



CITY OF BURTON
BURTON PLANNING COMMISSION MEETING
SEPTEMBER 13, 2016
AGENDA

Council Chambers

Regular Meeting

5:00 PM

4303 S. CENTER ROAD
BURTON, MI 48519

A. PLEDGE OF ALLEGIANCE

B. ROLL CALL

C. STAFF PRESENT

D. APPROVAL OF MINUTES

1. Planning Commission - Regular Meeting - Aug 9, 2016 5:00 PM

E. AUDIENCE PARTICIPATION

Now is the time set-aside for members of the audience to address the Burton Planning Commission. I would ask each individual to give their name and address for the record and to limit their comments to three (3) minutes and to speak on the topics germane to City business.

F. SITE PLAN REVIEW

1. SPR #16-43

By: Kirby Steel, Inc.
4072 Flint Asphalt Dr.
Burton, MI 48529

Re: 4072 Flint Asphalt Dr. Burton, MI 48529
59-33-100-011, M-2 Zoned

For: 64' x 64' Office Addition and 75' x 180' Shop Addition

2. SPR #16-45

By: Creekwood Architecture, Inc.
1111 Creekwood Trl.
Burton, MI 48509

Re: 3495 S. Center Rd. Burton, MI 48519
59-27-651-002, 59-27-651-001
C-2 General Business Zoned

For: Addition to the Building

G. ADMINISTRATIVE SITE PLAN REVIEW

1. SPR #16-40

By: Burton Bee, LLC.
19700 Hall Rd., Suite 790
Clinton Twp., MI 48038

Re: 2350 S. Center Rd. Burton, MI 48529

For: AT&T Retail Store

2. SPR #16-41

By: Matthew Church
16048 Silvercrest Dr.
Fenton, MI 48430

Re: 4507 Davison Rd. Burton, MI 48509

For: Used Vehicle Sales

3. SPR #16-42

By: Hani Poorsaber
6220 Wilderness Pte.
Grand Blanc, MI 48439

Re: 5516 Atherton Rd. Burton, MI 48519

For: Balloon Shop

4. SPR #16-44

By: Ken Lewaar
1409 10th St.
Bay City, MI 48708

Re: 1245 S. Center Rd. Burton, MI 48509

For: Spirit Halloween Store

H. PRESENTATION

1. Progress Report on Master Plan

Presentation on the progress of the Master Plan by ROWE Professional Services Company

I. BOARD DISCUSSION

The next regularly scheduled meeting will be held on Tuesday, October 11, 2016 at 5:00 p.m.



CITY OF BURTON

BURTON PLANNING COMMISSION MEETING

AUGUST 9, 2016

MINUTES

Council Chambers

Regular Meeting

5:00 PM

4303 S. CENTER ROAD
BURTON, MI 48519

This meeting was opened by Chairman Deb Walton at 5:00 PM.

A. PLEDGE OF ALLEGIANCE

B. ROLL CALL

Attendee Name	Title	Status	Arrived
Ellen Ellenburg	Councilwoman	Present	
Kevin Burge	Vice Chairman	Excused	
Mary Ann White	Commissioner	Present	
Robert Johnson	Commissioner	Present	
Tom Gorang	Commissioner	Excused	
Deb Walton	Chairman	Present	
John Benthall	Commissioner	Present	
Kris Johns	Commissioner	Late	5:03 PM

C. STAFF PRESENT

Amber Abbey, Planning/Zoning

Racheal Boggs, Clerk's Office

D. APPROVAL OF MINUTES

1. Planning Commission - Regular Meeting - Jul 12, 2016 5:00 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	John Benthall, Commissioner
SECONDER:	Robert Johnson, Commissioner
AYES:	Ellenburg, White, Johnson, Walton, Benthall, Johns
EXCUSED:	Burge, Gorang

E. SITE PLAN REVIEW

Kurt Neiswender stated he is the Architect for this project at Good Shepard Lutheran Church. He is asking for approval of the site plan for the addition without the additional sidewalks.

Mrs. Abbey stated he did receive a variance from the Zoning board to delay the sidewalks until adjoining property owners are required to put them in. The administration recommends approval.

Mrs. Ellenburg stated she has brought this up to City Council to have a bike path as a cost effective alternative for future situations like this.

Mrs. Walton stated Mr. Burge is absent tonight but he wanted the board to know that it is his opinion that we should stay consistent with the ordinance and require sidewalks. Also, I feel the sidewalks are important in our community and it is part of our master plan and our vision. We want to see the church have the addition. It was solely the sidewalk that was an issue.

Mr. Johns asked for clarification regarding the bike path; would it be an expansion of the road? In this instance, a sidewalk would be odd looking and it would have to be so far deep into the property because of the drainage and ditch there.

1. SPR #16-39

By: Kurt Meiswender / Good Shepard Lutheran Church
5496 Lippincott Blvd.
Burton, MI 48519

Re: 5496 Lippincott Burton, MI 48509
59-23-200-031

For: Addition to Building

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Robert Johnson, Commissioner
SECONDER:	Mary Ann White, Commissioner
AYES:	Ellenburg, White, Johnson, Walton, Benthall, Johns
EXCUSED:	Burge, Gorang

F. AUDIENCE PARTICIPATION

None.

G. BOARD DISCUSSION

Mrs. Abbey stated she gave the board a packet for the Special Meeting on August 23, 2016 at 5:00 PM in the City Hall Community Room. Please keep and review your packets from Rowe for the next meeting. Also, I need to know if you would like me to not let applicants come before you until they have gone for their variance.

Board discussion regarding applicants receiving variances before or after they come to the Planning Commission.

Mrs. Walton stated she had a meeting with Mrs. Ellenburg, Mr. Burge and the Mayor and one item that came up was having a meeting with the Planning and Zoning Boards for the purpose of master plan discussion.

Ms. White thinks this is a good idea.

The next regularly scheduled meeting will be held on Tuesday, September 13, 2016 at 5:00 p.m.

Meeting was adjourned at 5:15 PM.

Minutes Acceptance: Minutes of Aug 9, 2016 5:00 PM (Approval of Minutes)



Burton Planning Commission

4303 S. Center Road
Burton, MI 48519

SCHEDULED

AGENDA ITEM (ID # 2671)

Meeting: 09/13/16 05:00 PM

Department: Department of Public Works

Category: Site Plan Review

Prepared By: Amber Abbey

Department Head: Robert Slattery

F.1

DOC ID: 2671

SPR #16-43

By: Kirby Steel, Inc.
4072 Flint Asphalt Dr.
Burton, MI 48529

Re: 4072 Flint Asphalt Dr. Burton, MI 48529
59-33-100-011, M-2 Zoned

For: 64' x 64' Office Addition and 75' x 180' Shop Addition

ATTACHMENTS:

- 16-43 (PDF)



City of Burton
 Department of Public Works
 4093 Manor Drive
 Genesee County, Burton, Michigan 48519
 (810) 742-9230



APPLICATION FOR SITE PLAN REVIEW

DATE FILED: 8-22-16
 FEE: \$200.00
 RECEIPT NO: _____
 CHECK NO: 43869

SPR #: 16-43

PLEASE PRINT

DATE OF PLANNING COMMISSION MEETING: September 13, 2016 TIME: 5:00pm

APPLICANTS NAME: KIRBY STEEL, INC

APPLICANTS ADDRESS: 4072 FLINT ASPHALT DR.
BURTON, MI 48529.

APPLICANTS PHONE NO: 810 743 3360

PROPOSED NAME OF BUSINESS: KIRBY STEEL, INC

SITE ADDRESS: 4072 FLINT ASPHALT DR.

SUBDIVISION & LOT # OR PARCEL NUMBER: _____

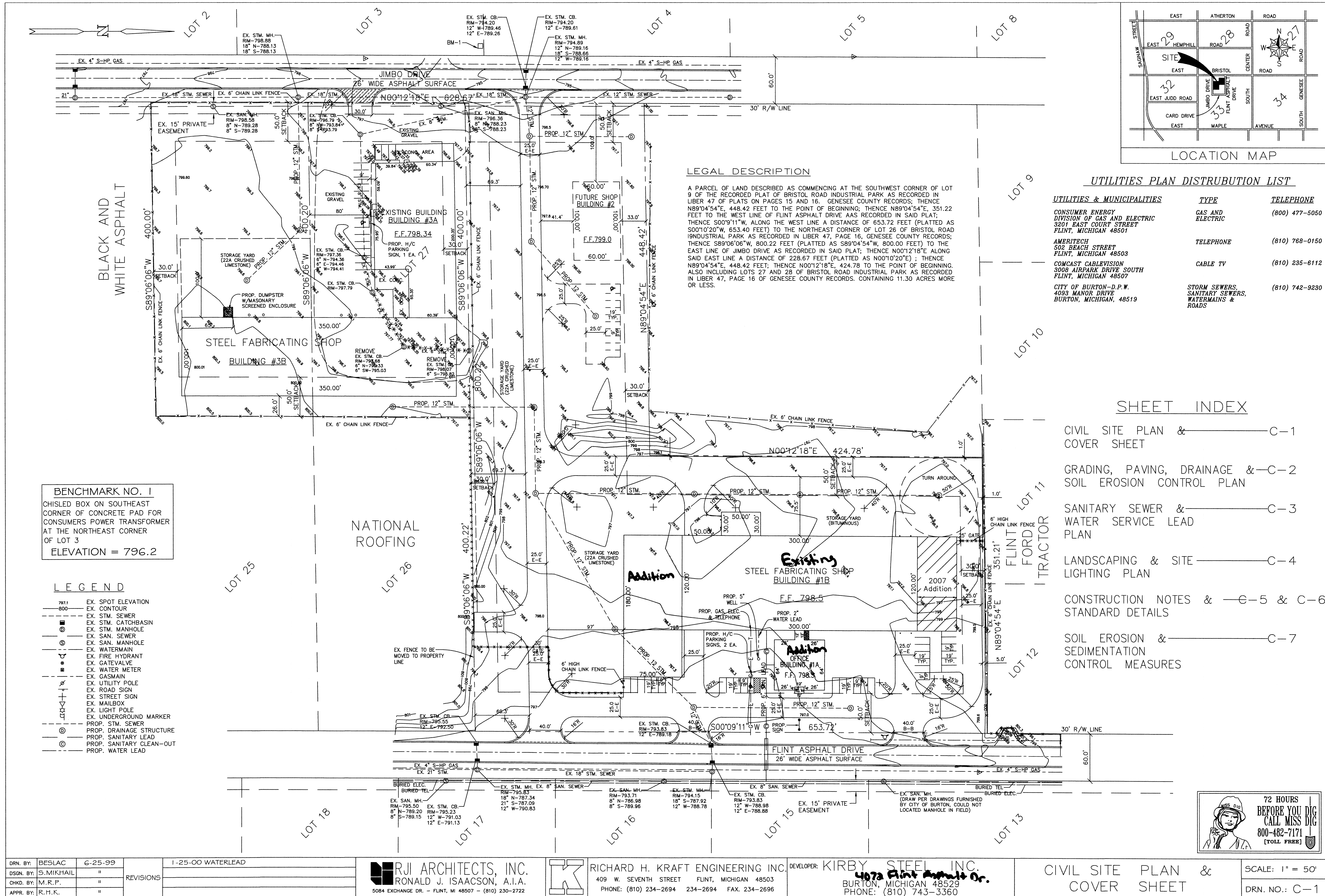
RE: Two Additions

APPLICANT: IT IS TO YOUR ADVANTAGE TO ATTEND THE ABOVE SCHEDULED MEETING. THE PLANNING COMMISSION MAY HAVE QUESTIONS THAT DIRECTLY AFFECT APPROVAL, DENIAL, OR POSTPONING UNTIL THESE QUESTIONS CAN BE ANSWERED.

APPLICANTS SIGNATURE:

NOTE: All site plans must be filed at least two (2) weeks prior to the Planning Commission hearing and **MUST** comply with the procedures set forth in Section 157.092 of Codified Ordinance as attached. Must include **twelve (12) sets** of prints in order to process the application.

Attachment: 16-43 (2671 : SPR #16-43)





Burton Planning Commission

4303 S. Center Road
Burton, MI 48519

SCHEDULED

AGENDA ITEM (ID # 2675)

Meeting: 09/13/16 05:00 PM

Department: Department of Public Works

Category: Site Plan Review

Prepared By: Amber Abbey

Department Head: Robert Slattery

F.2

DOC ID: 2675

SPR #16-45

By: Creekwood Architecture, Inc.
1111 Creekwood Trl.
Burton, MI 48509

Re: 3495 S. Center Rd. Burton, MI 48519
59-27-651-002, 59-27-651-001
C-2 General Business Zoned

For: Addition to the Building

ATTACHMENTS:

- 16-45 (PDF)



City of Burton
Department of Public Works
4093 Manor Drive
Genesee County, Burton, Michigan 48519
(810) 742-9230



APPLICATION FOR SITE PLAN REVIEW

DATE FILED: 8-30-16
FEE: \$200.00
RECEIPT NO: _____
CHECK NO: 15769

SPR #: 16-45

PLEASE PRINT

DATE OF PLANNING COMMISSION MEETING: 9-13-16 @ 5:00 pm

APPLICANTS NAME: CREEKWOOD ARCHITECTURE INC

APPLICANTS ADDRESS: 1111 CREEKWOOD TR, BURTON MI 48509

APPLICANTS PHONE NO: (810) 742-0480

PROPOSED NAME OF BUSINESS: IMP REALITY GROUP - GENESYS PRO

SITE ADDRESS: 3495 S. CANTER RD

SUBDIVISION & LOT # OR PARCEL NUMBER: LOTS 2 & 3 OF SCHRAM ACRES

59-80-150-301

RE: Addition to Building

APPLICANT: IT IS TO YOUR ADVANTAGE TO ATTEND THE ABOVE SCHEDULED MEETING. THE PLANNING COMMISSION MAY HAVE QUESTIONS THAT DIRECTLY AFFECT APPROVAL, DENIAL, OR POSTPONING UNTIL THESE QUESTIONS CAN BE ANSWERED.

APPLICANTS SIGNATURE: _____

NOTE: All site plans must be filed at least two (2) weeks prior to the Planning Commission hearing and **MUST** comply with the procedures set forth in Section 157.092 of Codified Ordinance as attached. Must include **twelve (12) sets** of prints in order to process the application.

Attachment: 16-45 (2675 : SPR #16-45)

1-800-402-7171
(TOLL FREE)

3495 S. CENTER RD
BURTON, Michigan 48529

UTILITY NOTE

UTILITY INFORMATION, AS SHOWN, INDICATES APPROXIMATE LOCATIONS AND TYPES OF FACILITIES ONLY, AS DISCLOSED TO THIS FIRM BY THE VARIOUS UTILITY COMPANY'S RECORDS. NO GUARANTEE IS EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF.

PRIOR TO CONSTRUCTION, ALL LOCATION AND DEPTHS OF EXISTING OVERHEAD AND UNDERGROUND UTILITIES (IN CONFLICT WITH THE CONSTRUCTION OF PROPOSED IMPROVEMENTS) SHALL BE VERIFIED IN FIELD. DURING CONSTRUCTION, CONTRACTOR SHALL USE EXTREME CAUTION WHEN OPERATING NEAR OVERHEAD AND/OR BURIED UTILITIES.

PUBLIC UTILITY STATEMENT

ALL SANITARY SEWER'S 8" AND LARGER IN DIAMETER AND ALL WATER MAINS 6" AND LARGER IN DIAMETER FOR THIS PROJECT ARE DESIGNED FOR AND WILL BECOME A PUBLIC SYSTEM UPON SATISFACTORY APPROVAL BY THE AGENCY MUNICIPALITY

PLAN SUBMISSION LIST

515 ANNE KUBIC-64628 BEECHER ROAD FLINT, MICHIGAN 48952
 GENESEE COUNTY DRAIN COMMISSIONER-STORM DRAIN DIVISION
 GENESEE COUNTY DRAIN COMMISSIONER-DIVISION OF
 WATER AND WASTE SERVICES
 CITY OF EBYRON BUILDING DEPARTMENT
 STATE OF MICHIGAN
 CONSUMER ENERGY
 AMERITECH
 PHILIP BRACKEY-607 BEECH ST. ROOM 4232 FLINT, MICHIGAN 48952
 DAVID DANIEL-530 E. COURT ST. FLINT, MICHIGAN 48901
 4098 MAJOR DR. EBYRON, MICHIGAN 48919
 NEL WARTZ, P.E.-5460 BEECHER ROAD, FLINT, MICHIGAN 48952

NOTE: THIS PROJECT HAS BEEN DESIGNED IMPLEMENTING THE LATEST GDCDC-WWS DESIGN SPECIFICATIONS. CAREFULLY REVIEW THE NOTES, DETAILS AND DESIGN PRIOR TO SUBMITTING A BID. FULL COMPLIANCE WITH THE NEW STANDARDS WILL BE REQUIRED.

BUILDING INFORMATION:

BUILDING DATA: (USE GROUP)	B (BUSINESS)	BUILDING CODE
5B (UNPROTECTED)		MECHANICAL CODE -
EXISTING BUILDING		PLUMBING CODE -
NEW ADDITION		DESIGN LOAD -
267-7	21,505 SF	ATTIC LIVE LOAD -
	5,304 SF	DEAD LOAD -
	26,509 SF	SOIL BEARING CAPAC
	268 PEOPLE PER MBC	

AREA CALCULATIONS

AREA MODIFICATIONS			
Area #1 - Garage Center	246		
F =	516	Building Permitted with 20' min.	Open Space
W =	30	Minimum Width of Public Way or	Open Space
W =	24271	Minimum Width of Public Way or	Open Space
A1 =	6000	Actual Floor Area	
A2 =	5000	Actual Floor Area per Lot 503	
B =	300	Area Increase due to Sprinkler	
			27500 sq. ft.

COVER SHEET

SITE
S1 COMPOSITE SITE PLAN
S2 ENLARGED SITE PLAN
S3 SITE GRADING PLAN
S4 SITE DRAINAGE PLAN
S5 STORM CALCULATIONS
S6 SITE LIGHTING PLAN
S7 SOIL EROSION CONTROL PLAN
S8 SOIL EROSION CONTROL LEGEND
S9 SITE DETAILS
NOTES

ARCHITECTURAL

A2 COMPOSITE FLOOR PLAN
A3 LOWER LEVEL FLOOR PLAN
A4 UPPER LEVEL FLOOR PLAN
A5 EXTERIOR ELEVATIONS

MECHANICAL,

ALL PUBLIC SANITARY SEWER AND PUBLIC WATER MAINS SHALL HAVE AN EASEMENT GRANTED TO THE AGENCY OR MUNICIPALITY FOR MAINTENANCE, REPAIR, AND/OR REPLACEMENT FOR CONDUIMENTS. THE EASEMENT SHALL BE RECORDED ON THE MASTER DEED DOCUMENT AND FOR A SUBDIVISION, THE EASEMENT SHALL BE NOTED ON THE FINAL RECORD PLAT. ALL OTHERS SHALL BE RECORDED ON STANDARD GDDC EASEMENT DOCUMENTS.

N.P.D.E.S. STATEMENT

THERE WILL BE LESS THAN 5.0 ACRES DISTURBED, THEREFORE AN N.P.D.E.S. PERMIT IS NOT REQUIRED.

CONTRACTOR ALERT STATEMENT

THIS PROJECT HAS BEEN DESIGNED USING THE LATEST G.C.D.C. CRITERIA, REVIEW THE NOTES, DETAILS, AND DESIGN CAREFULLY PRIOR TO SUBMITTING A BID. FULL COMPLIANCE WITH THE NEW STANDARDS WILL BE REQUIRED.

BENCHMARK:

EW41
OWNER OF CONC. SLAB
ELEVATION = 778.0 - U.S.G.S.

EW42
SPRINT IN POWER POLE
ELEVATION = 777.63 - U.S.G.S.

6-5-4628 BEECHER ROAD, FLINT, MICHIGAN 48552

6-5-4610 BEECHER ROAD, FLINT, MICHIGAN 48552

DOR BURTON, MICHIGAN 48514

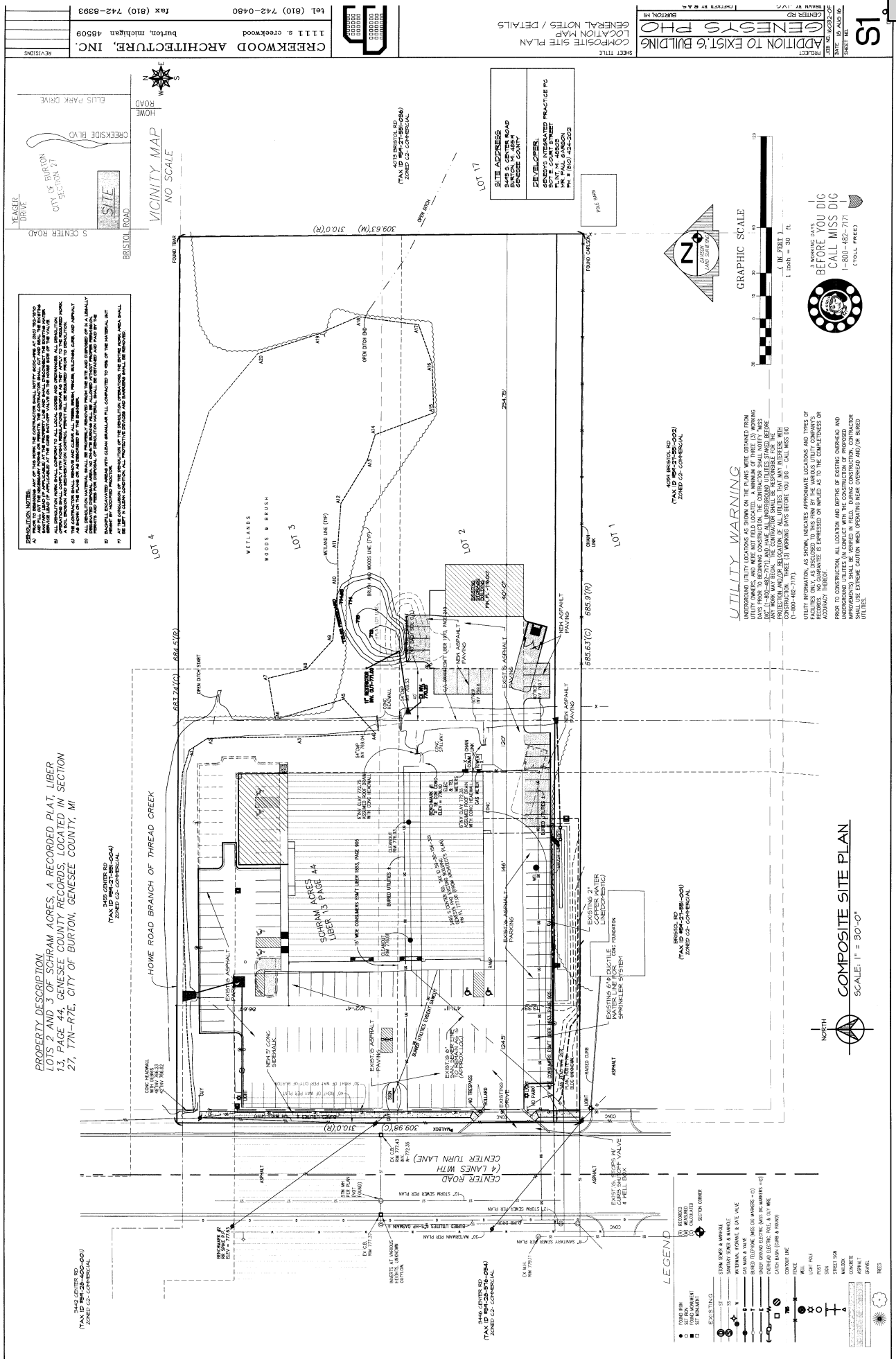
EL-3201 E. COURT ST, FLINT, MICHIGAN 48501

465002 BEECH ST, ROOM 402, FLINT, MICHIGAN 48502

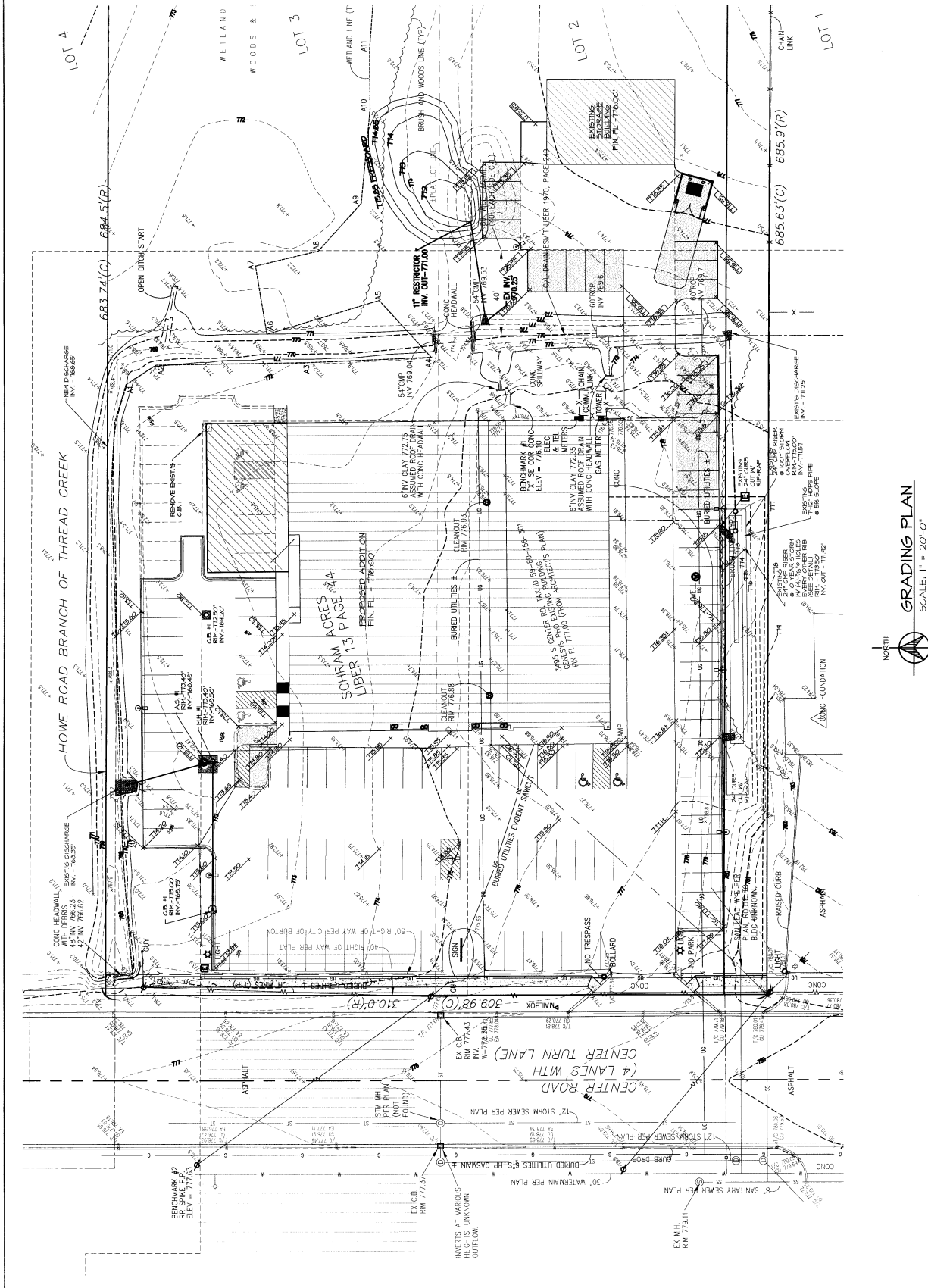
PLAN DISTRIBUTION LIST & DATES:

