COMMISSION STRATEGIC PLAN

OBJECTIVES	OPERATIONS	FUTURE COMMUNITY SUPPORT
<ul style="list-style-type: none"> » Develop policies and procedures for board, staff, and volunteers. » Re-examine priorities, funding sources, and revenue to ensure the organization is properly staffed and adequately funded so that exciting and new programs are economically sustainable. » Obtain more grants, gifts, and corporate sponsorships. » Continue development of board capacity and diversity. 	<ul style="list-style-type: none"> » Sustainability: Operate and manage the Perry House property in ways that are economically sustainable, include board and staff development, financial accounting, and documented procedures and programs. » Develop a budget. » Develop procedures, review expenses and insurance needs, identify opportunities to reduce costs and determine funding needs. 	<ul style="list-style-type: none"> » Educational Grants » Grand Blanc Community Schools » Mid-Michigan League » USDA » Conservation Programs » Boy and Girl School projects and programming » Grand Blanc Arts Council » Michigan Barn Preservation Network » Habitat for Humanity » City of Grand Blanc DDA » Grand Blanc Parks and Recreation » Michigan Townships Association » Michigan Historic Preservation Office » National Trust for Historic Preservation » Grand Blanc Heritage Association » Grand Blanc Community Fund

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS
LANSING



BISHOP INTERNATIONAL AIRPORT
FLINT, MICHIGAN



AIRPORT HEIGHT ZONING
AND
LAND USE PLANS

**MAY, 1998
UPDATED AUGUST, 2006
UPDATED OCTOBER, 2011**

BISHOP INTERNATIONAL AIRPORT

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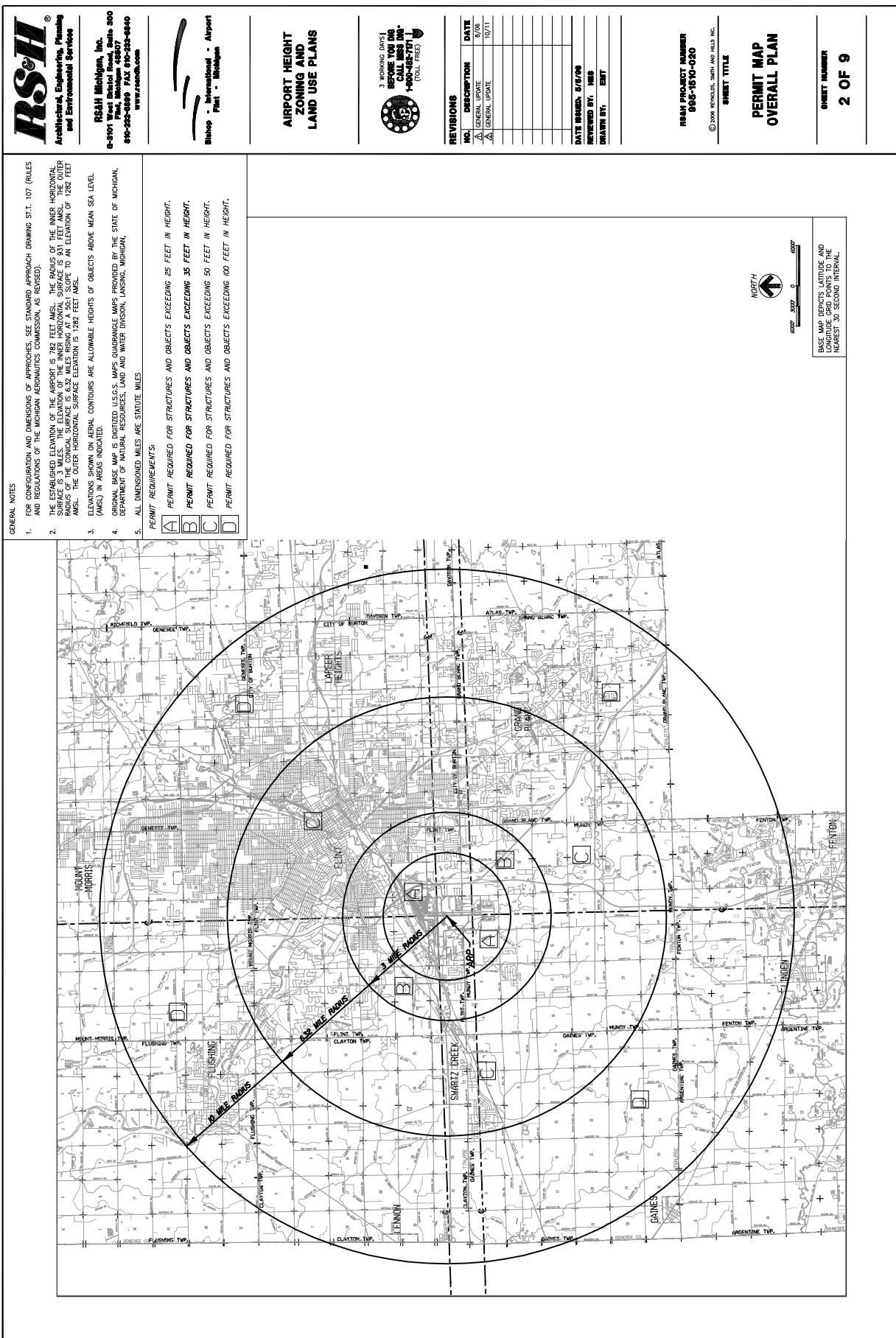
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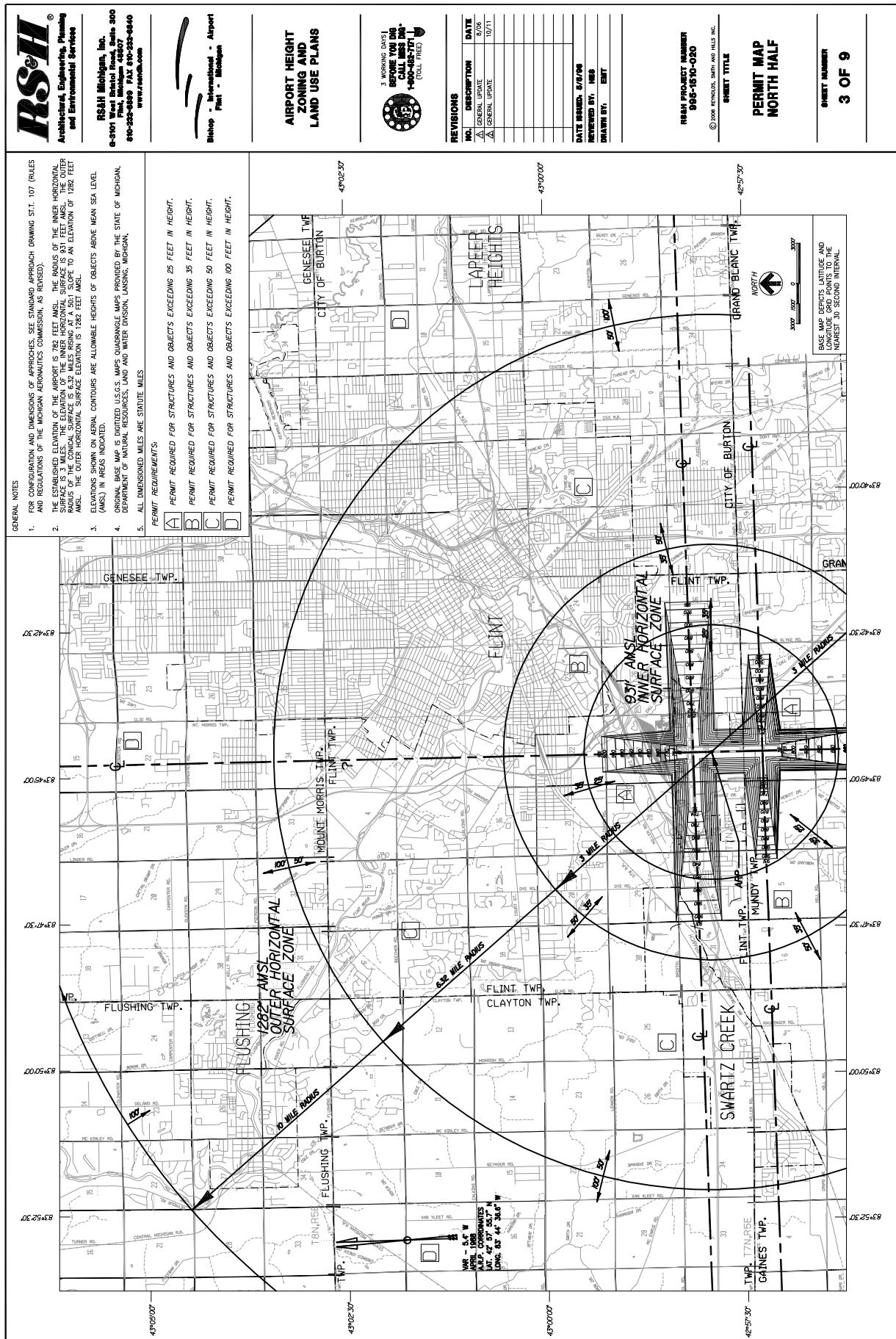
JAMES L. RICE, II, A.A.E.