CITY OF BURTON FOR SITE PLAN REVIEW - 29 AUGUST 2016

ARCHITECTS JOB # 16032-0F







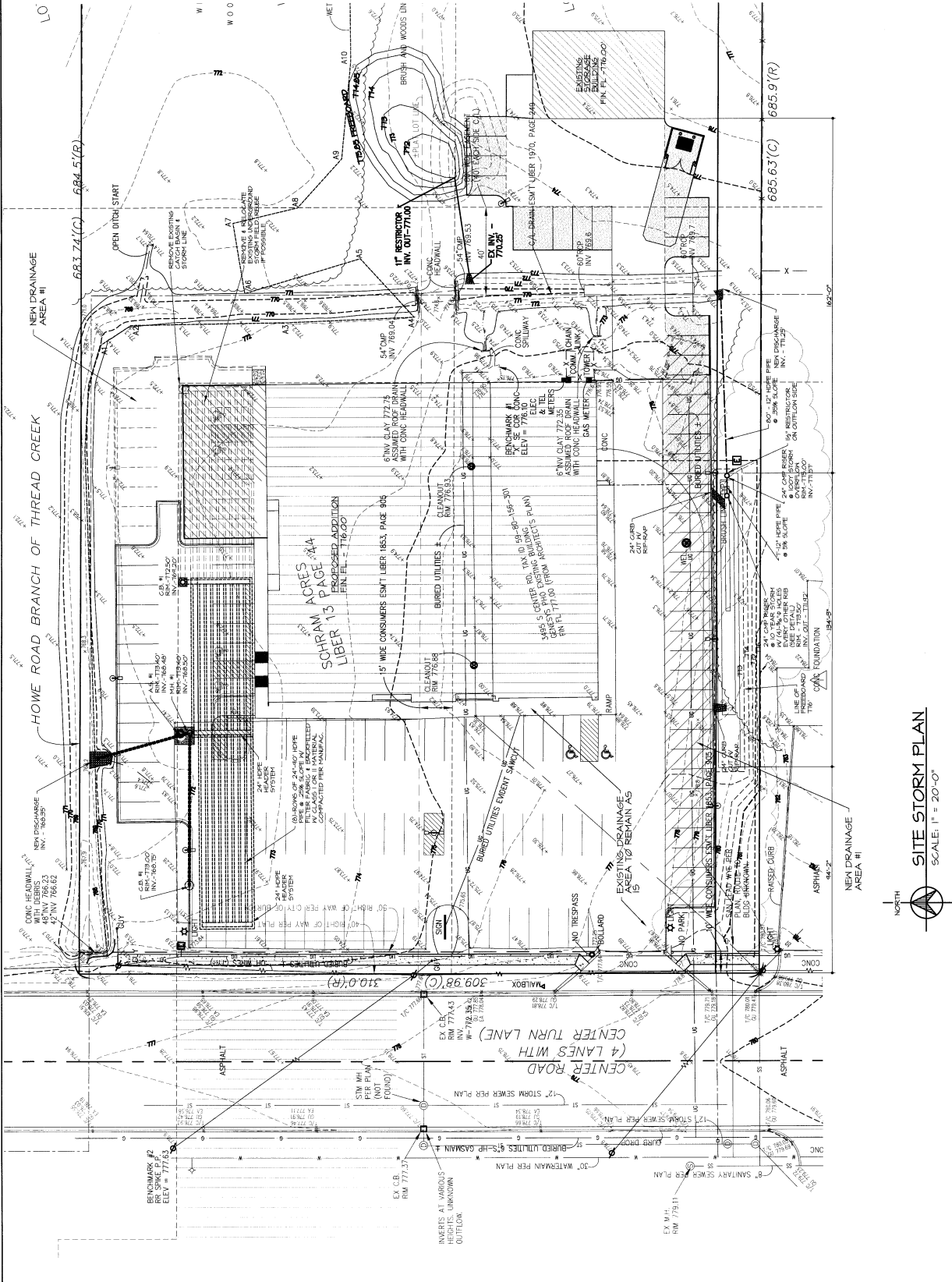
S4

PROJECT
ADDITION TO EXIST'G BUILDING
GENEST'S PHO

SHEET NO.
DATE: 15 AUG 97
DRAWN BY: JVC
CHECKED BY: RAS

SHEET TITLE
STORM SEWER PLAN

REVISIONS
CREEKWOOD ARCHITECTURE, INC.
1111 S. CREEKWOOD
BURTON, MICHIGAN 48509
Tel: (810) 742-0480 Fax: (810) 742-8393



EXISTING DRAINAGE CALCULATIONS

DETERMINATION OF IDENTIFICATION VALUE 10 Year									
TC	I	Ch A	Ch B	Ch C	Ch D	Ch E	Ch F	Ch G	Ch H
10	377	0.54	0.12	0.30	0.00	1797			
11	377	0.54	0.12	0.30	0.00	1797			
12	377	0.54	0.12	0.30	0.00	1797			
13	390	0.54	0.12	0.30	0.10	1696	3075		
14	390	0.54	0.12	0.30	0.10	1696	3075		
15	390	0.54	0.12	0.30	0.10	1696	3075		
16	390	0.54	0.12	0.30	0.10	1696	3075		
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96	390	0.54	0.12	0.30	0.10	1696	3075		
97	390	0.54	0.12	0.30	0.10	1696	3075		
98	390	0.54	0.12	0.30	0.10	1696	3075		
99	390	0.54	0.12	0.30	0.10	1696	3075		
100	390	0.54	0.12	0.30	0.10	1696	3075		

Storage Calculations		Area	Total Storage
Unassigned Storage			0.975
24" w/ 20% Storage and		3.142	2.97
24" H-PCP Pipe 60" ID			
TOTAL STORAGE REQUIREMENT			
6.92			

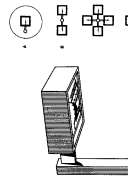
50' DIA. BOX TIE SPIDER	
Box	1.00
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DETERMINATION OF DETENTION VOLUME (in Year)									
Flow	Peak length (h)	Peak flow (cfs)	Peak flow (MGD)	100 Year				50 Year	
				Q ₁₀₀ (cfs)	Q ₁₀₀ (MGD)	Q ₅₀ (cfs)	Q ₅₀ (MGD)		
100 Year	1.0	100	1.0	100	1.0	100	1.0	100	1.0
50 Year	1.0	50	0.5	50	0.5	50	0.5	50	0.5
25 Year	1.0	25	0.25	25	0.25	25	0.25	25	0.25
10 Year	1.0	10	0.1	10	0.1	10	0.1	10	0.1
5 Year	1.0	5	0.05	5	0.05	5	0.05	5	0.05
2 Year	1.0	2	0.02	2	0.02	2	0.02	2	0.02
1 Year	1.0	1	0.01	1	0.01	1	0.01	1	0.01
0.5 Year	1.0	0.5	0.005	0.5	0.005	0.5	0.005	0.5	0.005
0.2 Year	1.0	0.2	0.002	0.2	0.002	0.2	0.002	0.2	0.002
0.1 Year	1.0	0.1	0.001	0.1	0.001	0.1	0.001	0.1	0.001
0.05 Year	1.0	0.05	0.0005	0.05	0.0005	0.05	0.0005	0.05	0.0005
0.02 Year	1.0	0.02	0.0002	0.02	0.0002	0.02	0.0002	0.02	0.0002
0.01 Year	1.0	0.01	0.0001	0.01	0.0001	0.01	0.0001	0.01	0.0001
0.005 Year	1.0	0.005	0.00005	0.005	0.00005	0.005	0.00005	0.005	0.00005
0.002 Year	1.0	0.002	0.00002	0.002	0.00002	0.002	0.00002	0.002	0.00002
0.001 Year	1.0	0.001	0.00001	0.001	0.00001	0.001	0.00001	0.001	0.00001
0.0005 Year	1.0	0.0005	0.000005	0.0005	0.000005	0.0005	0.000005	0.0005	0.000005
0.0002 Year	1.0	0.0002	0.000002	0.0002	0.000002	0.0002	0.000002	0.0002	0.000002
0.0001 Year	1.0	0.0001	0.000001	0.0001	0.000001	0.0001	0.000001	0.0001	0.000001
0.00005 Year	1.0	0.00005	0.0000005	0.00005	0.0000005	0.00005	0.0000005	0.00005	0.0000005
0.00002 Year	1.0	0.00002	0.0000002	0.00002	0.0000002	0.00002	0.0000002	0.00002	0.0000002
0.00001 Year	1.0	0.00001	0.0000001	0.00001	0.0000001	0.00001	0.0000001	0.00001	0.0000001
0.000005 Year	1.0	0.000005	0.00000005	0.000005	0.00000005	0.000005	0.00000005	0.000005	0.00000005
0.000002 Year	1.0	0.000002	0.00000002	0.000002	0.00000002	0.000002	0.00000002	0.000002	0.00000002
0.000001 Year	1.0	0.000001	0.00000001	0.000001	0.00000001	0.000001	0.00000001	0.000001	0.00000001
0.0000005 Year	1.0	0.0000005	0.000000005	0.0000005	0.000000005	0.0000005	0.000000005	0.0000005	0.000000005
0.0000002 Year	1.0	0.0000002	0.000000002	0.0000002	0.000000002	0.0000002	0.000000002	0.0000002	0.000000002
0.0000001 Year	1.0	0.0000001	0.000000001	0.0000001	0.000000001	0.0000001	0.000000001	0.0000001	0.000000001

DETERMINATION OF RETENTION VOLUME									
TC (Min.)	Cin (lb/ft)	Cin-A (lb/ft)	Q in (CF)	Q out (CF)	Q in-Q out (CF)	Volume (CF)	155 Year	155 Year	
								Q in	Q out
35	0.27	0.27	1.50	0.19	1.31	1.46	1876		
30	0.30	0.27	1.50	0.13	1.36	1721			
25	0.33	0.27	1.50	0.07	1.43	1576			
20	0.36	0.27	1.50	0.01	1.49	1431			
15	0.39	0.27	1.50	0.05	1.45	1286			
10	0.42	0.27	1.50	0.09	1.41	1141			
5	0.45	0.27	1.50	0.13	1.36	996			
0	0.48	0.27	1.50	0.17	1.33	851			
35	0.27	0.27	1.50	0.19	1.31	1876			
30	0.30	0.27	1.50	0.13	1.36	1721			
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5	0.45	0.27	1.50	0.13	1.36	996			
0	0.48	0.27	1.50	0.1					

NORTH PARKING LOT RECALCULATIONS

EAST PARKING LOT RECALCULATIONS



STATISTICS					
DESCRIPTION	SYMBOL	AVG.	MAX.	MIN.	MAX/MIN.
Lighting Poles	+	1.10 ft.	12.91 ft.	0.11 ft.	114.48:1
					(15.7%)

LUMINAIRE SCHEDULE					
SYMBOL	LABEL	GTY.	CATALOG #	DESCRIPTION	LAMP
QW	"X"	6	KAD 400 TR4	DESIGNER TRACK SHOCK TIGHTEN LUMINAIRE	ONE 400 WATT CLEAR HORIZONTAL POSITION

NOTES

1. ALL LIGHT FIXTURES TO BE ON 20' HIGH POLES BRONZE ANODIZED ALUMINUM ON A CONCRETE POLE BASE TO BE 2'-0" x 2'-6" HIGH ABOVE GRADE. CONCRETE BASE TO EXTEND A MIN. OF 4'-0" BELOW GRADE. PROVIDE (4) 40 DOWELS & ANCHOR BOLTS AS PER LIGHT POLE MANUFACTURERS SPECS. CHAMFER TOP EDGE 1". PROVIDE (4) 40 DOWELS & ANCHOR BOLTS TO BE INSTALLED IN BASE AS REQUIRED PER MANUFACTURERS SPECS.

LIGHTING PLAN
SCALE: 1" = 20'-0"

57

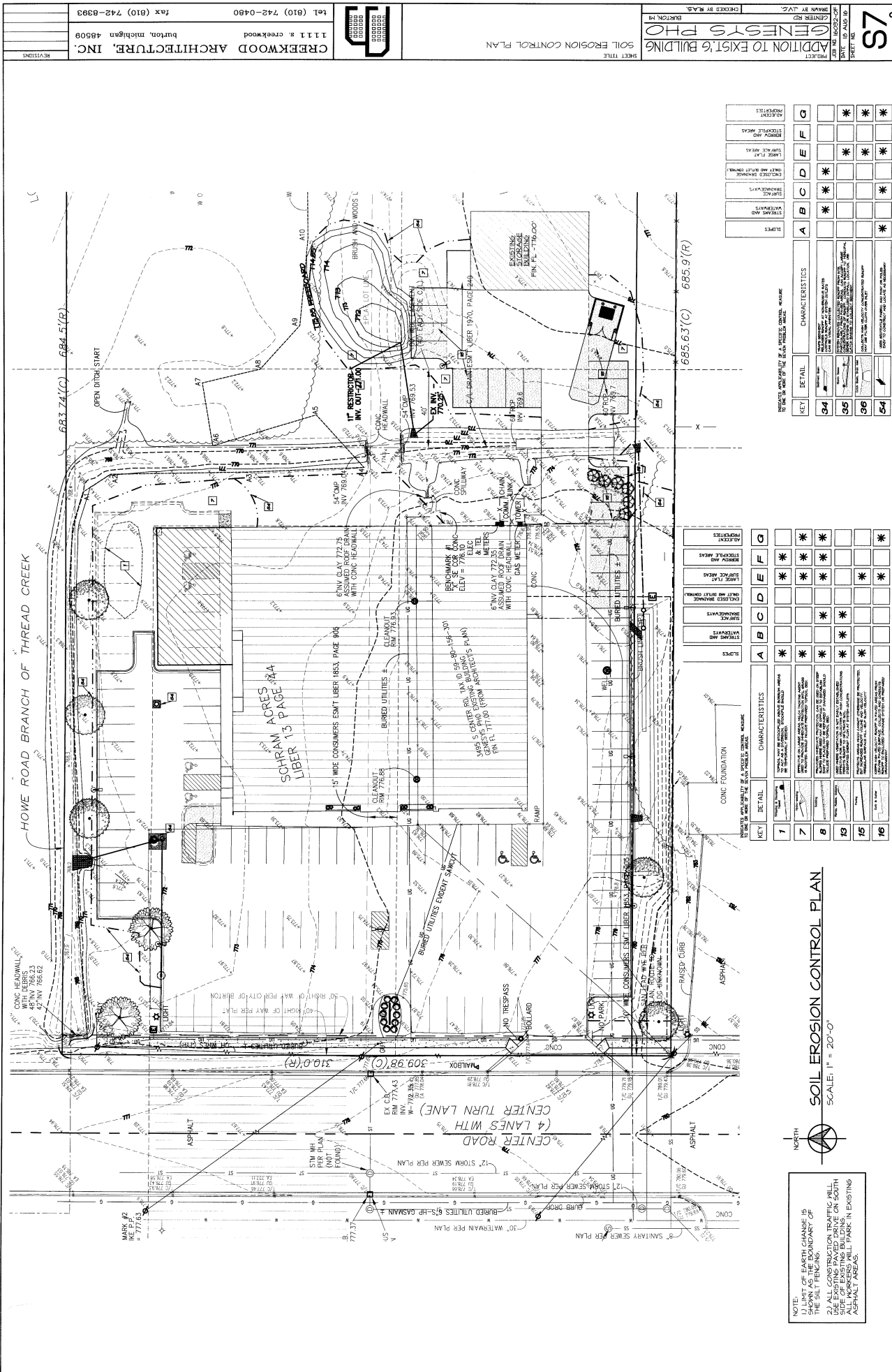


Table with 2 columns: REVISIONS, and empty rows for revision tracking.



TEMPORARY SEEDING GUIDE

Table with 2 columns: TYPE OF SEED, and empty rows for seed type selection.

Table with 2 columns: RECOMMENDED PLANTING SEASON, and empty rows for planting season selection.

* RATE OF APPLICATION APPLIES TO ALL ZONES



PERMANENT SEEDING GUIDE

Table with 2 columns: SEEDING RATE, and empty rows for seeding rate selection.

Table with 2 columns: SEEDING RATE, and empty rows for seeding rate selection.

Table with 2 columns: CONSTRUCTION SEQUENCE, and empty rows for construction sequence selection.

- 1. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval.

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NOTES TO CONSULTANTS

- 1. Where a public utility system or structure is proposed to be installed in a project, the applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval.

Table with 2 columns: ADJACENT PROPERTIES, and empty rows for adjacent properties selection.

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DEMOLITION

- 1. All demolition work shall be completed within 30 days of the start of construction. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval.

SOIL EROSION & SEDIMENTATION CONTROL

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DUNE STREAM CROSSING NOTES

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CONSTRUCTION SEQUENCE

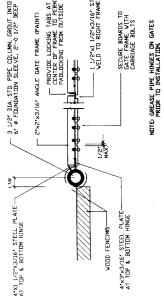
- 1. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval. The applicant shall submit a copy of this plan to the Department of Planning and Development (D) for review and approval.

DUNE STREAM CROSSING NOTES

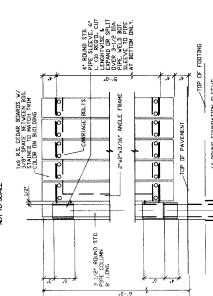
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MICHIGAN UNITED KEYING SYSTEM

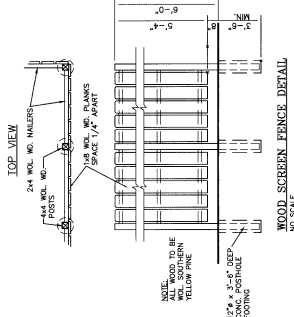
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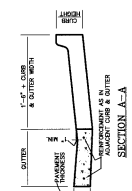
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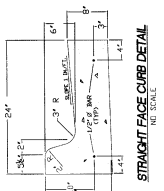
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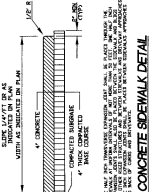
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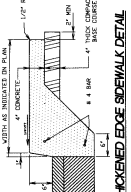
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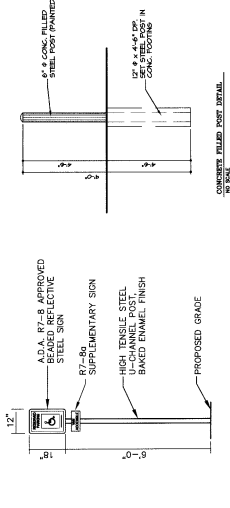
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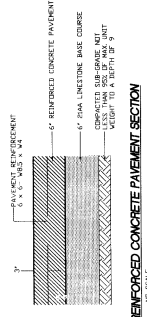
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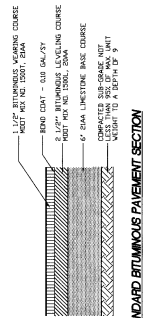
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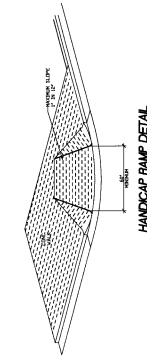
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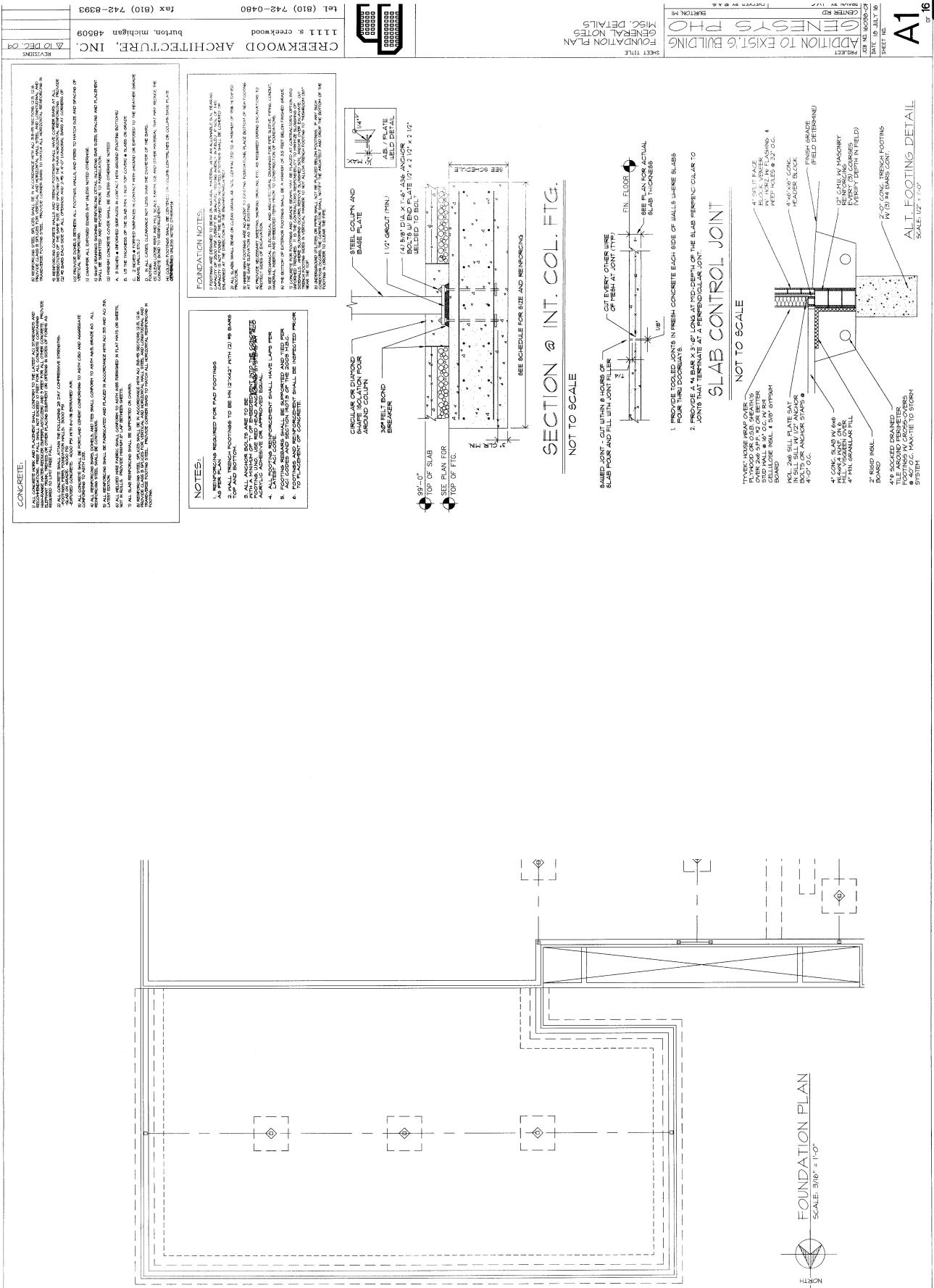
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STANDARD BITUMINOUS PAVEMENT SECTION
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HANDICAP RAMP DETAIL
NO SCALE



A2

SHEET NO.

DATE: 02/28/2017

PROJECT: ADDITION TO EXIST'G BUILDING

CENTER RD

GENESTY'S PHO

PROJECT NO.

DATE: 02/28/2017

PROJECT: ADDITION TO EXIST'G BUILDING

CENTER RD

GENESTY'S PHO

PROJECT NO.

DATE: 02/28/2017

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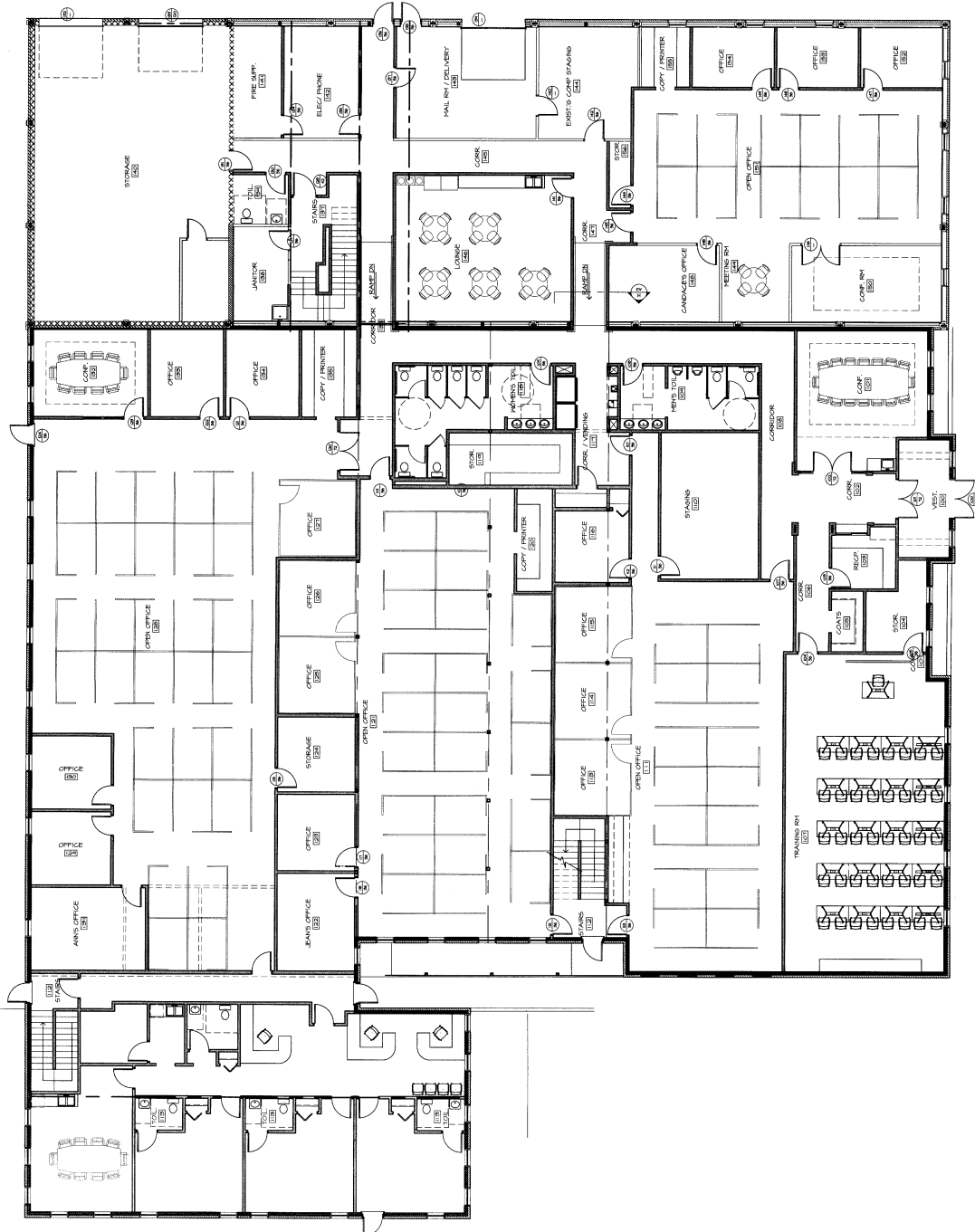
GENESTY'S PHO

PROJECT NO.

1111 S. CREEKWOOD
BURTON, MICHIGAN 48509
CREEKWOOD ARCHITECTURE, INC.
REVISING

COMPOSITE FLOOR PLAN

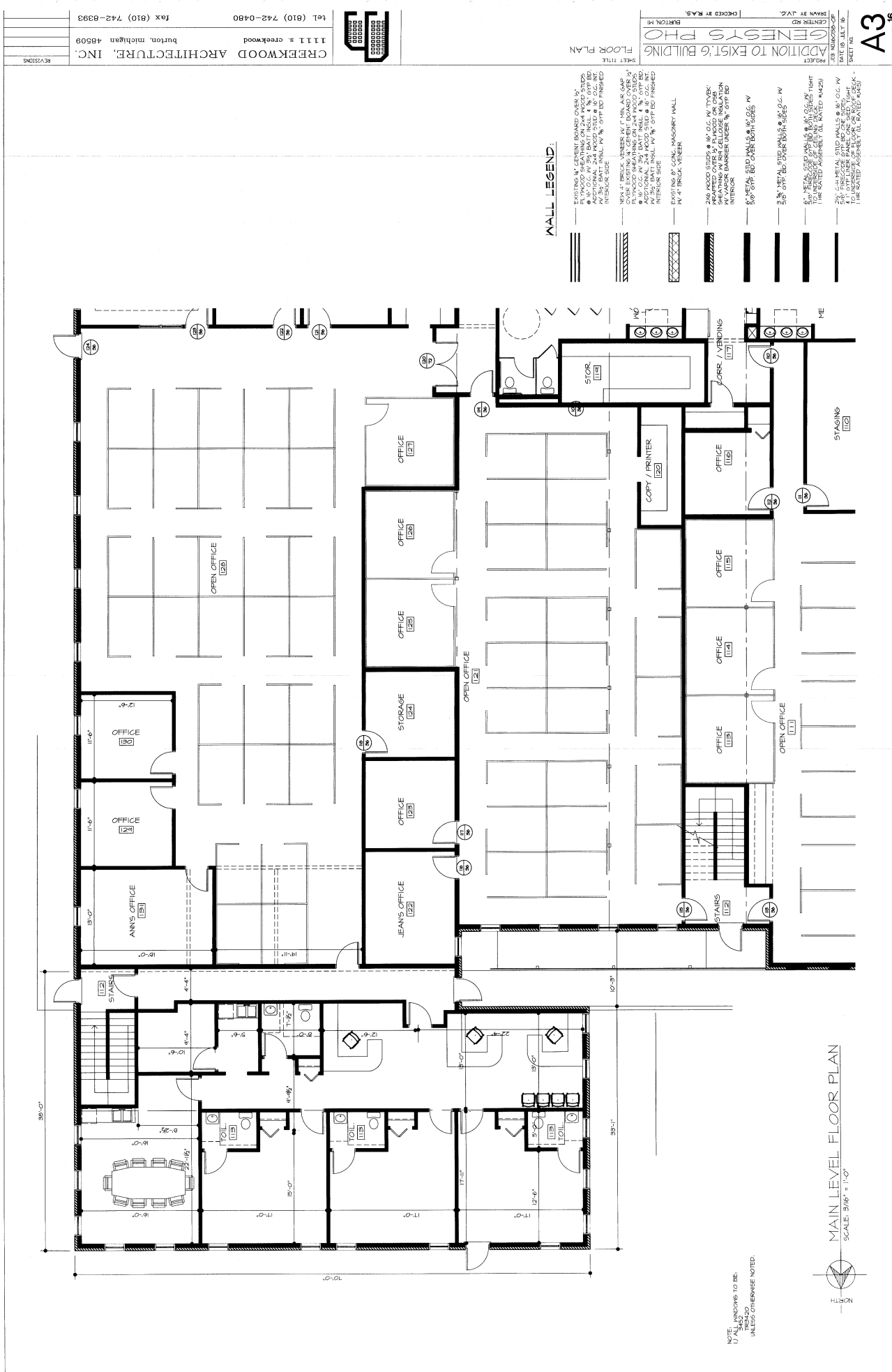
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CENTER RD
GENESTY'S PHO
PROJECT NO.
DATE: 02/28/2017

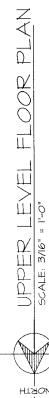


COMPOSITE FLOOR PLAN

SCALE: 1/8" = 1'-0"









Burton Planning Commission

4303 S. Center Road
Burton, MI 48519

SCHEDULED

AGENDA ITEM (ID # 2668)

Meeting: 09/13/16 05:00 PM

Department: Department of Public Works

Category: Administrative Site Plan Review

Prepared By: Amber Abbey

Department Head: Robert Slattery

G.1

DOC ID: 2668

SPR #16-40

By: Burton Bee, LLC.
19700 Hall Rd., Suite 790
Clinton Twp., MI 48038

Re: 2350 S. Center Rd. Burton, MI 48529

For: AT&T Retail Store

ATTACHMENTS:

- 16-40 (PDF)



City of Burton
Department of Public Works
4093 Manor Drive
Genesee County, Burton, Michigan 48519
(810) 742-9230



APPLICATION FOR ADMINISTRATIVE SITE PLAN REVIEW

DATE FILED: 6-29-16

FEE: \$75.00

RECEIPT NO: _____

CHECK NO: 20275

SPR #: 16-40

PLEASE PRINT

DATE: 6-22-16

APPLICANTS NAME: BURTON BEE, LLC

APPLICANTS ADDRESS: 19700 HALL RD., SUITE 790, CLINTON TWP., MI 48038

APPLICANTS PHONE NO: 586-263-3800

PROPOSED NAME OF BUSINESS: AT & T PRIME WIRELESS

SITE ADDRESS: 2350 S. CENTER RD, BURTON, MI 48529

SUBDIVISION & LOT # OR PARCEL NUMBER: 59-21-529-094

TYPE: ☒ CHANGE OF OWNERSHIP/USE ☐ CONSTRUCTION LESS THAN 2%

USE OF STRUCTURE: AT & T RETAIL STORE

SQ FOOTAGE OF PROPERTY: .55 ACRES

SQ FOOTAGE OF STRUCTURE: 3059 SF

NUMBER OF EMPLOYEES/SEATS: 6 EMPLOYEES

APPLICANTS SIGNATURE: [Signature]

*** ALSO ATTACH A FLOOR PLAN OF THE PROPOSED BUSINESS.

Attachment: 16-40 (2668 : SPR #16-40)



Burton Planning Commission

4303 S. Center Road
Burton, MI 48519

SCHEDULED

AGENDA ITEM (ID # 2669)

Meeting: 09/13/16 05:00 PM

Department: Department of Public Works

Category: Administrative Site Plan Review

Prepared By: Amber Abbey

Department Head: Robert Slattery

G.2

DOC ID: 2669

SPR #16-41

By: Matthew Church
16048 Silvercrest Dr.
Fenton, MI 48430

Re: 4507 Davison Rd. Burton, MI 48509

For: Used Vehicle Sales

ATTACHMENTS:

- 16-41 (PDF)



City of Burton
 Department of Public Works
 4093 Manor Drive
 Genesee County, Burton, Michigan 48519
 (810) 742-9230



APPLICATION FOR ZONING REVIEW

DATE FILED: 7-15-16

FEE: \$40.00

RECEIPT NO: _____

CHECK NO: 1004

SPR #: 16-41

PLEASE PRINT

DATE: 7-11-2016

APPLICANTS NAME: MATTHEW CHURCH

APPLICANTS ADDRESS: 16048 Silvercrest Dr. Fenton, MI 48430

APPLICANTS PHONE NO: (810) 625-8512

PROPOSED NAME OF BUSINESS: UNEER AUTO GROUP

PROPOSED TYPE OF BUSINESS: AUTO SALES

SITE ADDRESS: 4507 Davison Rd. Burton, MI 48509

USE OF STRUCTURE: sales office

SQ FOOTAGE OF PROPERTY: ≈ 10,000 ft²

SQ FOOTAGE OF STRUCTURE: 600 ft²

NUMBER OF EMPLOYEES/SEATS: 1

APPLICANTS SIGNATURE: 

*** ALSO ATTACH A FLOOR PLAN OF THE EXISTING AND PROPOSED BUSINESS.

Attachment: 16-41 (2669 : SPR #16-41)



Burton Planning Commission

4303 S. Center Road
Burton, MI 48519

SCHEDULED

AGENDA ITEM (ID # 2670)

Meeting: 09/13/16 05:00 PM

Department: Department of Public Works

Category: Administrative Site Plan Review

Prepared By: Amber Abbey

Department Head: Robert Slattery

G.3

DOC ID: 2670

SPR #16-42

By: Hani Poorsaber
6220 Wilderness Pte.
Grand Blanc, MI 48439

Re: 5516 Atherton Rd. Burton, MI 48519

For: Balloon Shop

ATTACHMENTS:

- 16-42 (PDF)



City of Burton
 Department of Public Works
 4093 Manor Drive
 Genesee County, Burton, Michigan 48519
 (810) 742-9230



APPLICATION FOR ZONING REVIEW

DATE FILED: 7-18-16

FEE: \$40.00

RECEIPT NO: _____

CHECK NO: CASH

SPR #: 16-42

PLEASE PRINT

DATE: 6-23-16

APPLICANTS NAME: HANI POORSABER

APPLICANTS ADDRESS: 6220 wilderness Pt Grand Blanc, MI 48439
5516 E Atherton Rd Burton, MI 48519

APPLICANTS PHONE NO: 747-242-8975 - 810-624-5267

PROPOSED NAME OF BUSINESS: Balloon shop

PROPOSED TYPE OF BUSINESS: Retail

SITE ADDRESS: 5516 E Atherton

USE OF STRUCTURE: Retail

SQ FOOTAGE OF PROPERTY: 15,000 sq

SQ FOOTAGE OF STRUCTURE: 1,120

NUMBER OF EMPLOYEES/SEATS: 3

APPLICANTS SIGNATURE: [Signature]

*** ALSO ATTACH A FLOOR PLAN OF THE EXISTING AND PROPOSED BUSINESS.

Attachment: 16-42 (2670 : SPR #16-42)



Burton Planning Commission

4303 S. Center Road
Burton, MI 48519

SCHEDULED

AGENDA ITEM (ID # 2672)

Meeting: 09/13/16 05:00 PM

Department: Department of Public Works

Category: Administrative Site Plan Review

Prepared By: Amber Abbey

Department Head: Robert Slattery

G.4

DOC ID: 2672

SPR #16-44

By: Ken Lewaar
1409 10th St.
Bay City, MI 48708

Re: 1245 S. Center Rd. Burton, MI 48509

For: Spirit Halloween Store

ATTACHMENTS:

- 16-44 (PDF)



City of Burton
 Department of Public Works
 4093 Manor Drive
 Genesee County, Burton, Michigan 48519
 (810) 742-9230



APPLICATION FOR ZONING REVIEW

DATE FILED: 8-29-16

FEE: \$40.00

RECEIPT NO: Cash

CHECK NO:

SPR #: 16-44

PLEASE PRINT

DATE: 8/29/16

APPLICANTS NAME: KEN LEWAAR

APPLICANTS ADDRESS: 1409 10th ST. BAY CITY, MI 48708

APPLICANTS PHONE NO: 989-327-5171

PROPOSED NAME OF BUSINESS: SPIRIT HALLOWEEN

PROPOSED TYPE OF BUSINESS: Seasonal retail store

SITE ADDRESS: 1245 S. Center Rd.

USE OF STRUCTURE: Seasonal Retail

SQ FOOTAGE OF PROPERTY:

SQ FOOTAGE OF STRUCTURE: 7500

NUMBER OF EMPLOYEES/SEATS: 8-12

APPLICANTS SIGNATURE: *Ken Lewaar*

*** ALSO ATTACH A FLOOR PLAN OF THE EXISTING AND PROPOSED BUSINESS.

Attachment: 16-44 (2672 : SPR #16-44)



Burton Planning Commission
4303 S. Center Road
Burton, MI 48519

Meeting: 09/13/16 05:00 PM
Department: Department of Public Works
Category: Presentation
Prepared By: Amber Abbey
Department Head: Robert Slattery

H.1

SCHEDULED

AGENDA ITEM (ID # 2676)

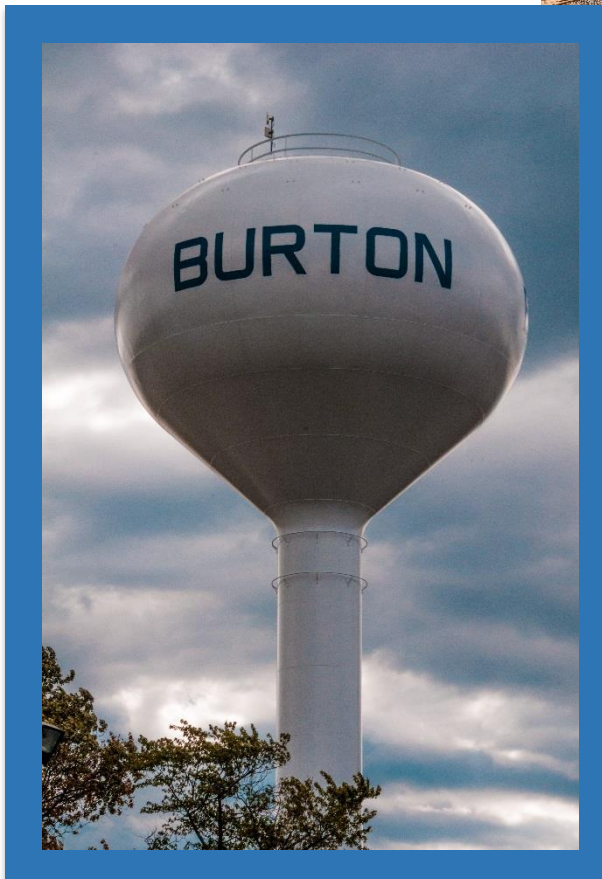
DOC ID: 2676

Progress Report on Master Plan

Presentation on the progress of the Master Plan by ROWE Professional Services Company

ATTACHMENTS:

- September Meeting Back up (PDF)



CITY OF BURTON

Master Plan 2016-2036

Adopted: _____

With assistance by:



**ROWE PROFESSIONAL
SERVICES COMPANY**

Engineering – Surveying – Aerial Photography/Mapping
Landscape Architecture – Planning



The City of Burton

Master Plan 2016-2036

Adopted: _____

Acknowledgements to:

City Officials

Mayor: Paula Zelenko

Deputy Planning Official: Amber Abbey

City Council

President: Steven Heffner

Vice President: Duane Haskins

Ellen Ellenburg

Steven Hatfield

Thomas Martinbianco

Dennis O'Keefe

Vaughn Smith

City Planning Commission

Chairman: Deb Walton

Vice Chairman: Kevin Burge

Ellen Ellenberg

Mary Ann White

Robert Johnson

Tom Gorang

John Benthall

Kris John

City Attorney

Amanda Doyle

Planning Consultant

ROWE Professional Services Company

540 S. Saginaw Street, Suite 200

P.O. Box 3748

Flint, MI 48502

(810) 341-7500 Fax: (810) 341-7573



**ROWE PROFESSIONAL
SERVICES COMPANY**

Engineering – Surveying – Aerial Photography/Mapping
Landscape Architecture – Planning

City Council Resolution of Adoption Placeholder

DRAFT

Planning Commission Resolution of Adoption Placeholder

DRAFT

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Executive Summary

The rest of this section has yet to be written.--- Place Holder

DRAFT

Chapter 1. Community Description

Community Profile

There are many different components of a community including history, county government, school district, and residents who live here. The community description chapter will go over the brief history of the City of Burton, Genesee County, school districts within the city, demographic information of population, housing, and economy.

Brief History of the City of Burton



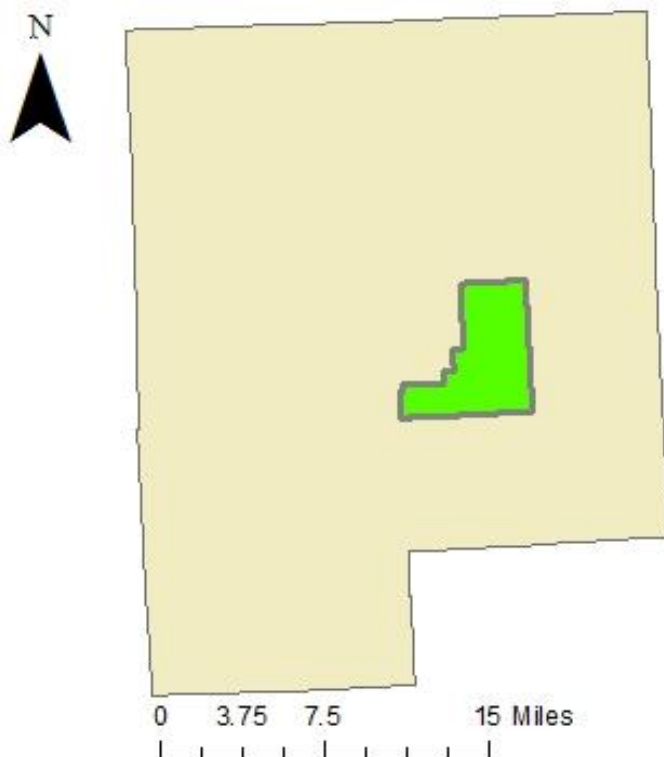
The City of Burton started as part of the Atherton Settlement that was established in 1835¹. Atherton is the name of the brothers who travelled from New York to Michigan to farm². In 1971, the township started to seek city status and on May 16, 1972 the township was incorporated as the City of Burton³. The farming township has now transformed from an agricultural community into a thriving suburban community.

Genesee County

Genesee County was fully organized on April 4 in 1836. The county is located north of Livingston and Oakland County, east of Shiawassee County, south of Saginaw and Tuscola Counties, and west of Lapeer County. Genesee County spans 650 square miles. Within its jurisdiction there are thirteen (13) cities/villages and seventeen (17) townships. The largest city within the jurisdiction is the City of Flint.

The City of Burton is located in southeastern Genesee County (Map 1-1). Genesee County facilities and parks within the City of Burton include the County Health Department and two parks, For-Mar Nature Preservation and Arboretum and Davison Roadside Park. The city also houses the 67th District Court-Burton Division.

Map 1-1: Location Map in Genesee County



Source: Michigan Department of Technology, Management, and Budget. "Michigan Geographic Data Library." Using: ArcGIS (GIS software). Version 10.4. ROWE Professional Services Company, MI.

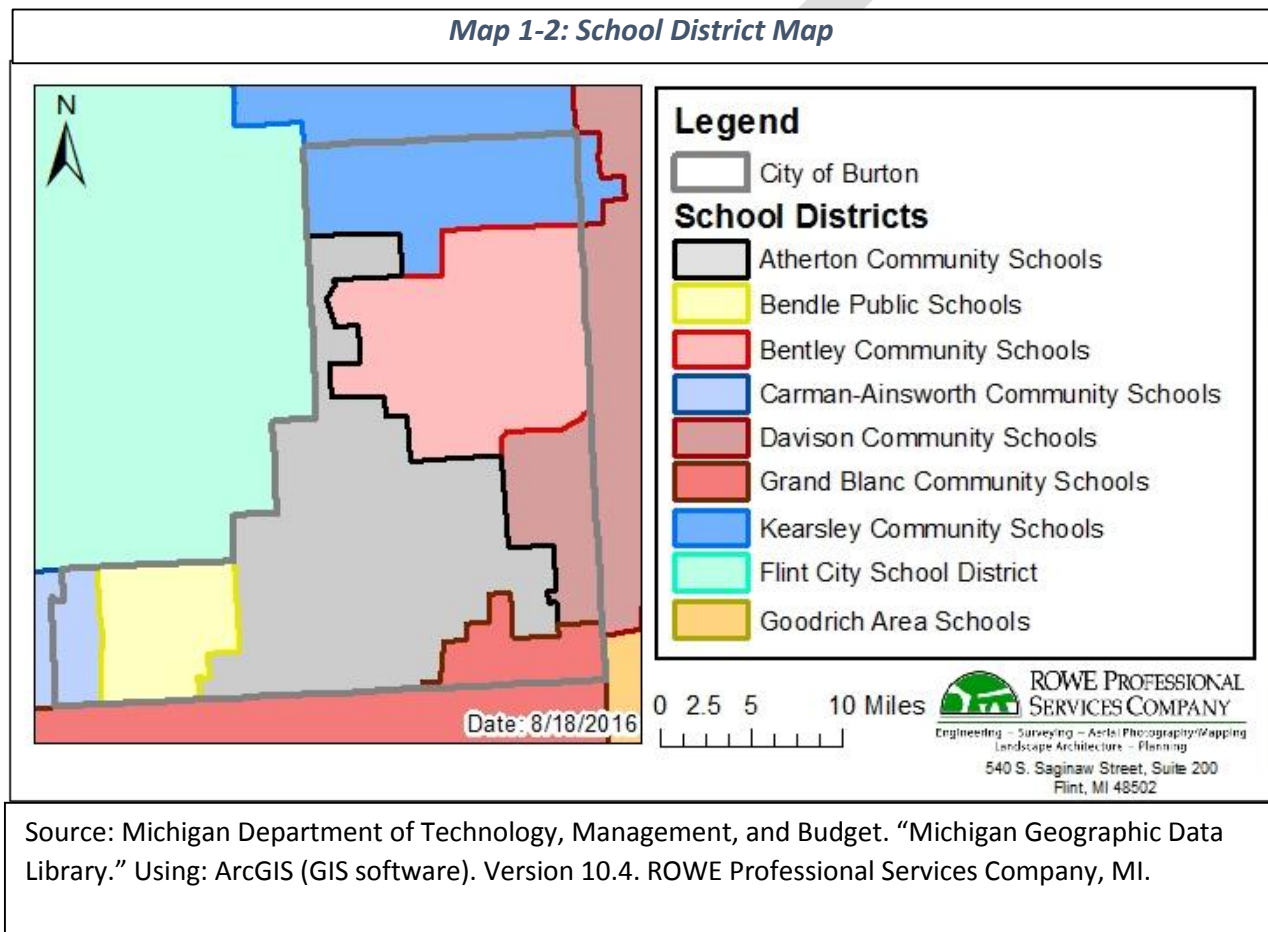
¹ Mona Ballge (2016) "About Our City." Print

² Wood Edwin O. (1916) "History of Genesee County, Michigan, Her People, Industries and Institutions." Michigan Historical Commission. <http://www.usgennet.org/usa/mi/county/lapeer/gen/ch5/burton.html>

³ City of Burton. (2015) "About Our City." City of Burton. http://www.burtonmi.gov/residents/about_our_city/index.php

School Districts

The residents of the City of Burton has a variety of schools to choose from, both private or public within their boundaries. There are three school districts that reside completely within the city, Bentley Community Schools, Bendle Public Schools, and Atherton Community Schools. School districts that are partially within the city's limits include Carman-Ainsworth, Davison, Kearsley, and Grand Blanc. In addition, there are private schools and public schools that do not serve a prescribed area. There is a total of 17 different schools within the City of Burton varying in district, private or public, and grade levels offered. Shown in Map 1-2, you can see the different major school districts and schools throughout the districts.



City of Burton Master Plan – Preliminary Population Analysis

Population Analysis

Population information is important to review when trying to understand a community. When considering population for a city, it must be kept in mind that residents of a city in Michigan are also residents of the county in which the city is located. This is reflected in the census data. The information collected includes population changes, age breakdown, median age, race and ethnic breakdown, household types, average household size, and education attainment.

The City of Burton's census population has declined peaked and then increased over 30 years before holding relatively steady over the period 2000 – 2010 shown in Table 1-1 and Figure 1-1. This compares with surrounding jurisdictions that have decreased (City of Flint and Davison Township) and increased Grand Blanc and Davison Township. The population change is very consistent with both Genesee County and the State of Michigan as a whole.

Table 1-1: Population Changes, 1970-2010

1970 -2010	City of Burton		City of Flint		Grand Blanc Twp		Davison Twp		Genesee Twp		Genesee County		State of Michigan	
Year	Pop.	Chng.	Pop.	Chng.	Pop.	Chng.	Pop.	Chng.	Pop.	Chng.	Pop.	Chng.	Pop.	Chng.
1970	32,540		193,317		19,229		8,260		25,589		444,341		8,875,083	
1980	29,976	-8%	159,611	-17%	24,413	27%	13,708	66%	25,065	-2%	450,449	1%	9,262,078	4%
1990	27,617	-8%	140,761	-12%	25,392	4%	14,671	7%	24,093	-4%	430,459	-4%	9,295,297	0%
2000	30,308	10%	124,943	-11%	31,450*	24%	17,722	21%	22,837*	-5%	436,141	1%	9,938,444	7%
2010	29,999	-1%	102,434	-18%	37,508	19%	19,575	10%	21,581	-5%	425,790	-2%	9,883,640	-1%

Reference: U.S. Census Bureau

Note: Burton Township in 1970 turned into City of Burton by 1980 and * number is an estimated value.