9	ESTIMATE NOISE EXPOSURE MAP	10/1/11
8	ZONING APPROACH PLAN - SOUTH HALF	10/1/11
7	ZONING APPROACH PLAN - NORTH HALF	10/1/11
6	ZONING AREA PLAN - SOUTH HALF	10/1/11
5	ZONING AREA PLAN - NORTH HALF	10/1/11
4	PERMIT MAP - SOUTH HALF	10/1/11
3	PERMIT MAP - NORTH HALF	10/1/11
2	PERMIT MAP - OVERALL PLAN	10/1/11
1	COVER SHEET	10/1/11
	INDEX TO SHEETS	LATEST EDITION DATE

FILE NO. 995-1510-020 STATE CONTRACT No. 03-26-0032-0988

SHEET 1 OF 9





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**AIRPORT HEIGHT
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REVISIONS

NO.	DESCRIPTION	DATE
A	GENERAL UPDATE	8/16/06
B	GENERAL UPDATE	10/1/07

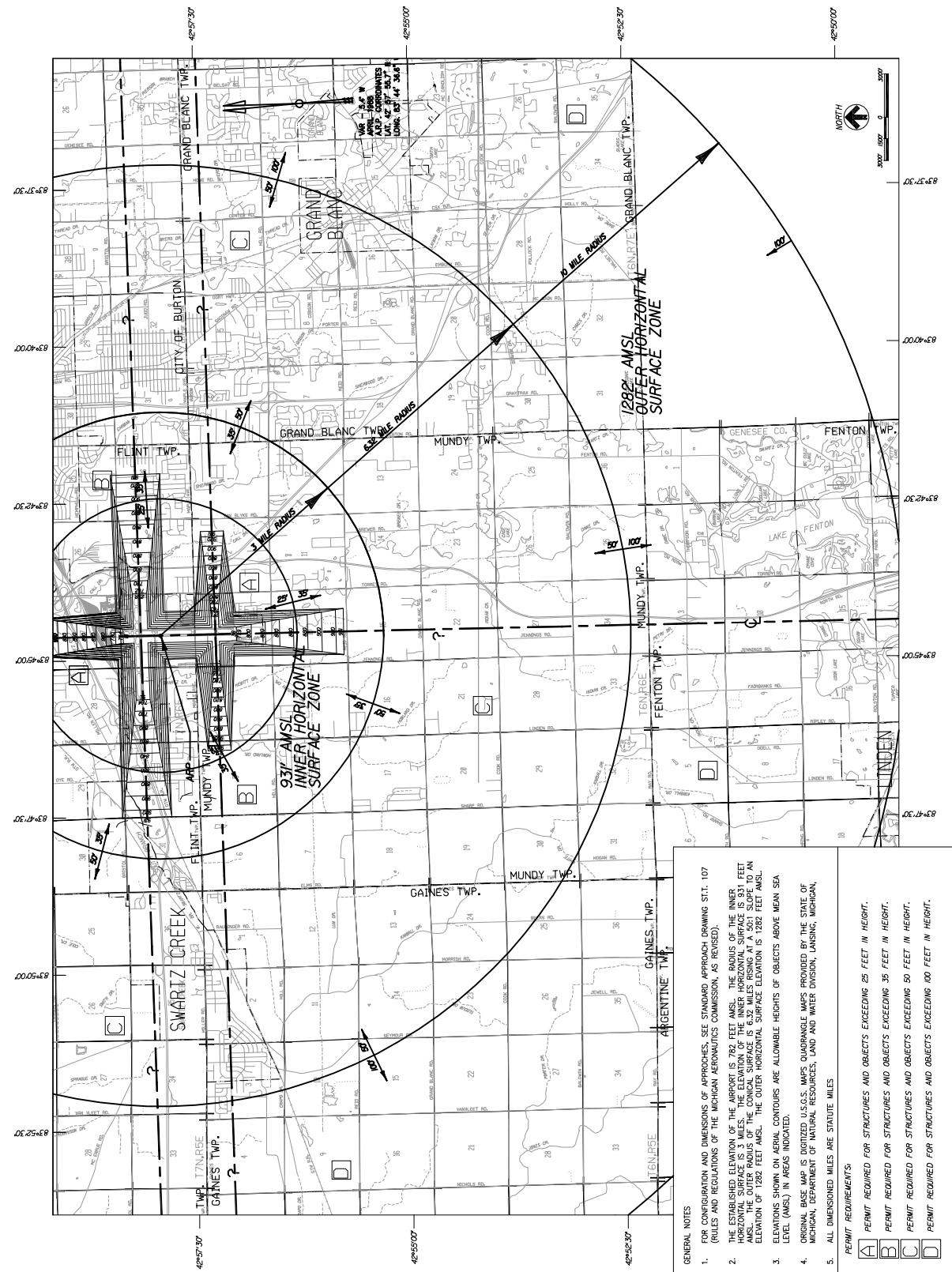
MAIN PROJECT NUMBER
998-150-020
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SHEET TITLE

**PERMIT MAP
SOUTH HALF**

SHEET NUMBER

4 OF 9



AIRPORT HEIGHT
ZONING AND
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REVISIONS

NO.	DESCRIPTION	DATE
1	GENERAL UPDATE	8/10/07
2	GENERAL UPDATE	10/1/07

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AIRPORT HEIGHT ZONING AND LAND USE PLANS



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SHEET TITLE

ZONING APPROACH PLAN NORTH HALF

SHEET NUMBER

AIRPORT HEIGHT
ZONING AND
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LAND USE GUIDANCE CLASS		NOISE EXPOSURE CLASS		NOISE LEVEL									
LAND USE ZONE	LOAD	LAND USE	EXPOSURE	LAND USE	EXPOSURE	LAND USE	EXPOSURE	LAND USE	EXPOSURE	LAND USE	EXPOSURE	LAND USE	EXPOSURE
A	MINIMAL	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
B	Moderate	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
C	Significant	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
D	Severe	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
		HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER	HIGHER