Figure 1-1 Some Municipalities Population Change, 1970-2010

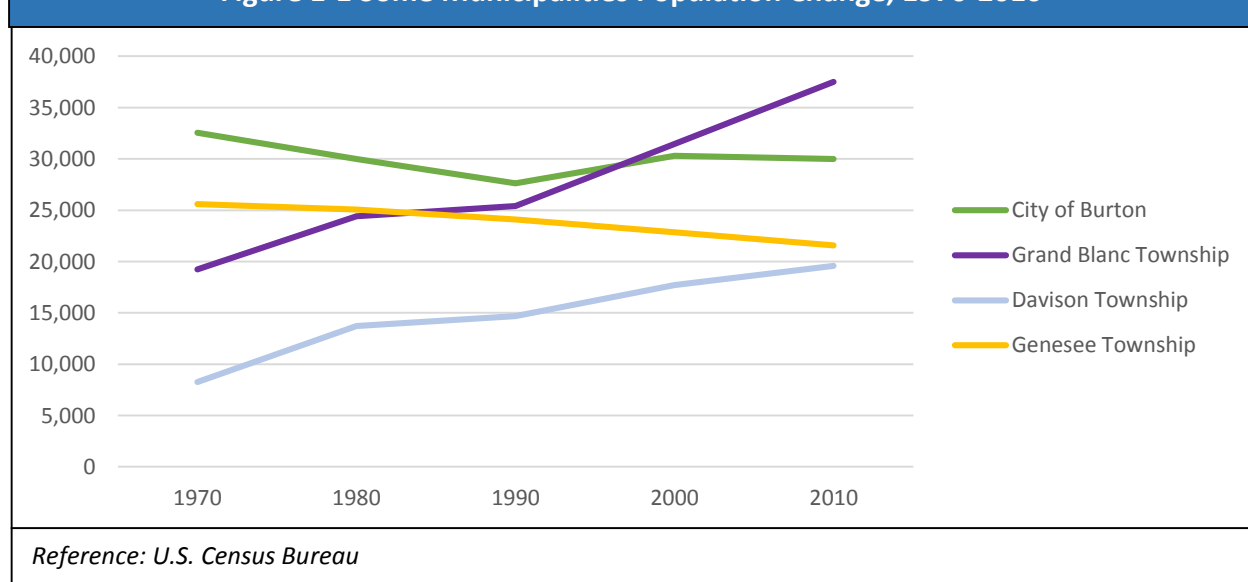
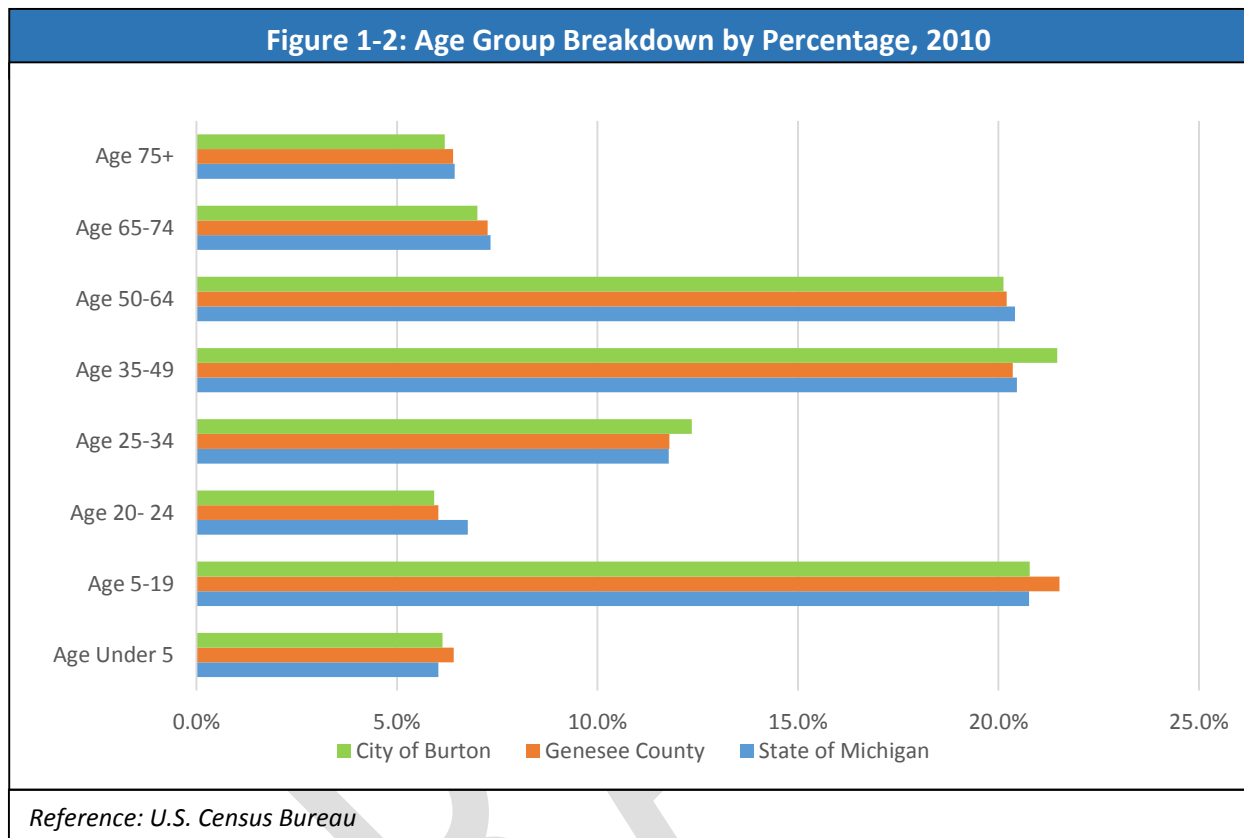


Figure 1-2 identifies the population by age group and compares the various age cohorts with the county and the state. The data shows that in 2010 the population in the city had a higher percentage of young to middle aged adults from 25-49. This is a higher percentage in both the household formation and the working years.

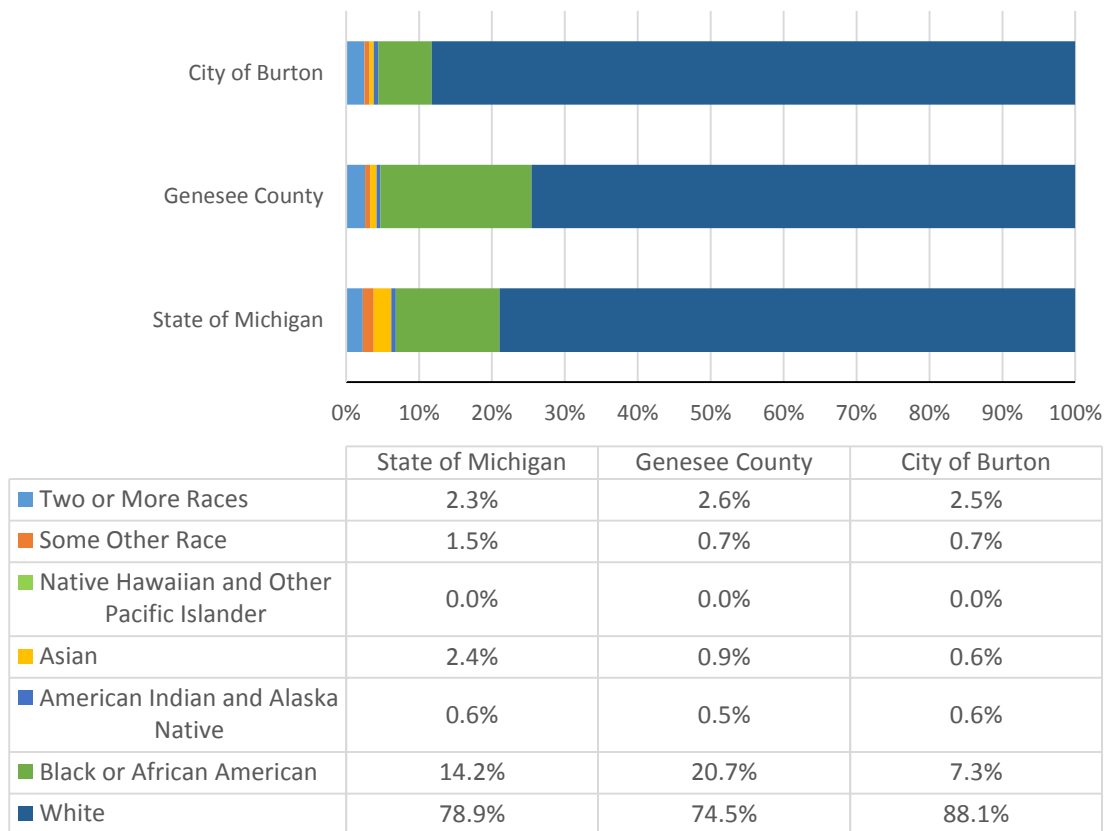


The median age in the City of Burton is generally in line with the county and state. It shows the general increase in age caused by the aging “baby-boom” generation. This trend is expected to continue unless the city is able to attract a number of younger persons into the community (Table 1-2).

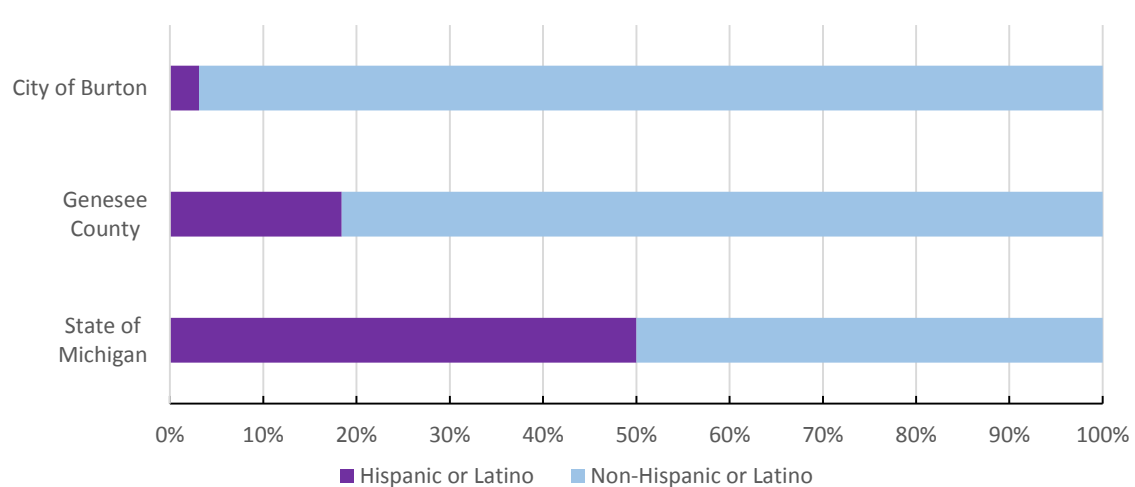
Table 1-2: Median Age, 1990-2010			
Year	City of Burton	Genesee County	State of Michigan
1990	32.7	32	32.6
2000	34.6	35.25	35.5
2010	38.6	38.5	38.9

Reference: U.S. Census Bureau
 Note: The shaded box is an estimated number value.

Figure 1-3 and Figure 1-4, shows that the city of is more homogeneous racially than Genesee County or the State of Michigan as a whole. National and state-wide trends would predict that the city will become more racially diverse over the next two decades.

Figure 1-4: Race and Ethnic Breakdown by Percentage, 2010

Reference: U.S. Census Bureau

Figure 1-3: Race and Ethnic Breakdown by Percentage, 2010

Reference: U.S. Census Bureau

Table 1-3: Household Types, 2010

	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Total households	11,964	100%	169,202	100%	3,872,508	100%
<i>Family households (families)</i>	<i>8,041</i>	<i>67.2%</i>	<i>111,620</i>	<i>66.0%</i>	<i>2,554,073</i>	<i>66.0%</i>
With own children under 18 years	3,500	29.3%	49,511	29.3%	1,106,735	28.6%
<i>Married-couple family</i>	<i>5,411</i>	<i>45.2%</i>	<i>73,337</i>	<i>43.3%</i>	<i>1,857,127</i>	<i>48.0%</i>
With own children under 18 years	2,054	17.2%	27,794	16.4%	730,892	18.9%
<i>Female householder, no husband present</i>	<i>1,950</i>	<i>16.3%</i>	<i>29,048</i>	<i>17.2%</i>	<i>511,583</i>	<i>13.2%</i>
With own children under 18 years	1,085	9.1%	16,987	10.0%	284,562	7.3%
<i>Male householder, no wife present</i>	<i>680</i>	<i>5.7%</i>	<i>9,235</i>	<i>5.5%</i>	<i>185,363</i>	<i>4.8%</i>
With own children under 18 years	361	3.0%	4,730	2.8%	91,281	2.4%
<i>Nonfamily households</i>	<i>3,923</i>	<i>32.8%</i>	<i>57,582</i>	<i>34.0%</i>	<i>1,318,435</i>	<i>34.0%</i>
Householder living alone	3,229	27.0%	48,117	28.4%	1,079,678	27.9%
Householder 65 years and over	2,975	24.9%	17,296	10.2%	985,333	25.4%
<i>Reference: U.S. Census Bureau</i>						

Table 1-3 shows the breakdown of households by types. A household is one or more persons functioning as a household unit. It is different from a family by the fact that it includes individuals living alone and two or more unrelated people living together. The household composition in the city is similar to the county and state.

The average household size for the city, county, and state is similar as shown in Figure 1-5. Comparison with 2000 data shows a drop in household size. This is a national trend due to the aging population. As nuclear families age, single households split into several as the children reach adulthood and form new households. Increases in the rate of divorce over the past 50 years have also increased the number of households and caused a reduction in average household. A significant impact of this trend is that a population that does not increase may still require additional housing units. It also impacts the demand for smaller dwelling units.

Figure 1-5: Average Household Size, 2000-2010

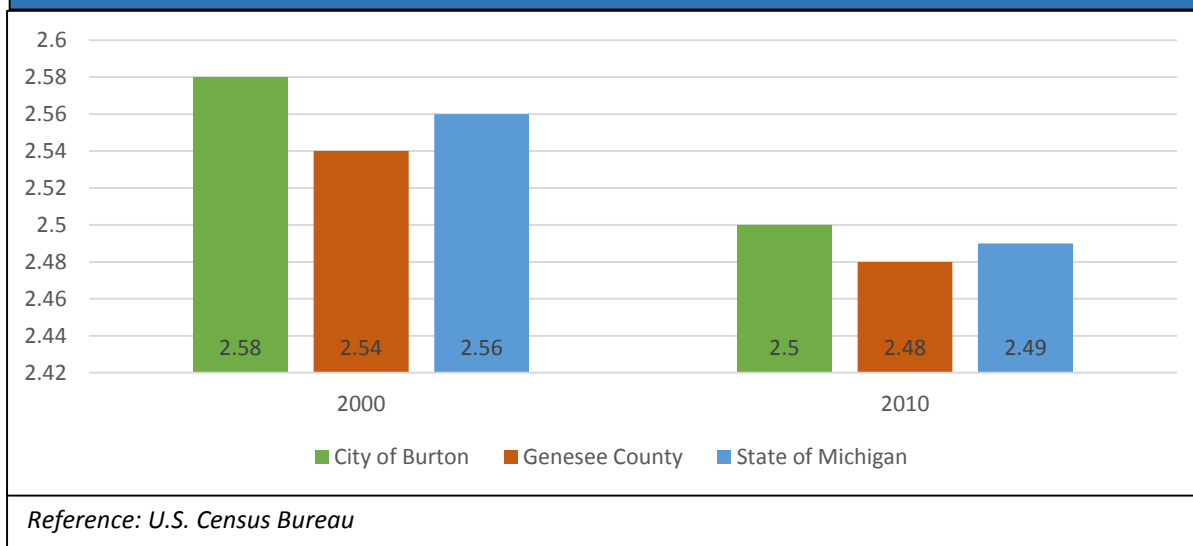
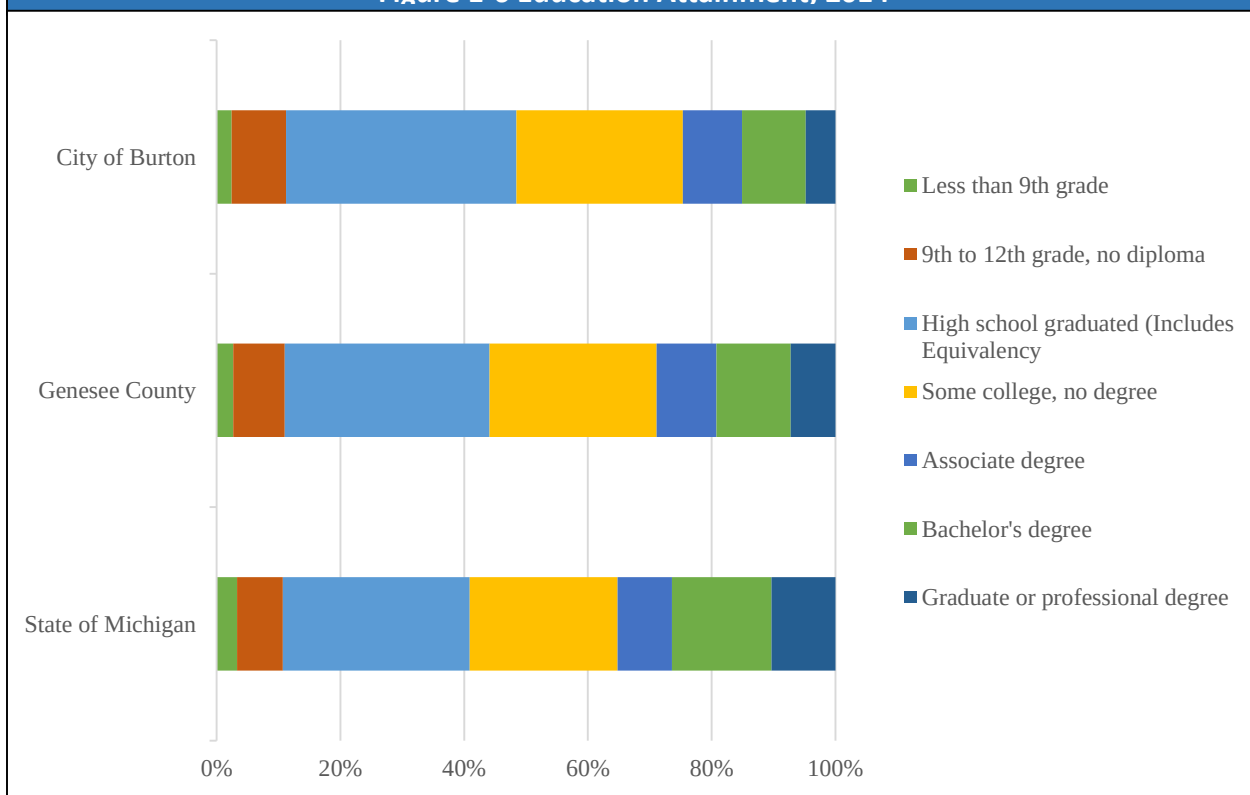


Table 1-4: Education Attainment, 2014

	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Population 25 years and over	20,178	100%	38,166	100%	6,619,834	100%
Less than 9th grade	484	2.4%	1,030	2.7%	218,455	3.3%
9th to 12th grade, no diploma	1,776	8.8%	3,168	8.3%	489,868	7.4%
High school graduate (includes equivalency)	7,526	37.3%	12,633	33.1%	1,999,190	30.2%
Some college, no degree	5,428	26.9%	10,305	27.0%	1,582,140	23.9%
Associate degree	1,937	9.6%	3,702	9.7%	582,545	8.8%
Bachelor's degree	2,078	10.3%	4,580	12.0%	1,065,793	16.1%
Graduate or professional degree	969	4.8%	2,748	7.2%	681,843	10.3%
<i>Reference: American Community Survey, 2014</i>						

The city has a lower percentage of adults with bachelor or higher college degrees than the county or the city shown in table 1-4 and figure 1-6. It has about the same percentage of adults without a high school degree or equivalency, but a higher proportion of adults with a high school degree but no college.

Figure 1-6 Education Attainment, 2014



Reference: Estimates from 2010-2014 American Community Survey

Housing Analysis

Part of what attracts people to live in the community the type of housing that is located within the municipality. The characteristics measured by the census include information regarding the residents (tenure and affordability) as well as information about the structures themselves (age, value, type of structure, etc.)

Table 1-5: Number of Occupied Dwelling Units, 1990-2010						
Total Housing Units*	City of Burton		Genesee County		State of Michigan	
	#	% Change	#	% Change	#	% Change
1990	9,869		128,402		3,419,331	
2000	12,348	25.1%	169,825	32.3%	3,785,661	10.7%
2010	11,964	-3.1%	169,202	-0.4%	3,872,508	2.3%
Reference: U.S. Census Bureau						

Table 1-5 shows the change in the number of occupied dwelling units. It showed a decrease of 3.1% in the number of occupied dwellings. This compares with a more modest decrease in the county as a whole and a small increase for the state.

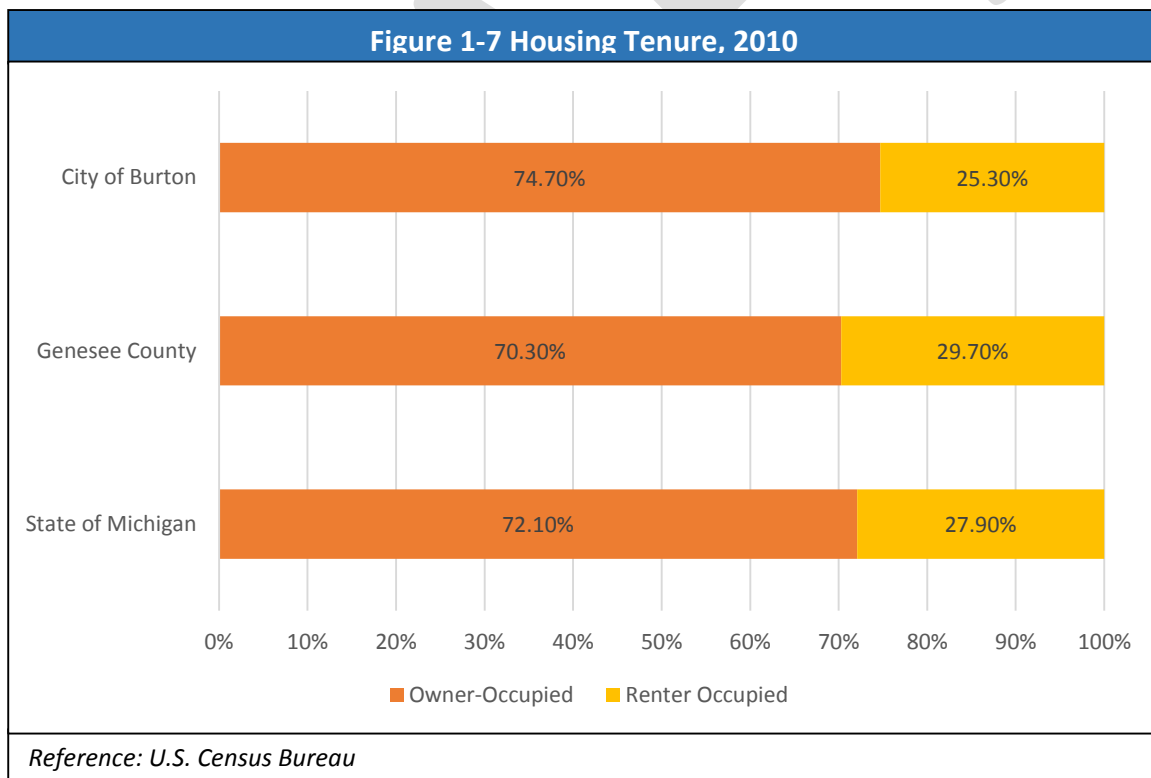


Table 1-6 identifies the breakdown of renters vs. homeowners in the city. It is not unusual for an urban area to have a higher percentage of renters than mostly rural areas. However, the City of Burton has only a slightly greater number of owner occupied residences.

Table 1-6: Units in Structure*, 2014						
	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Total housing units	12,951	100.0%	191,447	100.0%	4,532,719	100.0%
1-unit, detached	10,550	81.5%	139,869	73.1%	3,262,082	72.0%
1-unit, attached	134	1.0%	8,316	4.3%	211,262	4.7%
2 units	107	0.8%	3,241	1.7%	116,964	2.6%
3 or 4 units	180	1.4%	4,541	2.4%	116,039	2.6%
5 to 9 units	213	1.6%	7,512	3.9%	190,503	4.2%
10 or 19 units	265	2.0%	8,079	4.2%	163,537	3.6%
20 or more units	753	5.8%	9,082	4.7%	225,494	5.0%
Mobile home	749	5.8%	10,799	5.6%	245,882	5.4%
Boat, RV, van, etc	0	0.0%	8	0.0%	956	0.0%
Note: *Occupied Housing Units. Reference: Estimates from 2010-2014 American Community Survey						

This despite the fact, as shown in Table 1-6, it has a much higher proportion of single family detached homes at 81.5% vs 73.1% for the county and 72% for the State of Michigan.

Table 1-7 compares housing value in the city versus the county and state. It shows that the median value of an owner occupies home in the city is approximately 58% of the that of state as a whole and 75% of the county

Table 1-7: House Value, 2014						
	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Specified owner-occupied units	8,527	100.0%	115,167	100.0%	2,738,012	100.0%
Less than \$50,000	2,724	31.9%	30,466	26.5%	431,825	15.8%
\$50,000 to \$99,999	3,442	40.4%	34,666	30.1%	681,414	24.9%
\$100,000 to \$149,999	1,503	17.6%	24,122	20.9%	551,567	20.1%
\$150,000 to \$199,999	662	7.8%	13,390	11.6%	439,220	16.0%
\$200,000 to \$299,999	157	1.8%	8,447	7.3%	371,874	13.6%
\$300,000 to \$499,999	27	0.3%	2,641	2.3%	188,963	6.9%
\$500,000 to \$999,999	12	0.1%	909	0.8%	57,303	2.1%
\$1,000,000 or more	0	0.0%	526	0.5%	15,846	0.6%
Median (dollars)	\$69,500		\$88,300		\$120,200	
Reference: Estimated from 2010 - 2014 American Community Survey						

Table 1-8 shows that the disparity has grown over the past 30 years, and particularly since 2010.

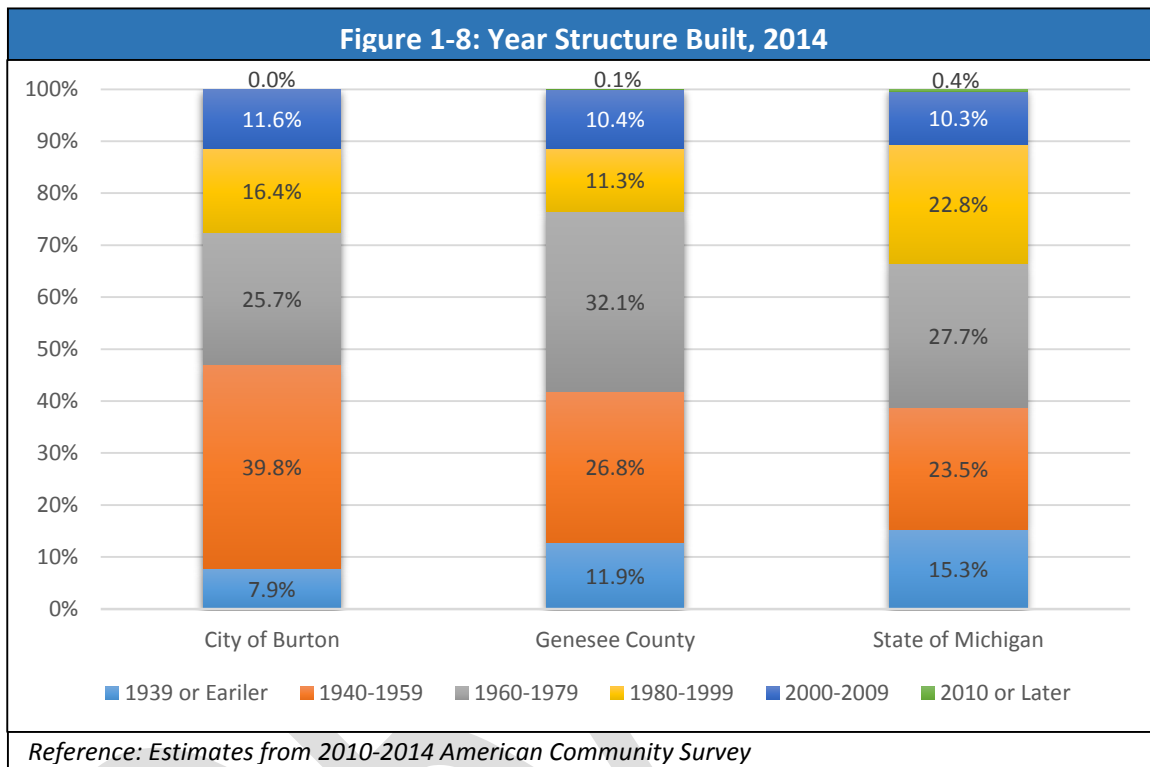
Table 13: Median House Values, 1990-2014						
Total Housing Units	City of Burton		Genesee County		State of Michigan	
	\$	% Change	\$	% Change	\$	% Change
1990	\$44,400		\$42,700		\$60,600	
2000	\$84,500	90.3%	\$95,000	122.5%	\$115,600	90.8%
2010	\$100,600	19.1%	\$118,000	24.2%	\$144,200	24.7%
2014*	\$69,500	-30.9%	\$88,300	-25.2%	\$120,200	-16.6%
Reference: Estimated from 2009 - 2014 American Community Survey						

Median rents on the other were higher than county medians and only 3% less than the state median income. Table 1-8 shows that the median rents increased 90% from 1990 to 2014 while the median value of an owner occupied home increased by only 57%. Most of this disparity occurred since 2014 when the median value of homes dropped and the median rent increased by 9.5%.

Table 1-8: Gross Rent, 2014						
	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Specified renter-occupied units	2,901	100.0%	47,823	100.0%	1,028,835	100.0%
Less than \$200	0	0.0%	853	1.8%	19,182	1.9%
\$200 to \$299	226	7.8%	1,748	3.7%	39,926	3.9%
\$300 to \$499	338	11.7%	6,216	13.0%	95,876	9.3%
\$500 to \$749	850	29.3%	17,528	36.7%	316,871	30.8%
\$750 to \$999	908	31.3%	13,433	28.1%	288,644	28.1%
\$1,000 to \$1,499	464	16.0%	6,611	13.8%	207,491	20.2%
\$1,500 or more	115	4.0%	1,434	3.0%	60,845	5.9%
No rent paid	215	7.4%	2,972	6.2%	61,033	5.9%
Median (dollars)	\$759		\$718		\$780	
Reference: Estimated from 2010 - 2014 American Community Survey						

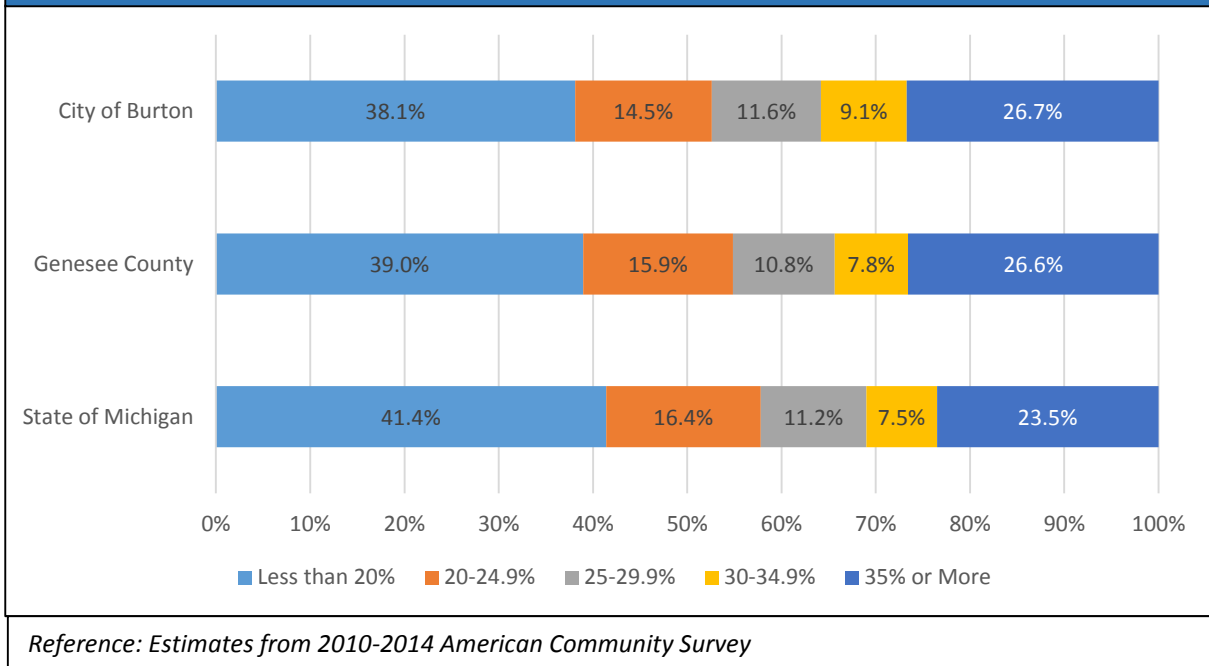
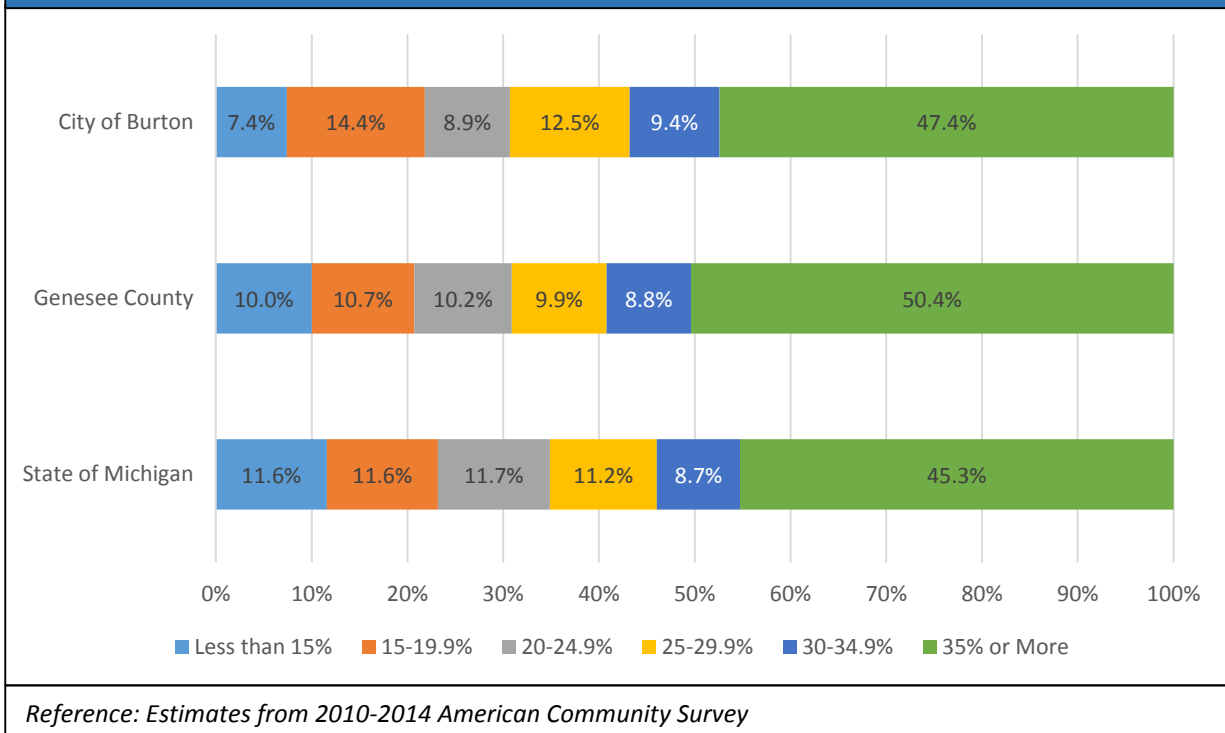
Table 1-9: Median Rent Values, 1990-2014						
Total Housing Units	City of Burton		Genesee County		State of Michigan	
	\$	% Change	\$	% Change	\$	% Change
1990	\$399		\$406		\$341	
2000**	\$476	19.3%	\$507	24.9%	\$546	60.1%
2010	\$693	45.6%	\$662	30.6%	\$723	32.4%
2014*	\$759	9.5%	\$718	8.5%	\$780	7.9%
Note:** Information not available - estimated value Reference: U.S. Census Bureau and *Estimated from 2010 - 2014 American Community Survey						

Figure 1-8 shows the last significant increase in housing construction occurred in the city from 2000 to 2010. Over 11% of the housing stock as of 2014 was built over that period of time, a proportion equivalent to the county and the state. However, the table also shows that 47.7% of the homes were built before 1960 and so are over 50 years old. This compares with 38.7% for the county and 38.8% for the county.



Tables 1-9 and 1-10 identify the affordability of housing in a community by comparing housing costs with income. For owner-occupied homes, “selected monthly owner costs” include payments for mortgages or similar debts on the property (including payments for second mortgages, home equity loans, and other junior mortgages); real estate taxes; insurance on the property; utilities (electricity, gas, and water and sewer); and fuels. Where appropriate, it also includes the monthly condominium fees or mobile home costs. The “gross rent” calculated for non-homeowners includes the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water, and sewer) and fuels, if these are paid for by the renter.

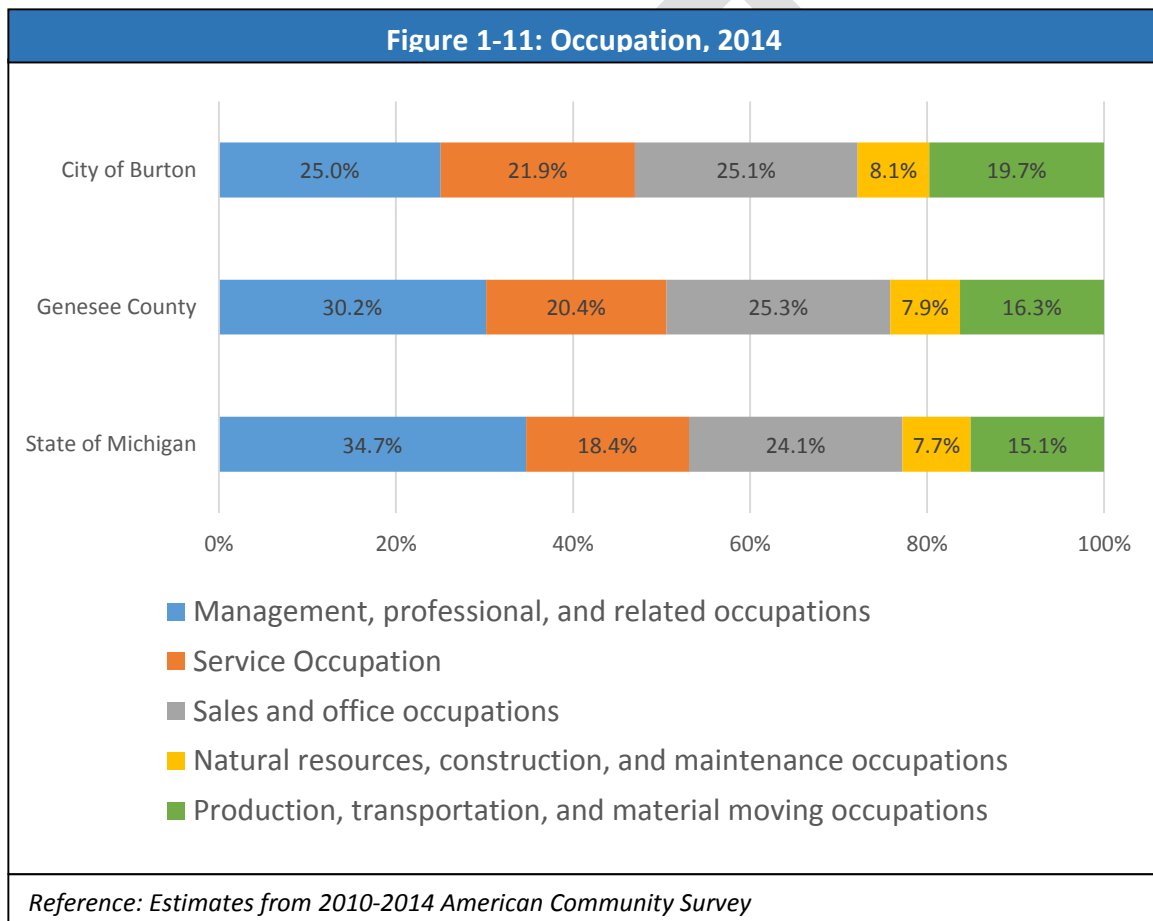
A general rule of thumb is that a household should not pay more than one-third of its income on these housing costs. Table 1-9 shows that almost two thirds of homeowners (64.2%) pay less than 30% of their income for housing costs, although the county (65.7%) and the state (69.0%) do slightly better. Given the greater increase in gross rents, it is not surprising that a higher percentage of renters are paying more than 30% of their income on rent shown in Table 1-10. Only 42.9% of the renters were paying less than 30% of their income compared with 40.8% for the county and 46.0% for the state.

Figure 1-9: Selected Monthly Owner Cost as a Percentage of Household Income, 2014**Figure 1-10: Gross Rent as a Percentage of Household Income, 2014**

Economic Analysis

Economic information is crucial to evaluate the local economy and help to see how diverse or resilient the community is. Demographic information evaluated from the Census Bureau include the 2010 census and 2010-2014 American Community Survey. The categories evaluated include occupation, industry, class of worker, income, income source, poverty status, and vehicle available.

The six occupations listed in Table 1-11 are generalization of 509 specific occupational categories for employed people arranged into 23 major occupational groups by the Bureau of the Census. The table shows that the percentage of each occupation varies between the county, township, and city. It does not include persons in the military or under 16 years of age. It shows that the city has a lower percentage of persons employed in management, professional and related occupations and a slightly higher percentage in the other 5 categories.



The industry classification system used during Census 2000 was developed for the census and consists of 265 categories for employed people, classified into 14 major industry groups. Table 1-11 shows estimated numbers from 2014 based on data gathered from 2010 to 2014. From 1940 through 1990, the industrial classification has been based on the Standard Industrial Classification (SIC) Manual. The 2000 Census classification was developed from the 1997 North American Industry Classification System (NAICS) published by the Office of Management and Budget. This change in classification system makes comparison of data prior to 2000 with data since 2000 difficult.

The primary industries that the residents of the city were engaged in the year 2014 were Education. Health and Social Services; Manufacturing and Retail Trade. These are the same for the county and the state although the portion they make of the total labor force in the city is slightly less than the county or state.

Table 20: Industry, 2014						
INDUSTRY	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Employed civilian population 16 years and over	11,856	100.0%	157,974	100.0%	4,293,574	100.0%
Agriculture, forestry, fishing and hunting, and mining	41	0.3%	837	0.5%	56,755	1.3%
Construction	476	4.0%	7,774	4.9%	204,227	4.8%
Manufacturing	1,820	15.4%	23,770	15.0%	746,413	17.4%
Wholesale trade	451	3.8%	3,895	2.5%	105,437	2.5%
Retail trade	1,719	14.5%	21,411	13.6%	491,344	11.4%
Transportation and warehousing, and utilities	515	4.3%	6,871	4.3%	176,791	4.1%
Information	57	0.5%	2,221	1.4%	68,697	1.6%
Finance, insurance, real estate, and rental and leasing	470	4.0%	7,560	4.8%	236,416	5.5%
Professional, scientific, management, administrative, and waste management services	926	7.8%	12,887	8.2%	398,271	9.3%
Educational, health and social services	2,684	22.6%	41,598	26.3%	1,036,163	24.1%
Arts, entertainment, recreation, accommodation and food services	1,420	12.0%	15,119	9.6%	406,413	9.5%
Other services (except public administration)	907	7.7%	8,180	5.2%	206,631	4.8%
Public administration	370	3.1%	5,851	3.7%	160,016	3.7%
Reference: Estimates from 2009-2014 American Community Survey						

The data in Table 1-12 shows the breakdown of workers based on the ownership of the employing organization. It shows that in 2014, the percentage of persons employed by the government was lower than the county or state as a whole.

Tables 1-12 and 1-13 deal with annual household income estimated in 2014. Table 1-12 shows that the median income in city is actually higher than the county as a whole, but 86% of the state median. Table 1-13 shows that 69.3% of the households have income from earnings, compared with 66.8% for the county and 73.6% for the state. The table shows that the percentage of Burton's residents that have non-earnings types of income such as retirement and social security are slightly lower than the county and slightly higher than the state.

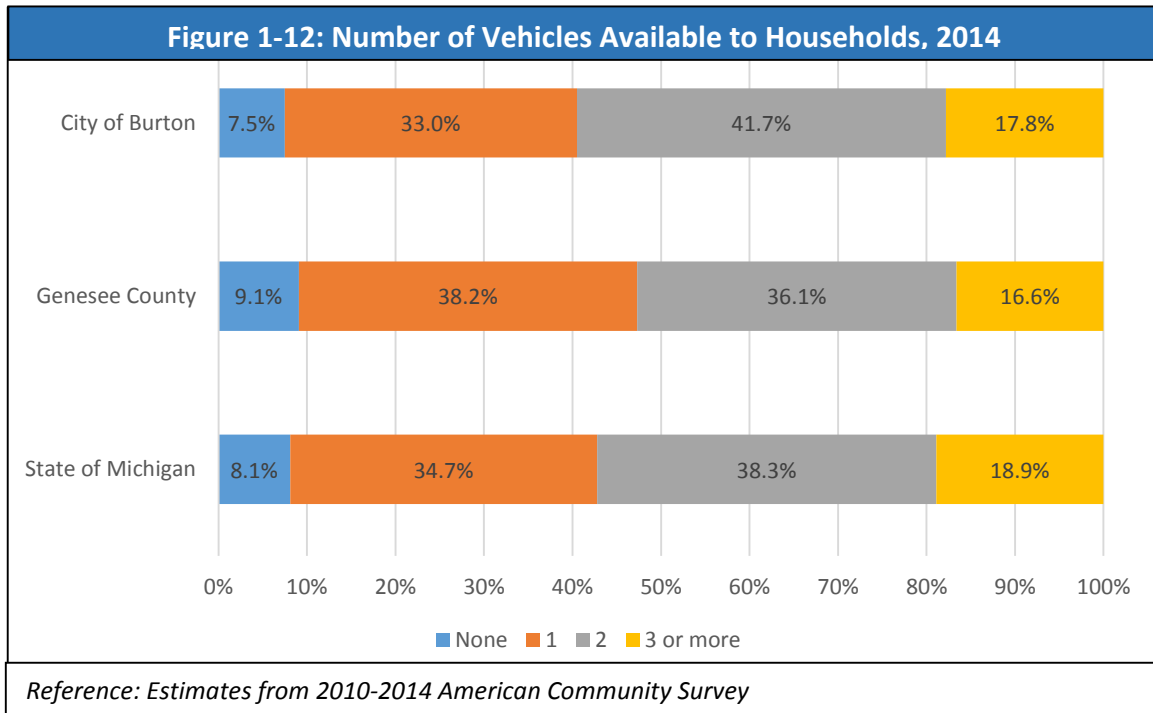
Table 1-10: Income, 2014						
INCOME IN 2014*	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Households	11,643	100.0%	165,962	100.0%	3,827,880	100.0%
Less than \$10,000	1,056	9.1%	17,344	10.5%	308,023	8.0%
\$10,000 to \$14,999	863	7.4%	10,745	6.5%	211,941	5.5%
\$15,000 to \$24,999	1,440	12.4%	21,164	12.8%	446,084	11.7%
\$25,000 to \$34,999	1,445	12.4%	20,791	12.5%	424,007	11.1%
\$35,000 to \$49,999	2,026	17.4%	25,465	15.3%	553,748	14.5%
\$50,000 to \$74,999	2,389	20.5%	30,202	18.2%	707,412	18.5%
\$75,000 to \$99,999	1,098	9.4%	17,515	10.6%	456,176	11.9%
\$100,000 to \$149,999	1,000	8.6%	15,220	9.2%	445,647	11.6%
\$150,000 to \$199,999	163	1.4%	4,682	2.8%	150,246	3.9%
\$200,000 or more	163	1.4%	2,834	1.7%	124,596	3.3%
Median household income (dollars)	\$42,002.00		\$41,879.00		\$49,087.00	
* Includes benefits (in 2014 inflation-adjusted dollars)						
Reference: Estimates from 2010-2014 American Community Survey						

Table 1-11: Income Source, 2014						
INCOME SOURCE IN 2010	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Households	11,643	100.0%	165,962	100.0%	3,827,880	100.0%
With earnings	8,067	69.3%	110,882	66.8%	2,815,773	73.6%
Mean earnings (dollars)	\$52,733.00		\$57,151.00		\$67,764.00	
With Social Security income	4,126	35.4%	59,110	35.6%	1,264,143	33.0%
Mean Social Security income (dollars)	\$17,960.00		\$18,526.00		\$18,606.00	
With Supplemental Security Income	853	7.3%	13,165	7.9%	231,867	6.1%
Mean Supplemental Security Income (dollars)	\$9,786.00		\$9,705.00		\$9,704.00	
With public assistance income	590	5.1%	9,586	5.8%	141,242	3.7%
Mean public assistance income (dollars)	\$2,924.00		\$3,453.00		\$3,227.00	
With retirement income	3,033	26.0%	47,678	28.7%	871,667	22.8%
Mean retirement income (dollars)	\$24,274.00		\$22,905.00		\$21,940.00	
Reference: Estimates from 2010-2014 American Community Survey						

Data in Table 1-14 shows the poverty status of families and individuals in the city, county and state. It follows the same pattern as the data on income and income source. The city's poverty rate is slightly lower than the county and slightly higher than the state. The exception is for families with minor children, where the city's rate is slightly higher than both the county and state.

Table 1-12: Poverty Status, 2014						
POVERTY STATUS IN 2014 (below poverty level)	City of Burton		Genesee County		State of Michigan	
	#	%	#	%	#	%
Families	8041		111620		2554073	
Percent below poverty level	1270	15.8%	18864	16.9%	309043	12.1%
With related children under 18 years	3500		49511		1106735	
Percent below poverty level	942	26.9%	13913	28.1%	222454	20.1%
With related children under 5 years	N/A		N/A			
Percent below poverty level		33.8%		33.6%	0	23.6%
Families with female householder, no husband present	1950		29048		511583	
Percent below poverty level	741	38.0%	11735	40.4%	174961	34.2%
With related children under 18 years	1085		16987		284562	
Percent below poverty level	601	55.4%	8935	52.6%	128907	45.3%
With related children under 5 years	NA		NA		NA	
Percent below poverty level		73.6%		64.9%		54.2%
All people as individuals	29999		425790		9883640	
Percent below poverty level	5970	19.9%	90267	21.2%	1670335	16.9%
18 years and over	22799		319211		7539572	
Percent below poverty level	3990	17.5%	56820	17.8%	1115857	14.8%
65 years and over	3961		58189		1361530	
Percent below poverty level	384	9.7%	4190	7.2%	110284	8.1%
Related children under 18 years	7200		106579		2344068	
Percent below poverty level	2059	28.6%	33786	31.7%	555544	23.7%
Related children 5 to 17 years	NA		NA		NA	
Percent below poverty level		26.9%		29.3%		21.7%
Unrelated individuals 15 years and over	NA		NA		NA	
Percent below poverty level		33.9%		31.6%		29.6%
Reference: Estimates from 2010-2014 American Community Survey						

Table 1-13 shows that 7.5% of city residents do not have access to a vehicle. This is a lower percentage than the state and county. While some portions of the city are served by the Mass Transit Authority's fixed routes and other areas are served by the "My Ride" system. The lack of access to a vehicle can limit the ability of residents to maintain a job and get access to necessary health services.



Chapter 2. Infrastructure

Utilities

Water System

The City of Burton owns and operates a public water distribution system that is divided into four pressure districts, including North, Tower, Southeast, and Southwest (Map 2-1). The public water system serves approximately 6,568 accounts - the remaining 55% of the population is serviced by private wells, many of which are located south of I-69, north of Bristol Road, east of Center Road, and west of Vassar Road. The current system consists of one elevated storage tank and over 120 miles of distribution main. The system provides potable water, commercial and industrial process-use water, and firefighting water for the city.

The City was successful in obtaining funds through the Drinking Water Revolving Fund (DWRF) program in 2013. The proposed improvements to the existing water distribution system were broken into five phases. Phase 1 and 2 have been completed. Phase 3 is currently under construction and will be completed in October 2016.

Existing Facilities

Water Source

The City of Burton is a wholesale customer of the Genesee County Drain Commissioner Water and Waste Services (GCDC-WWS). GCDC-WWS purchases treated water from the Great Lakes Water Authority (GLWA), previously the Detroit Water and Sewerage Department (DWSD). The treated water is supplied to the county via a 72-inch transmission main – water is then supplied to the city through three city owned master meters, one of which is reserved for emergency conditions. The GCDC-WWS maintains a regional water system; water that bypasses the city in transit to other communities is monitored by county owned and operated meters.