LAND USE GUIDANCE CHART 11: LAND USE SENSITIVITY INTERPOLATION													
LAND USE		LUG ZONE ¹		LAND USE		LUG ZONE ¹		LAND USE		LUG ZONE ¹		LAND USE	
SLUG NO.	NAME	SLUG NO.	ESTD.	SLUG NO.	ESTD.	SLUG NO.	ESTD.	SLUG NO.	ESTD.	SLUG NO.	ESTD.	SLUG NO.	ESTD.
10	RESIDENTIAL	A-9	59	10	4	10	4	10	4	10	4	10	4
11	HOUSEHOLD UNITS	B-1	51	11	4	11	4	11	4	11	4	11	4
11.1	SINGLE UNITS: UNATTACHED	C-1	52	11.1	4	11.1	4	11.1	4	11.1	4	11.1	4
11.1.1	SINGLE UNITS: ATTACHED	D-1	53	11.1.1	4	11.1.1	4	11.1.1	4	11.1.1	4	11.1.1	4
11.1.2	DETACHED UNITS: UNATTACHED	E-1	54	11.1.2	4	11.1.2	4	11.1.2	4	11.1.2	4	11.1.2	4
11.1.3	DETACHED UNITS: ATTACHED	F-1	55	11.1.3	4	11.1.3	4	11.1.3	4	11.1.3	4	11.1.3	4
11.1.4	APARTMENTS: WALK UP	G-1	56	11.1.4	4	11.1.4	4	11.1.4	4	11.1.4	4	11.1.4	4
11.1.5	APARTMENTS: ELEVATOR	H-1	57	11.1.5	4	11.1.5	4	11.1.5	4	11.1.5	4	11.1.5	4
11.1.6	RESIDENTIAL GROUPS	I-1	58	11.1.6	4	11.1.6	4	11.1.6	4	11.1.6	4	11.1.6	4
11.1.7	OTHER RESIDENTIAL	J-1	59	11.1.7	4	11.1.7	4	11.1.7	4	11.1.7	4	11.1.7	4
11.1.8	OFFICES	K-1	60	11.1.8	4	11.1.8	4	11.1.8	4	11.1.8	4	11.1.8	4
11.1.9	MANUFACTURING	L-1	61	11.1.9	4	11.1.9	4	11.1.9	4	11.1.9	4	11.1.9	4
11.1.10	WAREHOUSES	M-1	62	11.1.10	4	11.1.10	4	11.1.10	4	11.1.10	4	11.1.10	4
11.1.11	WAREHOUSE GROUPS	N-1	63	11.1.11	4	11.1.11	4	11.1.11	4	11.1.11	4	11.1.11	4
11.1.12	WAREHOUSE GROUPS	O-1	64	11.1.12	4	11.1.12	4	11.1.12	4	11.1.12	4	11.1.12	4
11.1.13	WAREHOUSE GROUPS	P-1	65	11.1.13	4	11.1.13	4	11.1.13	4	11.1.13	4	11.1.13	4
11.1.14	WAREHOUSE GROUPS	Q-1	66	11.1.14	4	11.1.14	4	11.1.14	4	11.1.14	4	11.1.14	4
11.1.15	WAREHOUSE GROUPS	R-1	67	11.1.15	4	11.1.15	4	11.1.15	4	11.1.15	4	11.1.15	4
11.1.16	WAREHOUSE GROUPS	S-1	68	11.1.16	4	11.1.16	4	11.1.16	4	11.1.16	4	11.1.16	4
11.1.17	WAREHOUSE GROUPS	T-1	69	11.1.17	4	11.1.17	4	11.1.17	4	11.1.17	4	11.1.17	4
11.1.18	WAREHOUSE GROUPS	U-1	70	11.1.18	4	11.1.18	4	11.1.18	4	11.1.18	4	11.1.18	4
11.1.19	WAREHOUSE GROUPS	V-1	71	11.1.19	4	11.1.19	4	11.1.19	4	11.1.19	4	11.1.19	4