Water Storage

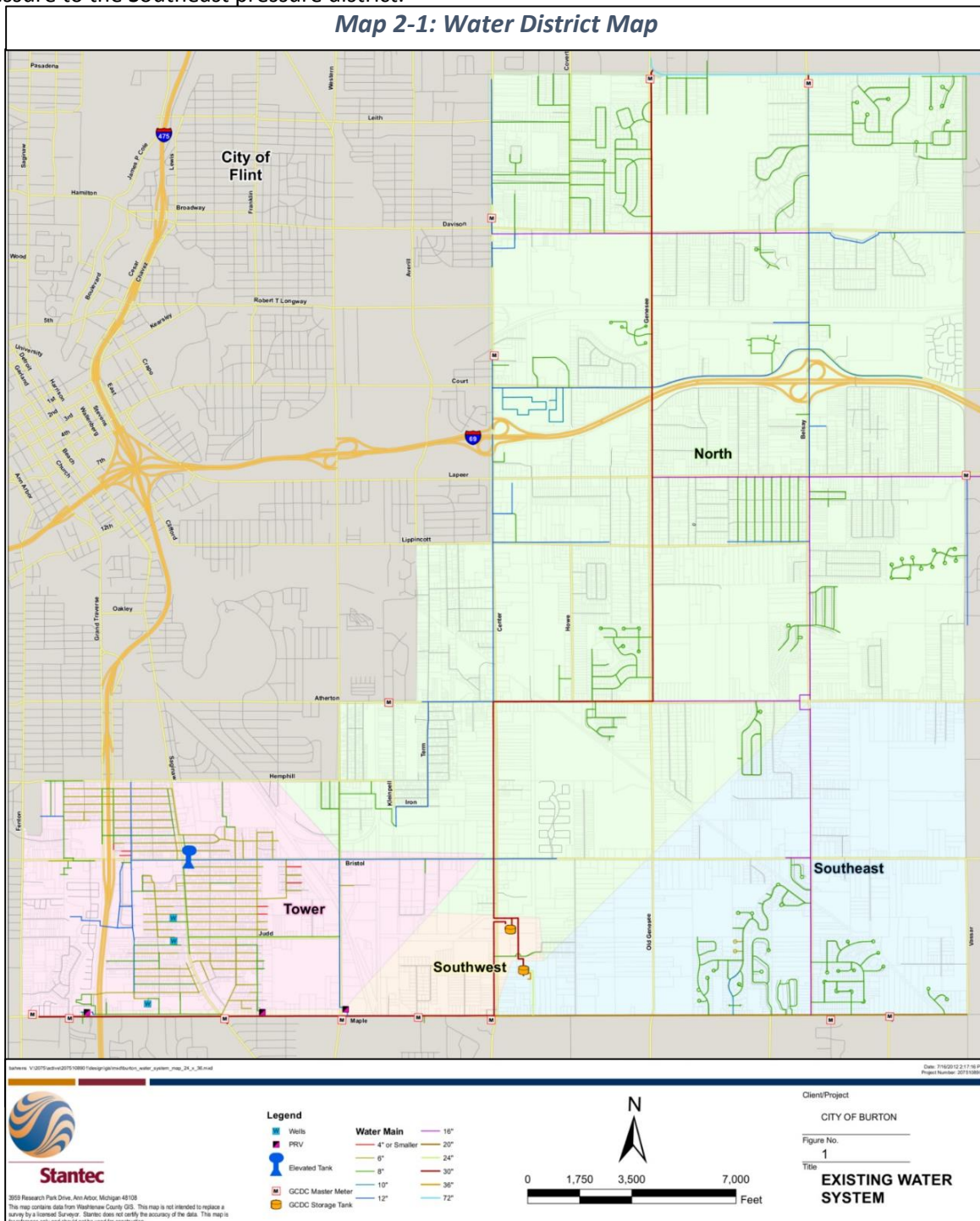
The city owns and operates one elevated storage tank. Located at the northeast corner of S. Saginaw Road and Bristol Road, the 400,000 gallon elevated storage tank is connected to the system via a twelve-inch water main and was constructed in 1998 in order to replace the 1937 elevated storage tank. The city recently completed Supervisory Control and Data Acquisition System(SCADA) improvements as well as the improvements recommended in a 2010 report by Dixon Engineering Inc. In order to reduce the frequency of water main breaks, the elevated water tank is currently operated at lower than design levels, thus hindering the optimum utilization of the design reliability built into the tank sizing. The elevated water tank will continue to operate at a lower capacity until all phases of the DWRF are complete.

Booster Pump Stations

The GCDC-WWS owns and operates two booster pump stations within the city's water system. The Center Booster Pump Station provides water to the Tower, Southeast, and Southwest pressure districts. The South Center Booster Pump Station provides water to Southeast pressure district.

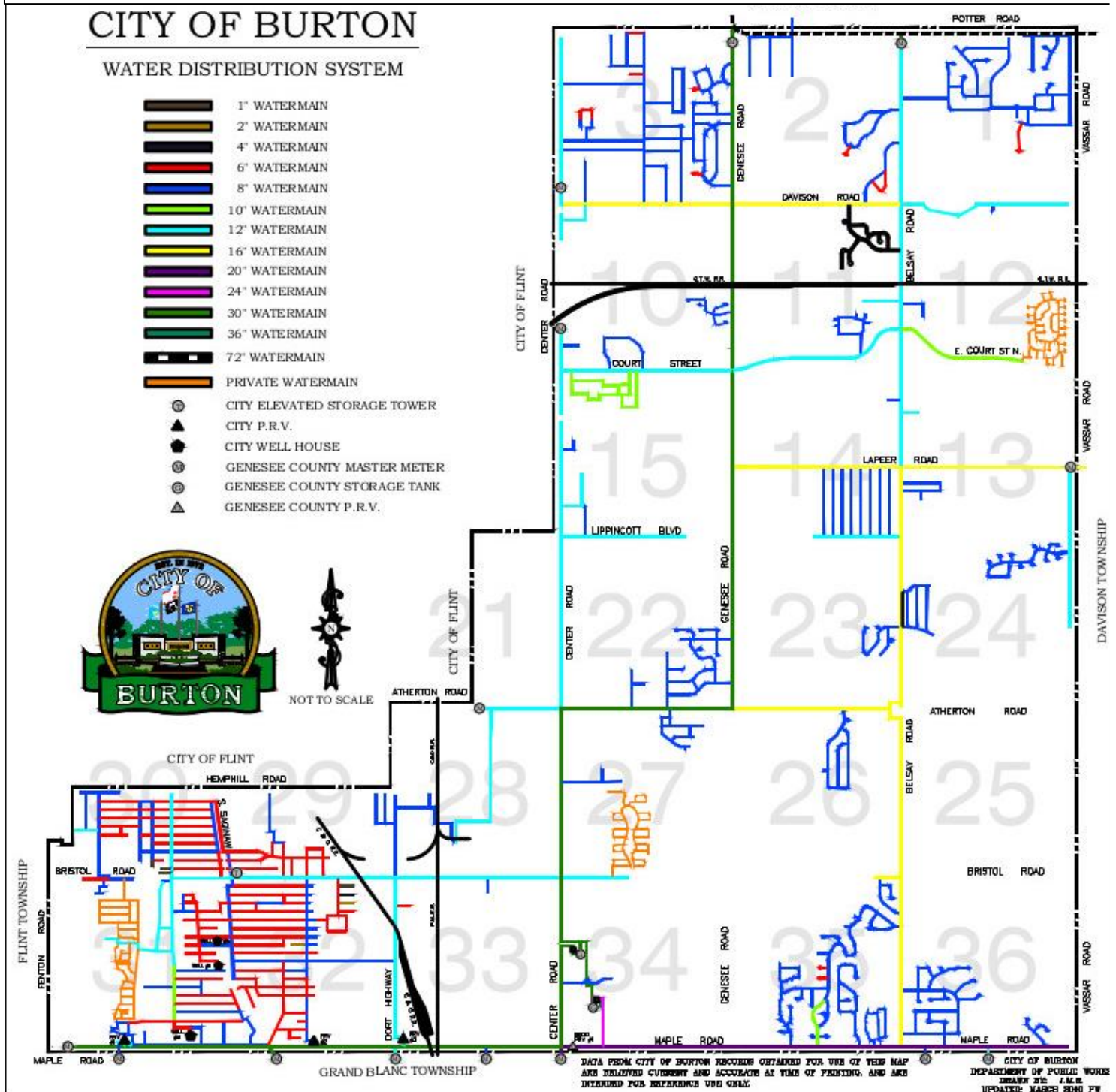
Valves

Four pressure reducing valves (PRVs) are located within the City of Burton's Water System. Installed in 1990, PRVs #1 - #3 are owned and operated by the city and are located at the intersections of Maplebrook Lane and E. Maple Avenue, Fern Avenue and E. Maple Avenue, and Dort Highway and E. Maple Avenue consecutively. PRV #2 was replaced in 2012 and PRV's #1 and #3 followed in 2014 as a part of the DWRP projects. PRV #4 is owned and operated by the GCDS-WWS. The city owned PRVs serve to reduce pressure to the Tower pressure district while the GCDC-WWS owned PRV reduces pressure to the Southeast pressure district.



Isolation valves throughout the Tower District are inoperable, hampering the ability to effectively isolate water main breaks and adversely affecting timely and efficient repair efforts. Because replacing inoperable valves will increase both system reliability and service life while ensuring proper system operation, this became a main goal of the projects completed with DWRP funds. The isolation valves in Phase 1 and 2 have been replaced and Phase 3 is nearing completion. Although several of the valves in Phases 4 and 5 have operational issues, the distribution is still capable of isolation.

Map 2-2: Water Distribution System Map



Attachment: September Meeting Back up (2676 : Progress Report on Master Plan)

Distribution Main

The original water distribution system for the City of Burton was constructed in the 1940's. The majority of the original system is still in use today (Map 2-2). Ranging in size from one-inch to seventy-two inches, the distribution mains total more than 120 miles. The four-inch or less diameter mains consist of private mains.

Because the vast majority of the city's distribution system was constructed in the 1940's, the antiquated system has encountered problems with both build up and breaks. The iron pipes have begun to develop small mounds of corrosion products on the interior of the pipes, a process known as tuberculation - because pipe roughness increases with the presence of corrosion products, the hydraulic capacity and pressure of the pipe is reduced. As water mains continue to deteriorate, the frequency of water main breaks have continued to increase - 99% of the current water main breaks occur in the Tower pressure district. During the ten-year period from 2002-2012, over 200 water main breaks occurred within the Tower pressure district. Due to the frequent water main breaks within the system, the elevated water tank cannot be operated at its full capacity.

Efforts have been made in recent years to replace aging, undersized, and deteriorating mains through the completion of the DWRF projects. The four-inch main that was located within the Tower pressure district was removed in Phases 1-3. As the remaining water mains are replaced in the remaining two phases, the system will see an increase in reliability and capacity.

Planned Projects

Phase 4 and 5 of the DWRF projects will be completed in 2017 and 2018 respectively.

Recommendations

In order to fully analyze the ability of the distribution system to meet both current and future demands and to identify any deficiencies, a hydraulic model of the distribution system should be utilized. Each time the city makes improvements to its system, the model should be updated, allowing these improvements to be modeled and analyzed before sizing recommendations for future improvements are made. In all distribution systems, certain improvements will be required due to the age and conditions of existing mains, the ability to meet fire flow requirements, or the need for service at a new development. The following are criteria from the *Recommended Standards for Water Works* (2012) that should be followed when proposing any improvement project.

- Water distribution systems shall be designed to maintain treated water quality. Special consideration should be given to distribution main sizing, providing for design of multidirectional flow, adequate valving for distribution system control, and provisions for adequate flushing. Systems should be designed to maximize turnover and to minimize residence times while delivering acceptable pressures and flows.
- All water mains, including those not designed to provide fire protection, shall be sized after a hydraulic analysis based on flow demands and pressure requirements. The system shall be designed to maintain a minimum pressure of 20 psi at ground level at all points in the distribution system under all conditions of flow. The normal working pressure in the distribution system shall be at least 35 psi and should be approximately 60 to 80 psi.

- The minimum size of water main which provides for fire protection and serving fire hydrants shall be six-inch diameter. Larger size mains will be required if necessary to allow the withdrawal of the required fire flow while maintaining the minimum residual pressure.
- When fire protection is to be provided, system design should be such that fire flows and facilities are in accordance with the requirements of the ISO.
- Dead ends shall be minimized by making appropriate tie-ins wherever practical, in order to provide increased reliability of service and to reduce head loss.
- Dead end mains shall be equipped with a means to provide adequate flushing. Flushing devices shall be sized to provide flows which will give a velocity of at least 2.5 feet per second in the water main being flushed. They may be provided with a fire hydrant if flow and pressure are sufficient.
- Storage facilities should have sufficient capacity, as determined from engineering studies, to meet domestic demands, and where fire protection is provided, fire flow demands.

Sanitary Sewer

The City of Burton is a part of Sewer District No. 1 of the Genesee County Wastewater system. Constructed in the mid-1960's as part of the county-wide collection and treatment system, the initial network of collector, lateral, and main line sewers were built along the main mile roads and in the residential areas. The Genesee County interceptor, a network of pump stations and large diameter force mains that traverse the city, transfers sewage from Sewer District No. 1 to the Anthony Ragnone Wastewater Treatment Plant. Sewage from the city enters the county interceptor at the pump stations located throughout the city. Interceptor maintenance is the responsibility of GCDC-WWS while all other mains are the responsibility of the city.

As property has developed over recent years it has been the responsibility of the developer to provide sanitary sewer to the development. There is, however, a City Ordinance that states an individual is not required to connect to the sanitary sewer system if the dwelling is more than 200 feet from the right-of-way. It is estimated that there are less than 6 residences in the community that remain on private septic systems.

When the Genesee County interceptor was constructed, the City of Burton purchased sufficient sewer units to account for both current residents and for potential developments. As of 2001, the original units that each municipality purchased no longer apply. In lieu of a service unit, each new connection to the system results in a fee to the county. It does not appear that sanitary sewer capacity is a hindrance to future growth in the City of Burton.

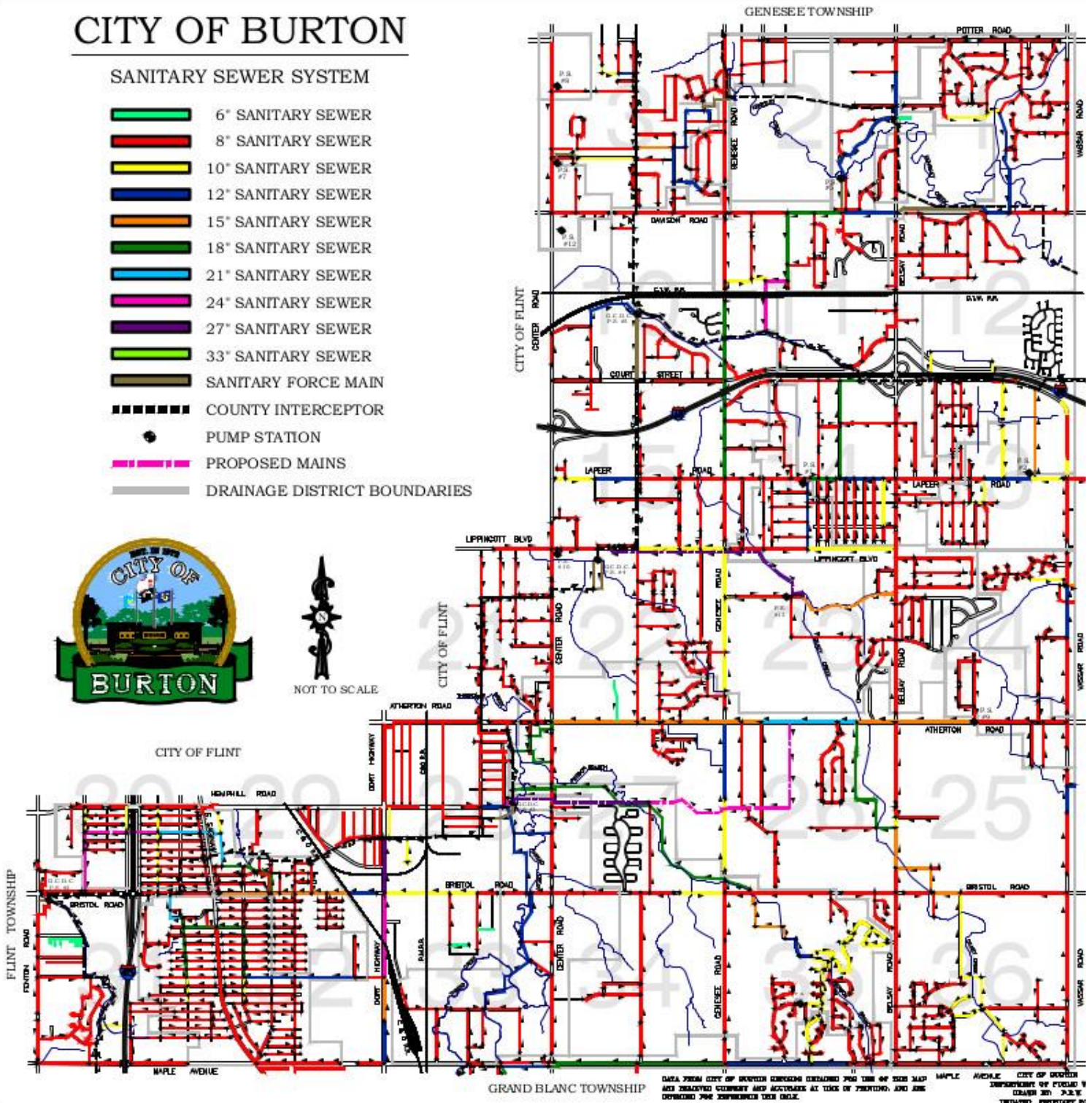
Over the previous two years the city has cleaned and televised approximately 120 miles of the sanitary sewer system through a \$2 million Stormwater, Asset Management, and Wastewater (SAW) grant; the Asset Management Program completed under the SAW grant will be published in the spring of 2017. The 2016 construction season will see the completion of 6,200 feet of main line sewer and five sewage lift stations with a \$6.4 million State Revolving Fund (SRF) loan. Inflow/Infiltration (I/I) inspection are currently underway.

Map 2-3: Sanitary Sewer System Map

CITY OF BURTON

SANITARY SEWER SYSTEM

- 6" SANITARY SEWER
- 8" SANITARY SEWER
- 10" SANITARY SEWER
- 12" SANITARY SEWER
- 15" SANITARY SEWER
- 18" SANITARY SEWER
- 21" SANITARY SEWER
- 24" SANITARY SEWER
- 27" SANITARY SEWER
- 33" SANITARY SEWER
- SANITARY FORCE MAIN
- COUNTY INTERCEPTOR
- PUMP STATION
- PROPOSED MAINS
- DRAINAGE DISTRICT BOUNDARIES



Drainage

The City of Burton contains eleven major county drains, all of which are maintained by the GCDC-WWS – several of these major drains include smaller sub drainage districts that serve one or more subdivisions or developments. Approximately three-fourths of the city drains directly or indirectly into Gilkey Creek. The remainder of the city drains into Kearsley Creek. All storm drainage eventually enters the Flint River.

When the drainage district boundaries are compared with the existing land use map (4-1), the Kearsley, Gilkey, Robinson, and Pierson districts appear to contain the largest amounts of undeveloped land. Additional study is necessary to identify the capability of these drain to handle increases in flows, particularly at peak periods following rain events. At a minimum, development in these areas should be required to demonstrate adequate drainage capacity and/or incorporate flood retention/detention facilities to meter runoff into the existing drainage systems.

Transportation

Transportation infrastructure can have a dramatic impact on the development of neighborhoods and regions. The transportation system should be considered an investment in the community. People and goods are transported throughout the city in order to support commerce, industry, health, education, activity, and other important functions. Transportation systems that provide adequate access to all areas of a community allow greater development opportunities. Certain transportation elements such as railroad lines or freeway interchanges have significant effects on the development potential of land. Other benefits may include emergency responsiveness, sustainability, economic development, and others.

The quality of life experienced by a community is largely effected by available transportation. An equitable and sustainable transportation network takes into account both safety and accessibility for residents of all ages, incomes, and abilities. Improving the safety of a transportation facility should account for all modes of transportation and users in order to foster a safe, connected, accessible transportation system for the multimodal movement of goods and people. Ease of mobility stimulates economic growth in neighborhoods and increases accessibility for all residents. By increasing transportation choices and improving access to essential services, governing authorities have the ability to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

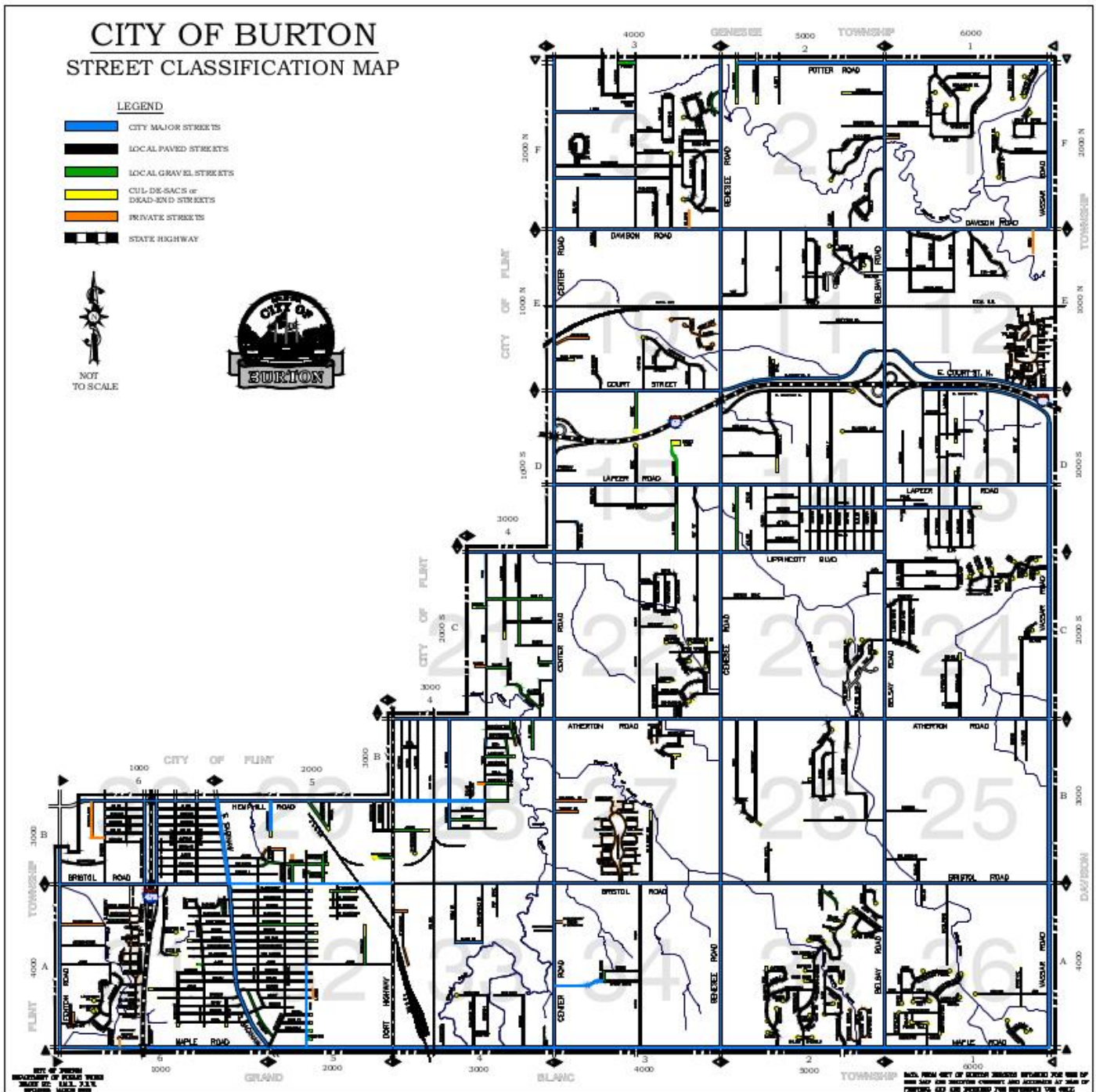
This section will concentrate one the two principal elements in the city's transportation system: its street/road/highway network and, to a lesser extent, its railroad system. This report will analyze the current road system and identify characteristics including condition and jurisdiction and how these factors impact the system's ability to help or hinder the city's development and the residents' quality of life.

Street, Road, and Highway Network

Street Classification

The City of Burton's roads are divided into five categories – state trunklines, county primary roads, county local roads, major city roads, and local roads (Map 2-4). This class division assigns jurisdictional responsibility for the maintenance of the roads to the state, county, and city.

Map 2-4: Street Classification Map



Jurisdiction over the state trunklines belongs to the State of Michigan. The state trunklines that pass through the City of Burton include I-475, I-69, and M-54 (Dort Highway). The I-69 International Trade Corridor, or Michigan's Blue Water Gateway, is one of Michigan's 'Corridors of Highest International Significance' according to the Michigan Department of Transportation and is a commercial transportation route between the Midwest and Ontario, Canada.

Genesee County oversees the county primary and local roads. County primary and local roads include the roads that serve as the township section division. The local roads include the less frequently travel section division roads and include parts of Maple Avenue, Vassar Road, and Potter Road.

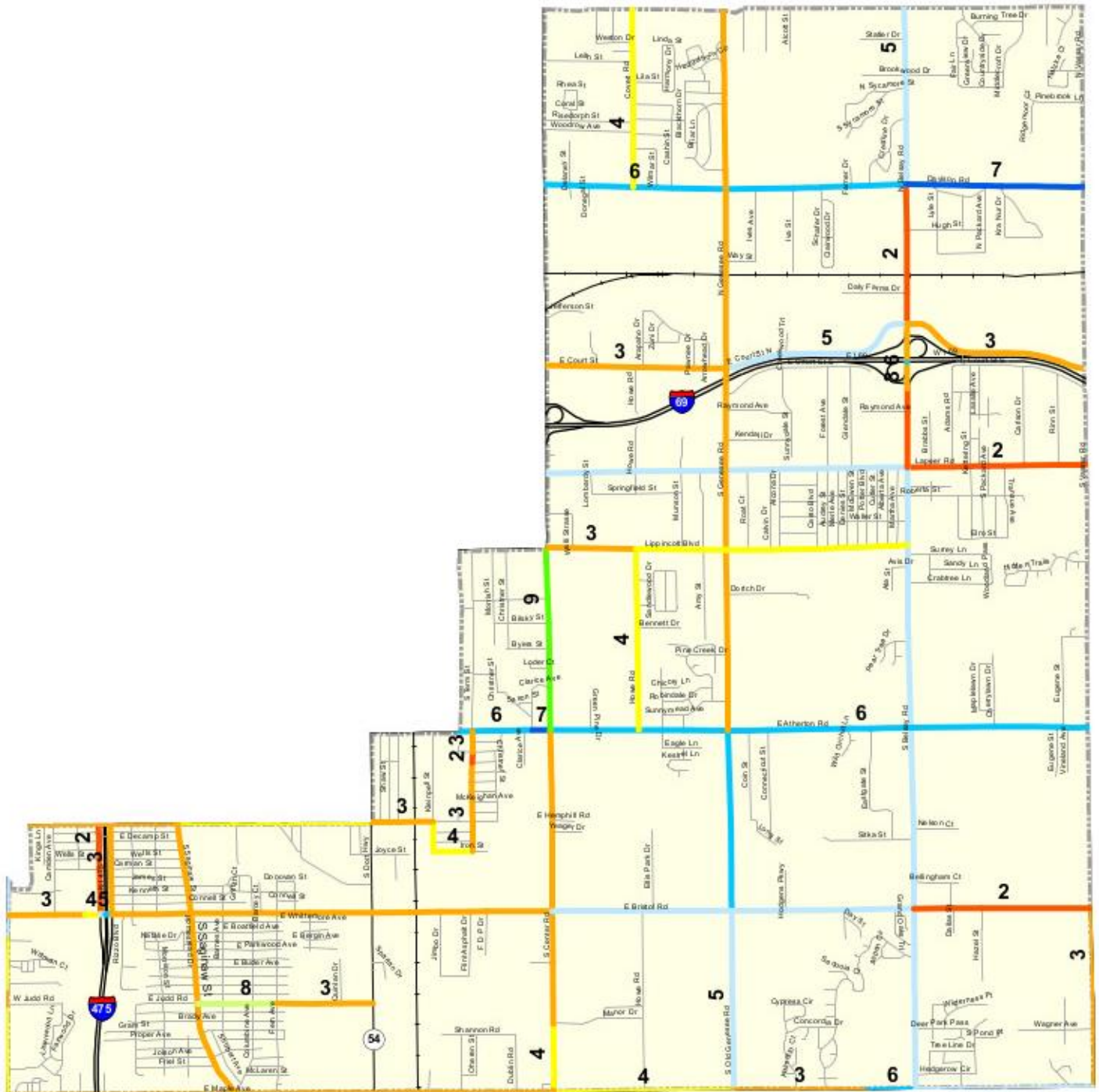
The City of Burton is responsible for the major and local roads. The major roads under the jurisdiction of the city include Lippincott Boulevard, Howe Road, Hemphill Road, Court Street, Kleinpell Street, Iron Street, and portions of Term Street, Covert Road, Risedorph Street, and Leith Street. The remaining roads are classified as local streets and serve the residential or less traveled commercial areas.

Road Quality

In 2015, the Genesee County Metropolitan Organization (M.P.O.) assessed the condition of the Federal Aid eligible roadways within the City of Burton. Pavement Surface Evaluation and Rating (PASER) is a rating system designed to assess the quality of roadway segments (Map 2-5). Developed by the University of Wisconsin-Madison Transportation Information Center, the rating system is a visual survey method used to evaluate roadway conditions on a scale of 1-10. A road with a PASER rating from 8-10 is considered 'good', meaning that routine maintenance is required. A rating in the range of 4-7 is considered 'fair' condition and requires capital preventative maintenance, such as overlays, in order to preserve the quality of the road. A road with a rating from 1-4 is considered 'poor' condition and requires structural improvements, such as reconstruction. The purpose of this analysis is to provide the city with a tool for planning future street improvements; creating an asset management plan will provide a guide for city officials to select the right treatment at the right time, maximizing the life of the street system.

The *2015 PASER Survey of Genesee County*, prepared by the Genesee County Metropolitan Planning Commission, provides a summary of the 2015 PASER ratings for the Federal Aid eligible roadways of each community in Genesee County. The City of Burton ranked #13 out of 14 cities and villages in Genesee County in average PASER ratings (APR), with #14 being the worst. Of a total of over 153 rated road miles within the city, approximately 3.9% of city's streets were in 'good' condition, 32.7% were in 'fair' condition, and 63.4% were in 'poor' condition – this results in an APR of 4.14. Federal Aid eligible roadways that were rated include streets in the state, county, and city's jurisdiction.

Map 2-5: PASER Street Rating Map



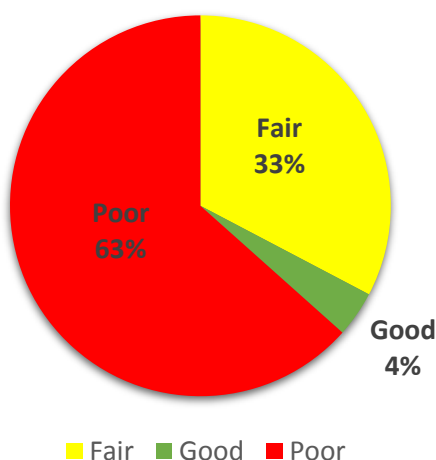
City of Burton

- Interstate/Freeway
- Arterials
- Collectors
- Local Roads
- Railroads
- Rivers and Streams

2015 PASER Survey Ratings



Sources: Michigan Geographic Framework V5A
 Date: September 2015
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Figure 2-1: City of Burton 2015 PASER Ratings

Asphalt pavements are typically designed for a 10 to 20-year design life. This life can be extended through regular pavement operations, but the pavement will eventually require major reconstruction. Regular pavement operations are broken into three main categories – routine maintenance, preventative maintenance, and reactive maintenance. Following a strict capital improvement plan is crucial in maximizing the life of the street system. The cost associated with preventative maintenance is significantly lower than the rehabilitation costs required to maintain roadways. Providing ongoing maintenance, such as resurfacing streets, is vital for maintaining the condition of assets. Rehabilitation treatments that are necessary when a pavement reaches a poor rating are six to eight times the cost of routine maintenance - as assets continue to deteriorate, the cost of repair will exponentially increase and can result in peripheral damage. Pavements that are properly maintained can yield a life of 40 years.

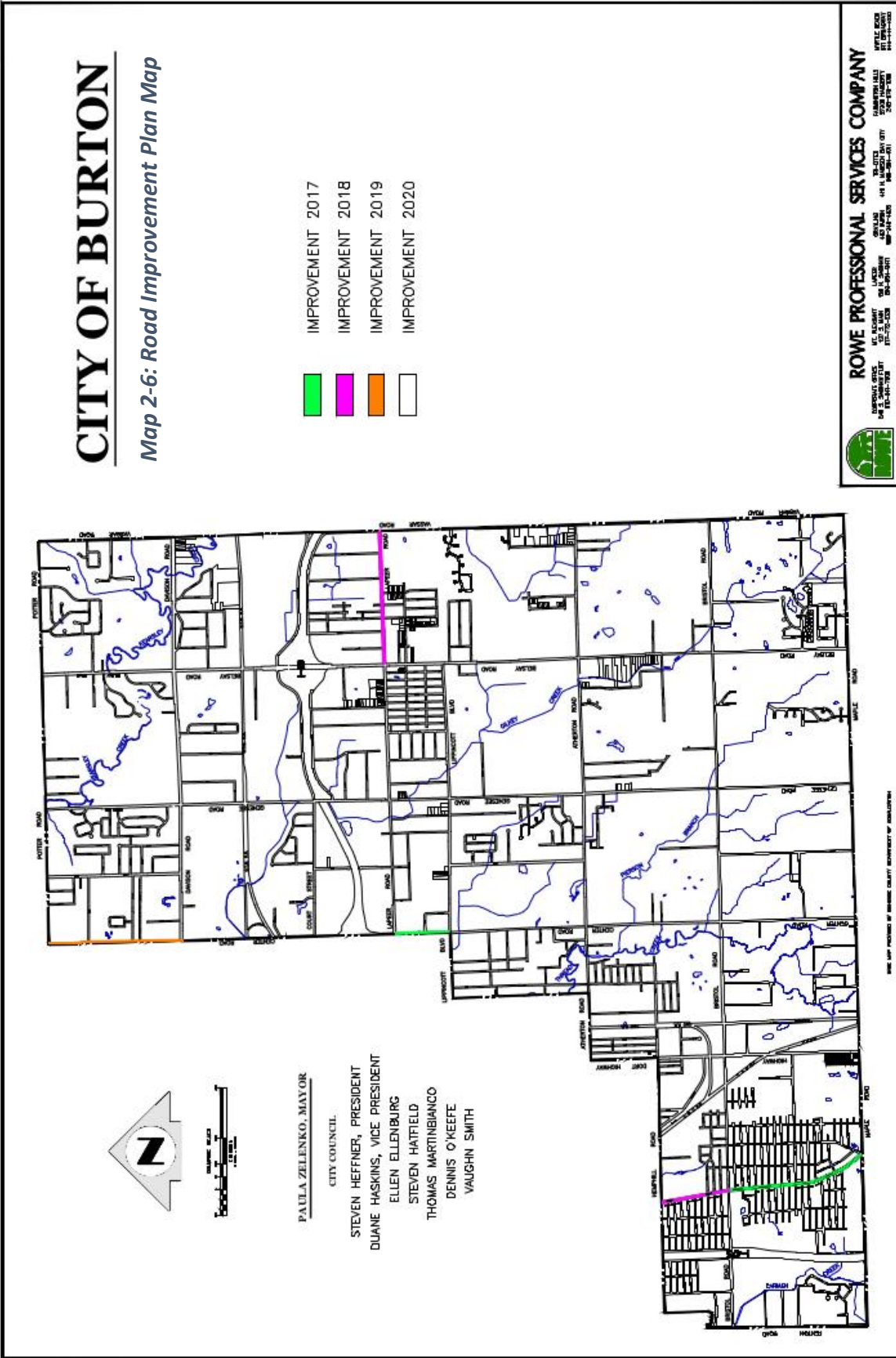
Transportation Improvement Program

The Transportation Improvement Program (TIP) is a blueprint for how Metropolitan Planning Organization (MPO) will spend Federal transportation funds. Below is a table of the TIP List of Projects for the FY 2017-2020 in the City of Burton (Map 2-6).

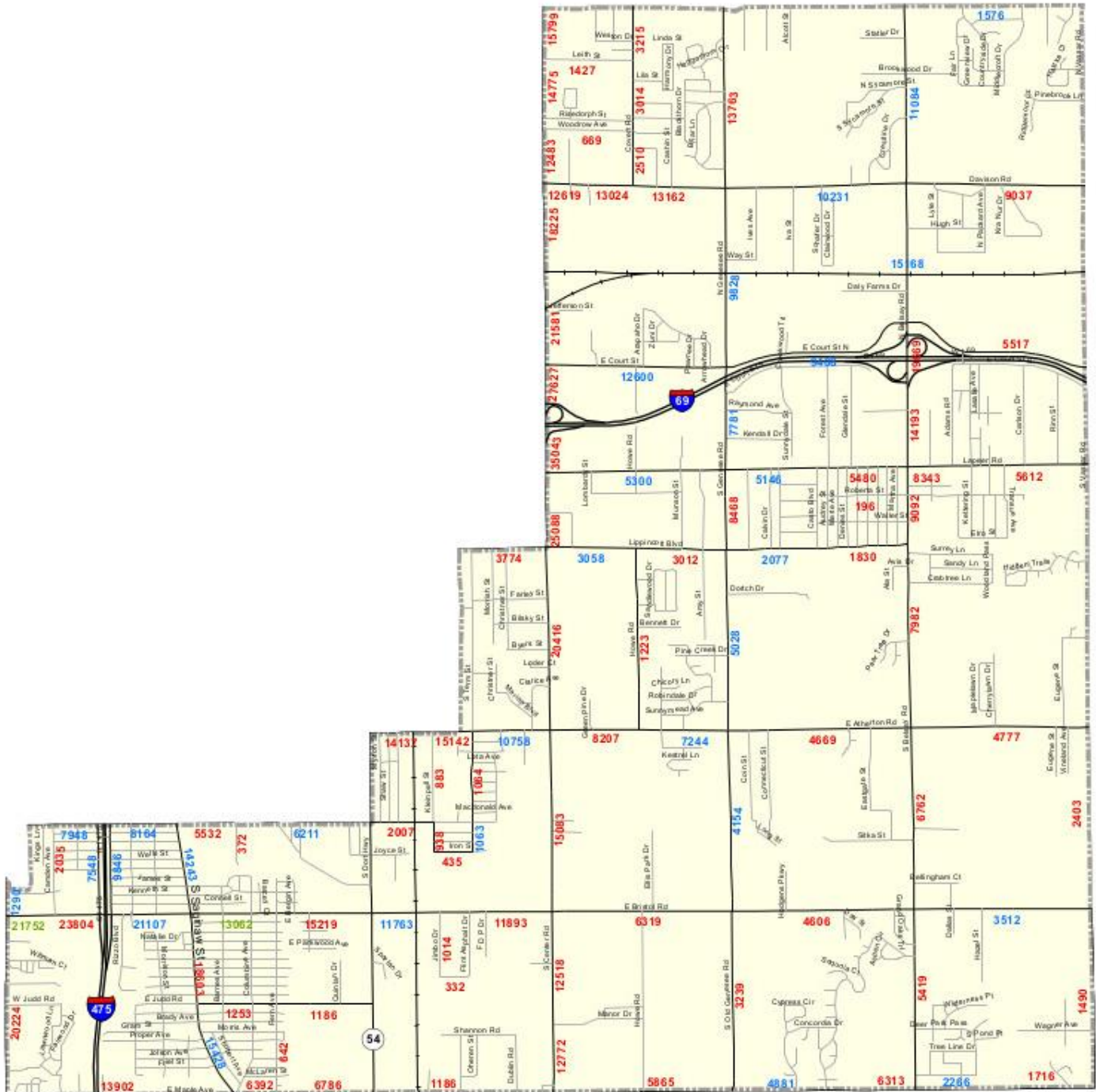
FY 2017-2020 Transportation Improvement Program Projects				
FY	Project Name	Limits	Length	Description
2017	Center Road	Lippincott Blvd to Lapeer Rd	.44	Preliminary Engineering
2018	Center Road	Lippincott Blvd. to Lapeer Rd	.44	Road Resurfacing
2018	Lapeer Rd ACC in 2018	Belsay Rd to Vassar Rd	1.00	Road Resurfacing
2018	Saginaw Street	Bristol Rd to Hemphill Rd	.53	Preliminary Engineering
2019	Center Road	Davison Rd to North City Limits	1.00	Preliminary Engineering
2019	Saginaw Street	Bristol Rd to Hemphill Rd	.53	Road Resurfacing
2020	Center Road	Davison Rd to North City Limits	1.00	Road Resurfacing

Traffic Counts

A map depicting the traffic counts for the City of Burton has been included. The traffic data represented on the map includes historic counts, 2014 counts, and 2015 counts. When compared to the traffic counts in the 1998 *City of Burton Land Use Plan*, the traffic counts on the included map have decreased anywhere from 1-40%. A few exceptions to this statement can be found in the southern portion of the city – these exceptions have observed an increase of 1-12%.



Map 2-7: Traffic Count Map

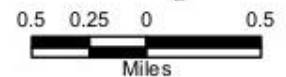


City of Burton

- Interstate/Freeway
- Arterials
- Collectors
- Local Roads
- Railroads
- Rivers and Streams

Traffic Counts

1234 2015 Count
 5678 2014 Count
 9012 Historic Count

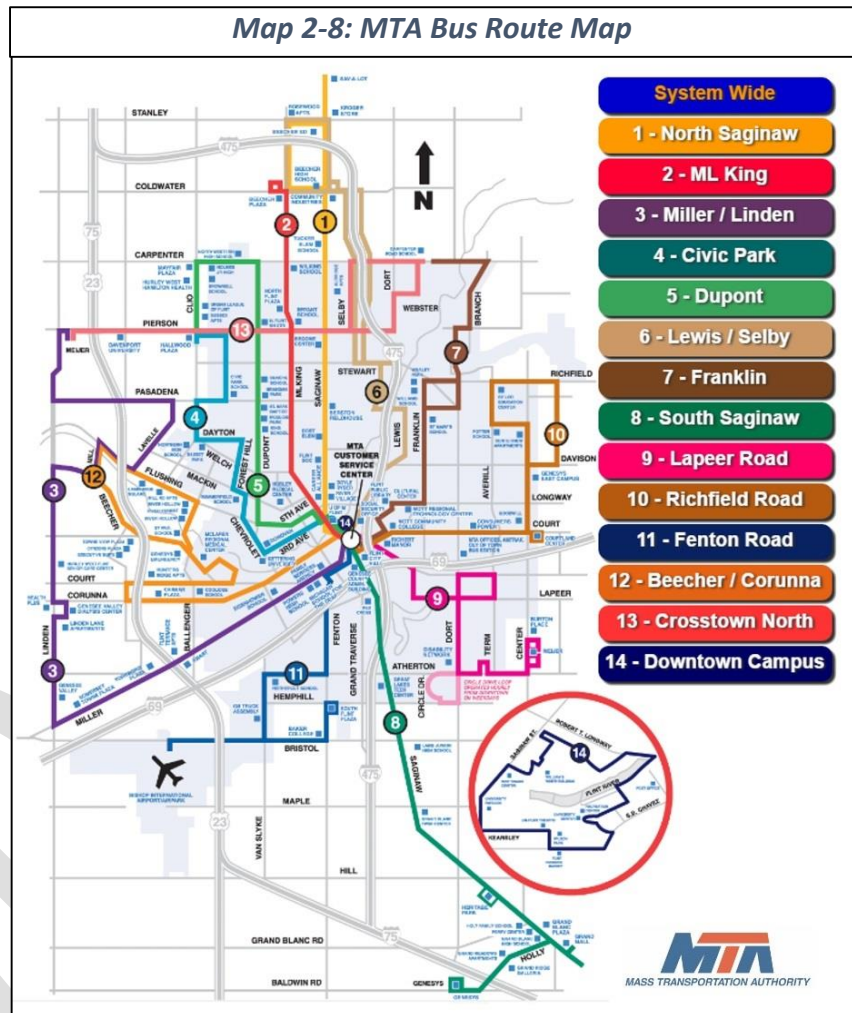


Sources: Michigan Geographic Framework V6.5A
 Date: September 2015
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Attachment: September Meeting Back up (2676 : Progress Report on Master Plan)

Mass Transportation Authority Service

The Mass Transportation Authority (MTA) serves public transportation within the Flint-Genesee County area. The MTA currently operates 14 primary routes, 56 peak hour routes, and 14 regional routes. Of the 14 primary routes, three enter the City of Burton. These include the South Saginaw route, the Lapeer Road route, and the Richfield Road route. All three lines terminate at the MTA Customer Service Center in downtown Flint and allow for connection to the remaining 11 lines. The MTA also provides a demand-response service known as 'Your Ride' that is available to all residents. The MTA has a service center for Your Ride operations located in Burton on Dort Highway. They have developed a Strategic Plan for 2016-2026. The plan highlights seven key core values: integrity, dedication to excellence, responsiveness, customer-focused, collaboration and partnership, transformational leadership, and innovation. From these



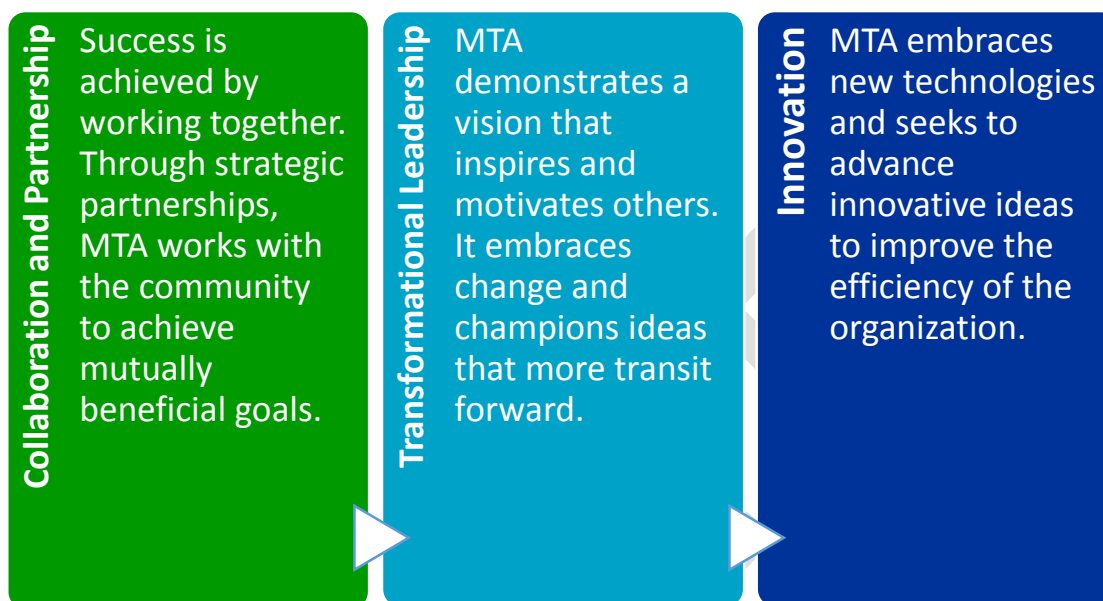
Integrity MTA demonstrates honesty, consistency, dependability, transparency, and accountability in all its actions.

Dedication to Excellence MTA consistently works to improve service delivery and maintain impeccable standards in every facet of the organization.

Responsiveness MTA anticipates and assesses the changing transportation needs of the community. It strives to respond with effective and efficient solutions.

Customer-Focused MTA values its passengers and treats them with dignity and respect. In all interactions, internally and externally, customer satisfaction is paramount.

core values goals and objectives were created with an implementation plan.



There are many that apply directly to the City of Burton are listed below with the corresponding core value (MTA Strategic Plan 2016-2020, 16-17).

Responsiveness

- Meet requests for additional peak route services
- Expand regional routes to increase job access
- Increase capacity of Your Ride services

Customer Focused

- Implement TDN Bus Stop Accessibility recommendations

Partnering

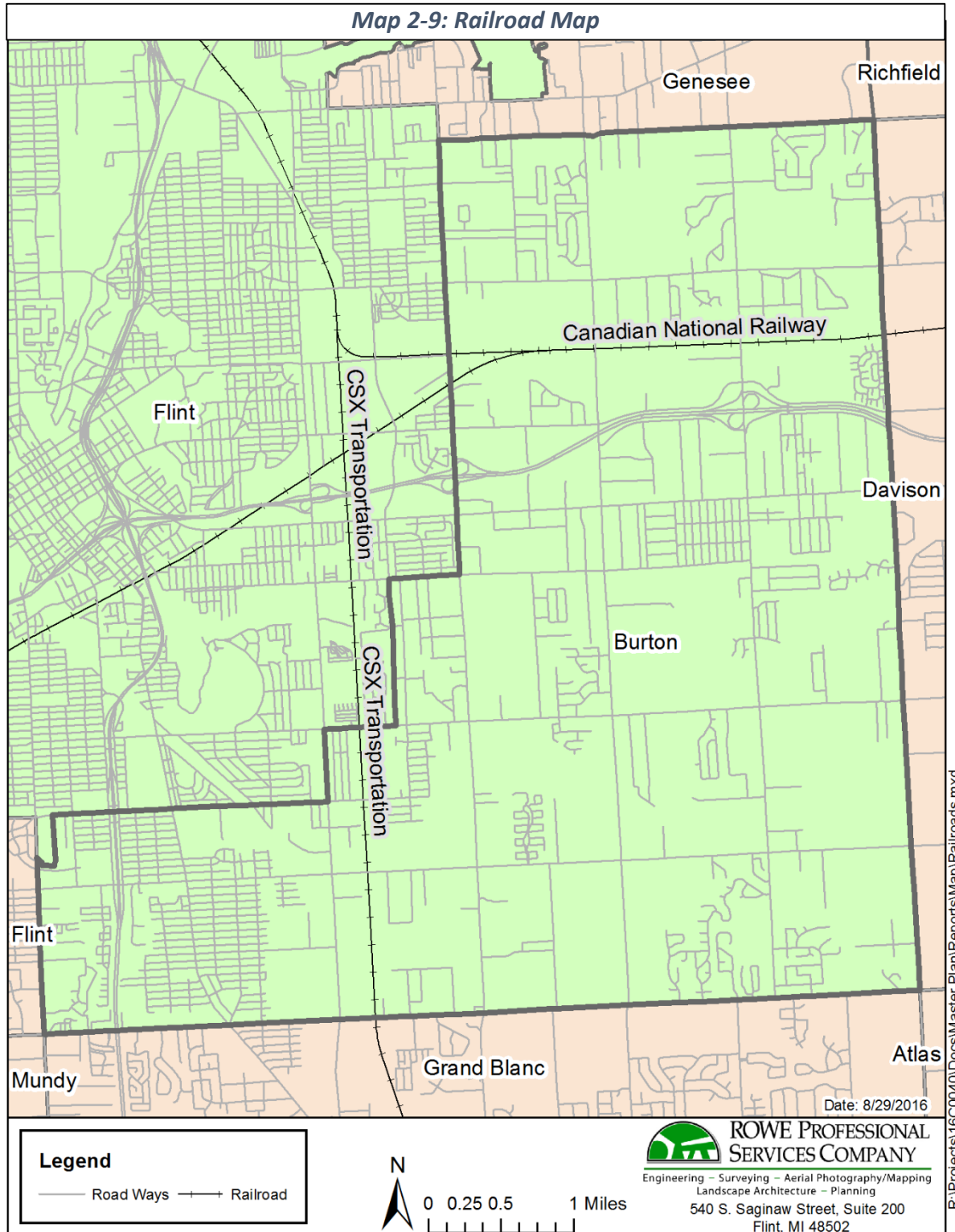
- Explore regional connections with neighboring transit systems

Leadership

- Actively engage in community projects
- Explore potential for Saginaw Street Bus Rapid Transit (BRT)

Railroads

Currently, the Canadian National Railway and CXS Transportation have active rail lines through the city providing access to destinations throughout the continent. A large portion of the land zoned for industrial uses in the city is located along these railroad corridors.



Chapter 3. Natural Features

There are many different components that impact land development. Natural features are one of those components. Identified natural resources that are sensitive to development include wetlands, floodplains, and water courses such as creeks. The destruction or disturbance of these features can cause hazards such as flooding and wasting important productive lands and renewable resources⁴.

The identification of these features can help guide development that will not be as costly and maximize amenities without affecting the natural systems. Some of these sensitive features are also potential recreation and/or conservation areas within the city.

Wetlands

In 1979, the Goemaere-Anderson Wetland Protection Act was enacted by the State of Michigan. This legislation was passed to help protect wetlands by restricting their use to certain activities (fishing, boating, farming, among others), but still allowing other activities after going through a permit approval process by the State of Michigan. Permits are approved only upon a review of an environmental assessment filed by the petitioner and upon a finding that the activity is in the public interest. In 1994, the act was incorporated into the Natural Resources and Environmental Protection Act.

Under the provisions of the Act, a wetland is defined as “land characterized by the presence of water at a frequency and duration sufficient to support, and under normal circumstances does support, wetland vegetation or aquatic life and is commonly referred to as a bog, swamp or marsh.” The State of Michigan’s regulations through the Department of Environmental Quality uses three tests to determine state jurisdiction wetlands.

Wetlands are very important natural resources. These areas help the region as well as local community in many natural amenities such as flood controls, wildlife habitat, recharge areas for ground water and much more. Wetlands are however sensitive to neighboring development and in some cases are protected by the state.