11.1.20	WAREHOUSE GROUPS	W-1	72	11.1.20	4	11.1.20	4	11.1.20	4	11.1.20	4	11.1.20	4
11.1.21	WAREHOUSE GROUPS	X-1	73	11.1.21	4	11.1.21	4	11.1.21	4	11.1.21	4	11.1.21	4
11.1.22	WAREHOUSE GROUPS	Y-1	74	11.1.22	4	11.1.22	4	11.1.22	4	11.1.22	4	11.1.22	4
11.1.23	WAREHOUSE GROUPS	Z-1	75	11.1.23	4	11.1.23	4	11.1.23	4	11.1.23	4	11.1.23	4
11.1.24	WAREHOUSE GROUPS	A-1	76	11.1.24	4	11.1.24	4	11.1.24	4	11.1.24	4	11.1.24	4
11.1.25	WAREHOUSE GROUPS	B-1	77	11.1.25	4	11.1.25	4	11.1.25	4	11.1.25	4	11.1.25	4
11.1.26	WAREHOUSE GROUPS	C-1	78	11.1.26	4	11.1.26	4	11.1.26	4	11.1.26	4	11.1.26	4
11.1.27	WAREHOUSE GROUPS	D-1	79	11.1.27	4	11.1.27	4	11.1.27	4	11.1.27	4	11.1.27	4
11.1.28	WAREHOUSE GROUPS	E-1	80	11.1.28	4	11.1.28	4	11.1.28	4	11.1.28	4	11.1.28	4
11.1.29	WAREHOUSE GROUPS	F-1	81	11.1.29	4	11.1.29	4	11.1.29	4	11.1.29	4	11.1.29	4
11.1.30	WAREHOUSE GROUPS	G-1	82	11.1.30	4	11.1.30	4	11.1.30	4	11.1.30	4	11.1.30	4
11.1.31	WAREHOUSE GROUPS	H-1	83	11.1.31	4	11.1.31	4	11.1.31	4	11.1.31	4	11.1.31	4
11.1.32	WAREHOUSE GROUPS	I-1	84	11.1.32	4	11.1.32	4	11.1.32	4	11.1.32	4	11.1.32	4
11.1.33	WAREHOUSE GROUPS	J-1	85	11.1.33	4	11.1.33	4	11.1.33	4	11.1.33	4	11.1.33	4
11.1.34	WAREHOUSE GROUPS	K-1	86	11.1.34	4	11.1.34	4	11.1.34	4	11.1.34	4	11.1.34	4
11.1.35	WAREHOUSE GROUPS	L-1	87	11.1.35	4	11.1.35	4	11.1.35	4	11.1.35	4	11.1.35	4
11.1.36	WAREHOUSE GROUPS	M-1	88	11.1.36	4	11.1.36	4	11.1.36	4	11.1.36	4	11.1.36	4
11.1.37	WAREHOUSE GROUPS	N-1	89	11.1.37	4	11.1.37	4	11.1.37	4	11.1.37	4	11.1.37	4
11.1.38	WAREHOUSE GROUPS	O-1	90	11.1.38	4	11.1.38	4	11.1.38	4	11.1.38	4	11.1.38	4
11.1.39	WAREHOUSE GROUPS	P-1	91	11.1.39	4	11.1.39	4	11.1.39	4	11.1.39	4	11.1.39	4
11.1.40	WAREHOUSE GROUPS	Q-1	92	11.1.40	4	11.1.40	4	11.1.40	4	11.1.40	4	11.1.40	4
11.1.41	WAREHOUSE GROUPS	R-1	93	11.1.41	4	11.1.41	4	11.1.41	4	11.1.41	4	11.1.41	4
11.1.42	WAREHOUSE GROUPS	S-1	94	11.1.42	4	11.1.42	4	11.1.42	4	11.1.42	4	11.1.42	4
11.1.43	WAREHOUSE GROUPS	T-1	95	11.1.43	4	11.1.43	4	11.1.43	4	11.1.43	4	11.1.43	4
11.1.44	WAREHOUSE GROUPS	U-1	96	11.1.44	4	11.1.44	4	11.1.44	4	11.1.44	4	11.1.44	4
11.1.45	WAREHOUSE GROUPS	V-1	97	11.1.45	4	11.1.45	4	11.1.45	4	11.1.45	4	11.1.45	4
11.1.46	WAREHOUSE GROUPS	W-1	98	11.1.46	4	11.1.46	4	11.1.46	4	11.1.46	4	11.1.46	4
11.1.47	WAREHOUSE GROUPS	X-1	99	11.1.47	4	11.1.47	4	11.1.47	4	11.1.47	4	11.1.47	4
11.1.48	WAREHOUSE GROUPS	Y-1	100	11.1.48	4	11.1.48	4	11.1.48	4	11.1.48	4	11.1.48	4
11.1.49	WAREHOUSE GROUPS	Z-1	101	11.1.49	4	11.1.49	4	11.1.49	4	11.1.49	4	11.1.49	4
11.1.50	WAREHOUSE GROUPS	A-1	102	11.1.50	4	11.1.50	4	11.1.50	4	11.1.50	4	11.1.50	4
11.1.51	WAREHOUSE GROUPS	B-1	103	11.1.51	4	11.1.51	4	11.1.51	4	11.1.51	4	11.1.51	4
11.1.52	WAREHOUSE GROUPS	C-1	104	11.1.52	4	11.1.52	4	11.1.52	4	11.1.52	4	11.1.52	4
11.1.53	WAREHOUSE GROUPS	D-1	105	11.1.53	4	11.1.53	4	11.1.53	4	11.1.53	4	11.1.53	4
11.1.54	WAREHOUSE GROUPS	E-1	106	11.1.54	4	11.1.54	4	11.1.54	4	11.1.54	4	11.1.54	4
11.1.55	WAREHOUSE GROUPS	F-1	107	11.1.55	4	11.1.55	4	11.1.55	4	11.1.55	4	11.1.55	4
11.1.56	WAREHOUSE GROUPS	G-1	108	11.1.56	4	11.1.56	4	11.1.56	4	11.1.56	4	11.1.56	4
11.1.57	WAREHOUSE GROUPS	H-1	109	11.1.57	4	11.1.57	4	11.1.57	4	11.1.57	4	11.1.57	4
11.1.58	WAREHOUSE GROUPS	I-1	110	11.1.58	4	11.1.58	4	11.1.58	4	11.1.58	4	11.1.58	4
11.1.59	WAREHOUSE GROUPS	J-1	111	11.1.59	4	11.1.59	4	11.1.59	4	11.1.59	4	11.1.59	4
11.1.60	WAREHOUSE GROUPS	K-1	112	11.1.60	4	11.1.60	4	11.1.60	4	11.1.60	4	11.1.60	4
11.1.61	WAREHOUSE GROUPS	L-1	113	11.1.61	4	11.1.61	4	11.1.61	4	11.1.61	4	11.1.61	4
11.1.62	WAREHOUSE GROUPS	M-1	114	11.1.62	4	11.1.62	4	11.1.62	4	11.1.62	4	11.1.62	4
11.1.63	WAREHOUSE GROUPS	N-1	115	11.1.63	4	11.1.63	4	11.1.63	4	11.1.63	4	11.1.63	4
11.1.64	WAREHOUSE GROUPS	O-1	116	11.1.64	4	11.1.64	4	11.1.64	4	11.1.64	4	11.1.64	4
11.1.65	WAREHOUSE GROUPS	P-1	117	11.1.65	4	11.1.65	4	11.1.65	4	11.1.65	4	11.1.65	4
11.1.66	WAREHOUSE GROUPS	Q-1	118	11.1.66	4	11.1.66	4	11.1.66	4	11.1.66	4	11.1.66	4
11.1.67	WAREHOUSE GROUPS	R-1	119	11.1.67	4	11.1.67	4	11.1.67	4	11.1.67	4	11.1.67	4
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