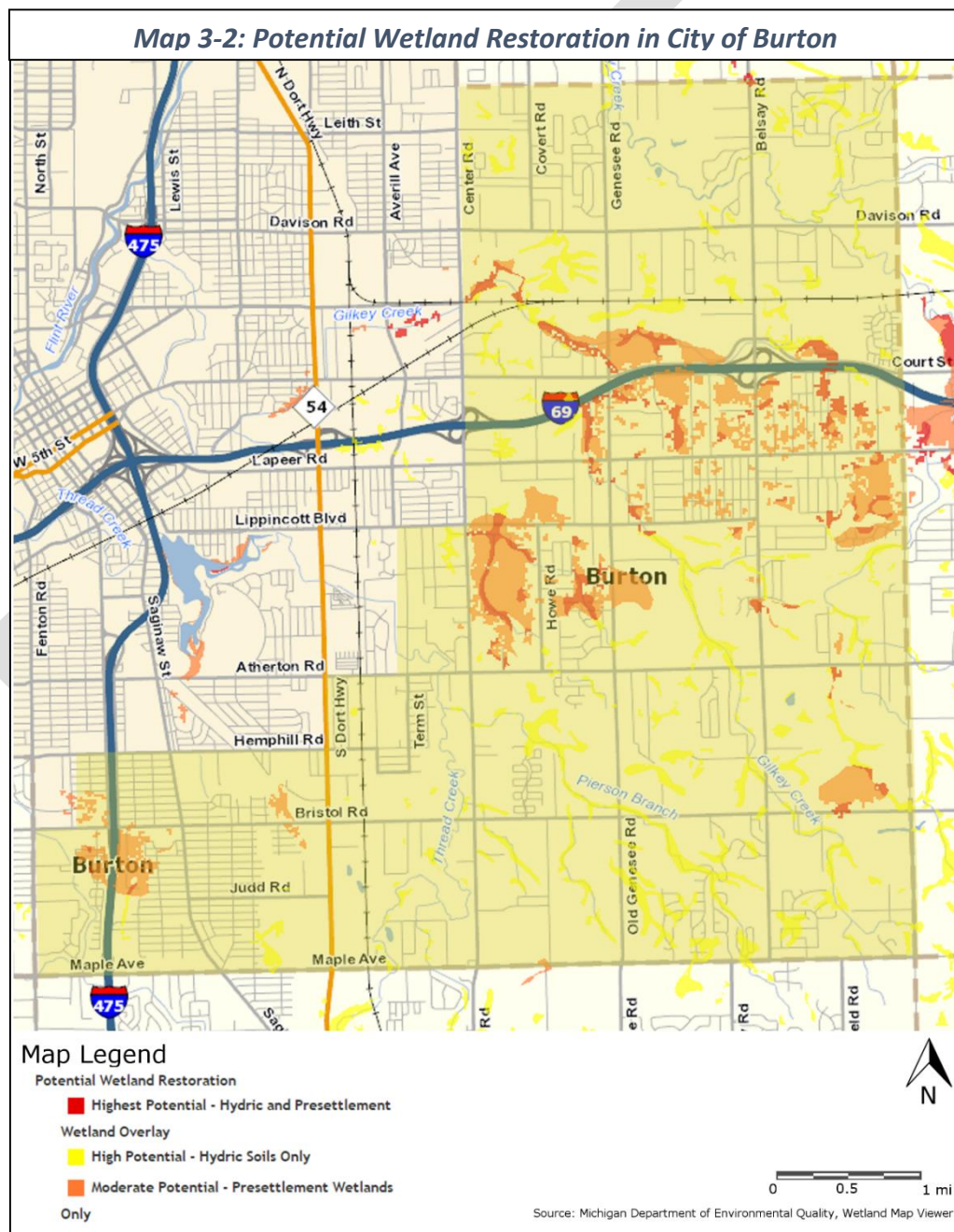
Through the Michigan Department of Environmental Quality (DEQ), they have a map of the wetland inventory (Map 3-1). Wetlands recognized by the National Wetland Inventory (NWI) and Michigan Resource Inventory System (MIRIS) are scattered about the city in dark green (Map 3-1). Two major wetland areas include the For- Mar Nature Preserve and Arboretum County Park, along Kearsley Creek, along Gilkey Creek, and along Thread Creek. In orange, are identified wetland soils, which are in more areas than the identified wetlands. Wetlands are scattered throughout the City of Burton creating potential impediments to development, but also an asset by providing green space, habitat, and flood control benefits.

⁴ For a complete discussion of the importance of protecting environmentally sensitive areas see Performance Controls for Sensitive Lands, Planning Advisory Service Reports 307 and 308, June 1975

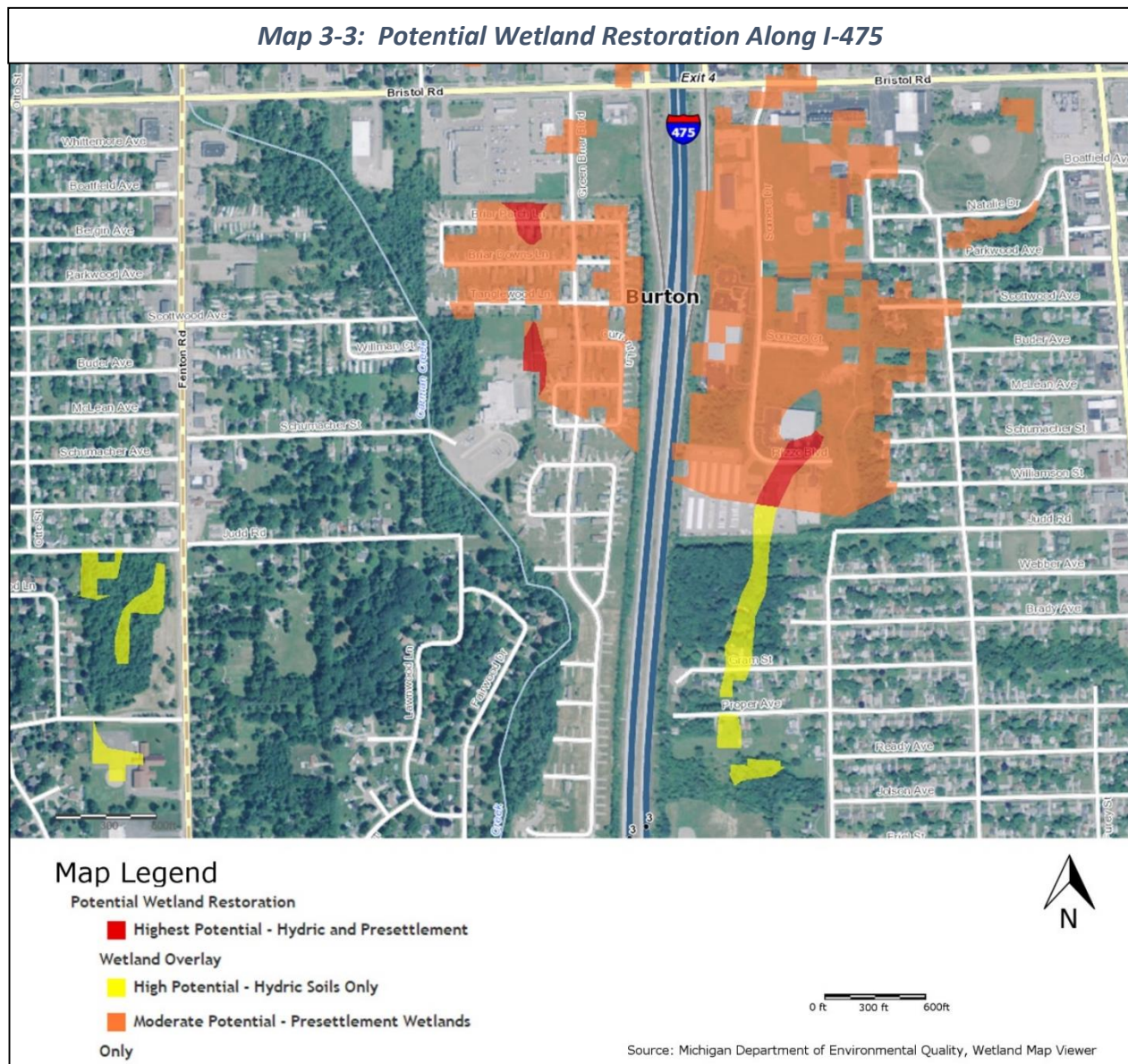
Map 3-1: Wetland Areas in City of Burton



In the development of the community there has been some wetland conversion. Through evaluating the MDEQ's potential wetland restoration map overlaid with the existing land use map (Map 3-2) one can see potential areas where wetland could be restored. This is particularly important if a property owner wishes to develop an existing wetland, which may be allowed through restoration of previous. The two elements that evaluate the potential for restoration is based on the if the area has hydric soils and/or a pre-settlement wetland. The main grouping of potential wetland coverage is the southwest corner along I-475 just south of Bristol Road, near Lippincott Blvd between Center Road and Belsay Road along Thread Creek Gilkey Creek, and Pierson Branch, and along the I-69 corridor by Genesee Road. Some zoomed in callouts include along I-475 south of Bristol, middle section of Thread and Gilkey Creek, and along the I-69 corridor by Genesee Road.

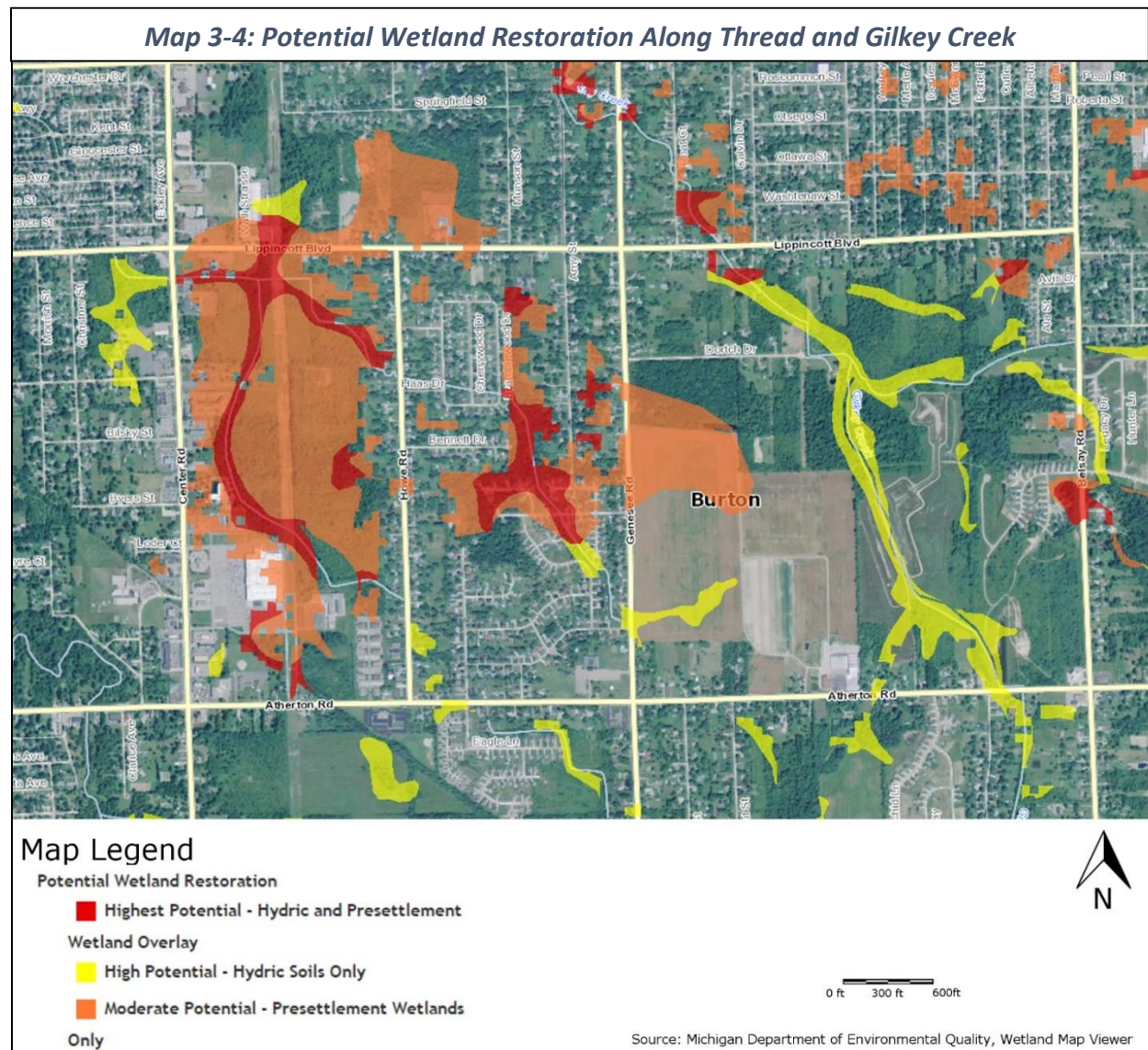


Along I-475 just south of Bristol Road is mainly located in an area of industrial, mobile home park, commercial, and public and quasi-public land uses (Map 3-3). Within the industrial park there is a large amount of green space. Incentive zoning techniques could be used to encourage the restoration of this highly potential wetland area. A win-win situation could be the restoration of a wetland to help the community while the property owner will have less mowing area, potentially better storm management, and other intrinsic values.



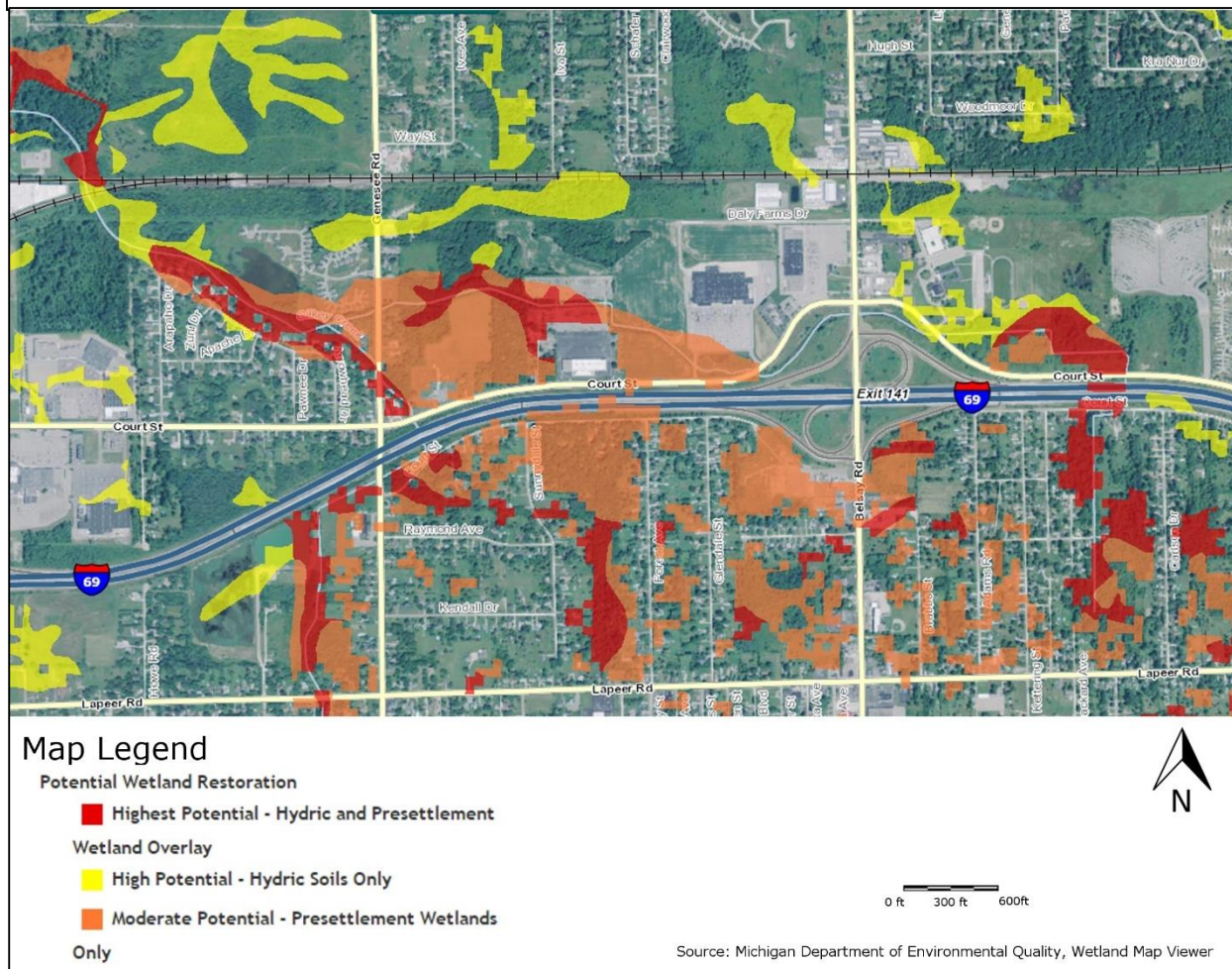
The area along Thread Creek and Gilkey Creek involve a collection of uses including mostly vacant land along Thread Creek (Map 3-4). Other adjacent uses to this area include utilities, multiple family, single family housing, general commercial, community shopping center, and public & quasi-Public uses. Wetlands can be a good transitioning buffer from commercial type uses to residential using because of wetlands' ability to hold and release storm water and natural space to act as a sound barrier. The large amount of vacant land helps to buffer the two commercial type and utility areas from some of the multiple family and single family areas.

These wetland areas also are very close to the water courses of Thread and Gilkey Creek, which could be undesirable development locations. An alternative to additional development would be to restore it to a wetland or into the public domain to protect the creek as well as potential property owners.



Lastly, one area of high potential wetland restoration is located along I-69 (Map 3-5). Focusing on the west side first along a northern part of Gilkey Creek is surrounded by single family, multiple family, public and quasi-public, vacant and agricultural, and commercial land uses. The vacant areas, Kelly Park, and residential areas could utilize the benefits of being along nature and utilizing the benefits of a wetland area.

Map 3-5: Potential Wetland Restoration Along I-69

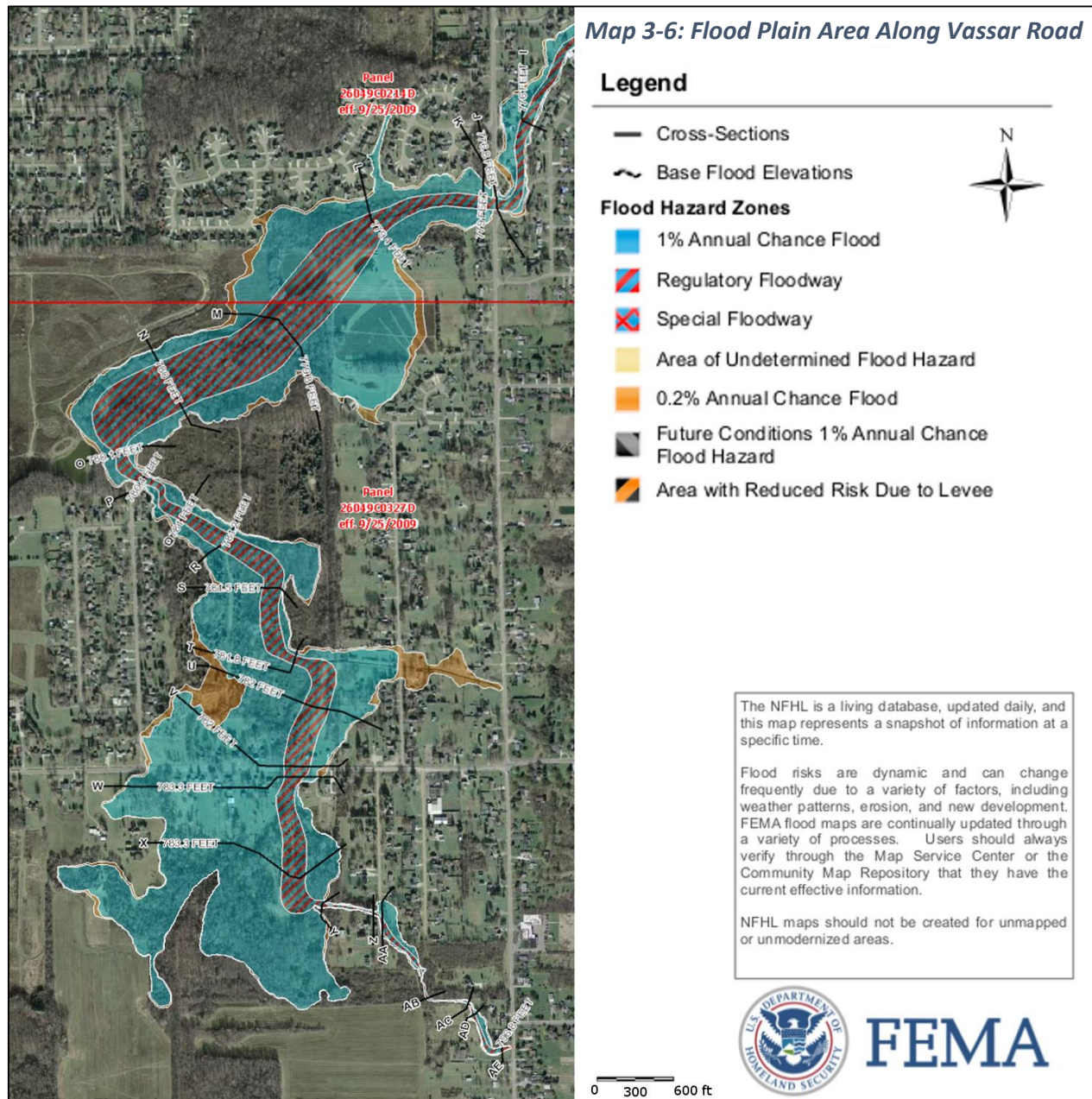


Floodplains

The Federal Emergency Management Administration (FEMA), administers the National Flood Insurance Program (NFIP), which identifies communities with flooding potential and encourages these communities to participate in the program. As part of the program FEMA, in cooperation with the Surface Water Division of the Michigan Department of Environmental Quality, identify the “100 year flood plain” for that community. The “100 year flood plain” represents the areas along a river, stream, drain or lake which is expected to have a 1% chance of flooding in any given year.

The floodplain areas in the City of Burton coincide with the existing surface courses with its jurisdiction. Some of these major creeks include Gilkey Creek, Kearsley Creek, Thread Creek, and Pierson Branch. Through a comparison the existing land use Map 4-1 we can conclude that much of the existing development within the city does not occur in a flood plain.

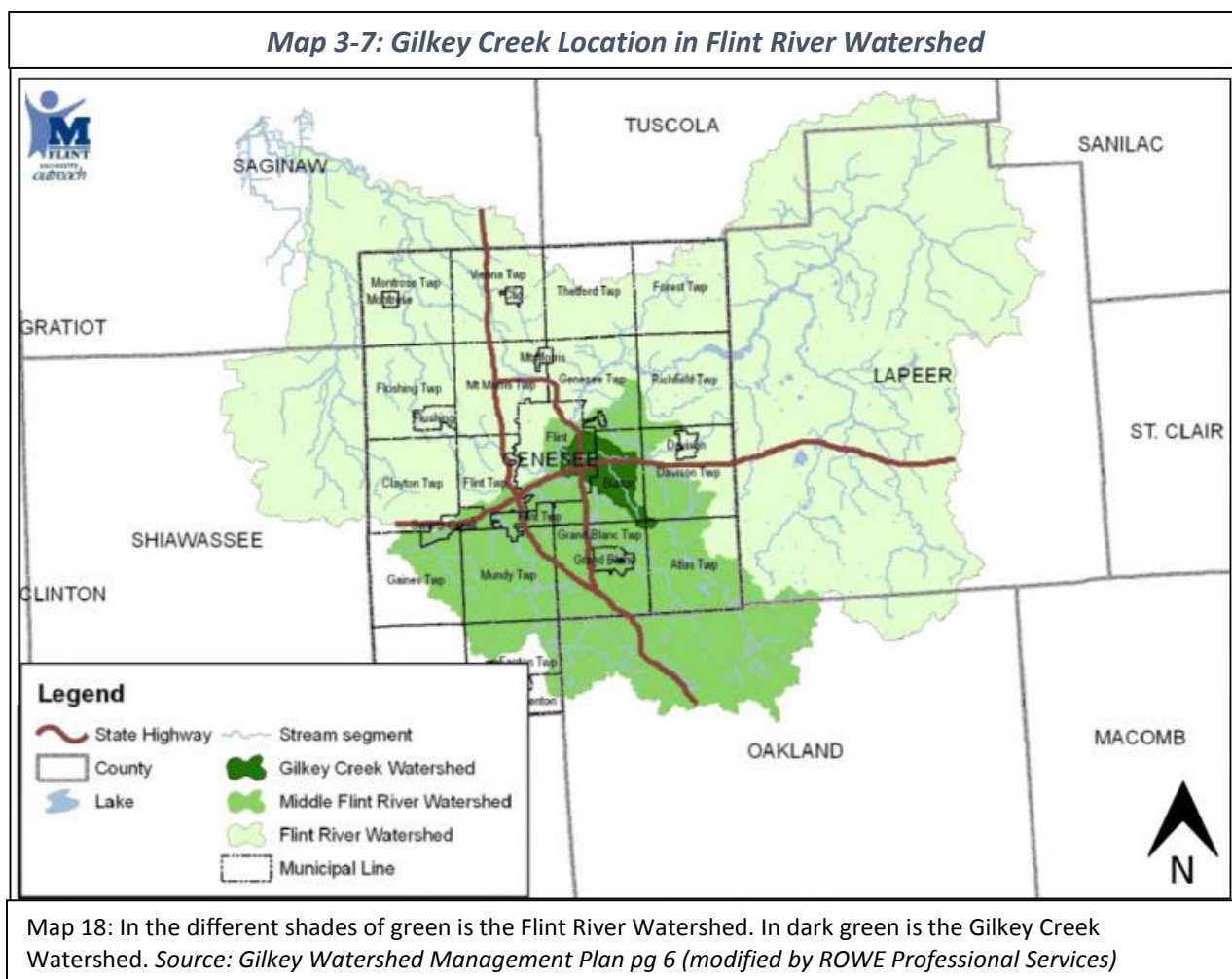
Below in Map 3-6 is a callout along Vassar Road. The main floodway, which is the channel that carries water downstream during a 100-year flood, is indicated with red hatched lines. The floodplain within the 100-year flood plain is indicated in blue, while 200-year floodplains are indicated in tan. This area is surrounded by single family homes and vacant/agricultural property. Many of the surrounding buildings are not directly located within the floodplain.



Due to the fact that little actual development exists in the existing floodplain, regulation of new development in the floodplain, rather than mitigation of existing floodplain development should be the primary focus of future development in these areas. Fortunately, existing provisions within the State of Michigan's Building Code provides regulations necessary to regulate such development.

Flint River Watershed Coalition Gilkey Creek Plan

The Flint River Watershed Coalition in 2006 established a Gilkey Creek Watershed Management Plan involving many parties including State of Michigan DEQ, Genesee County Drain Commission in City of Burton, and City of Flint. The Gilkey Creek primarily runs through the City of Burton (Map 3-7). The plan includes evaluation of designated and desired uses, goals and objectives, local policy and ordinance review, landscape preservation plan, water quality, best management practices, education plan, and evaluation. The plan indicates the most appropriate uses for the creek are as an education tool, for increased recreational use, and for increased aesthetics (pg 2-3).



Goals and objectives were developed for the Gilkey Creek listed below with the goal listed first and corresponding objective(s) below (pg 3):

- 1. Improving wildlife habitat and other aquatic life habitat.**
 - Reduce impacts from drain maintenance.
 - Increase the riparian corridor and create/incorporate a green infrastructure network
- 2. Improve warm-water fishery**
 - Reduce sediment inputs
 - Decrease impact from storm events
 - Re-vegetate along the stream corridor

3. Increase creek aesthetics, educational opportunities and recreational use (for partial and total body contact)

- Assessment of E. coli levels
- Increase visibility and aesthetic quality
- Promote current recreational opportunities
- Identify potential recreational opportunities

4. Reduce flooding and improve navigation

- Improve storm water management practices
- Source control
- Improve existing infrastructure (bridges, culverts, storm drains)
- Increase riparian vegetation and wetland use

5. Improve creek for public health and drinking water

- Reduce threat of bacteria and nutrient levels
- Create a wellhead protection program
- Reduce impacts from roadways
- Prioritize brownfield sites that pose a potential threat to surface water contamination

These goals and objectives are focused to increase/ maintain healthy parts of Gilkey Creek and increase quality of life for all that engage with the creek. One way to achieve the objectives and goals is through policy. The plan reviewed the City of Burton's existing land use policies and listed the following findings (pg 32-33):

1. Burton's policies are relatively weak for water resource protection. Specifically, the city has no policy on erosion control that prohibits clear cutting and stripping of lots for development, the drain office coordinates the soil erosion and sediment control for new development, incentives for impervious surface reduction (parking or road width variances), parking lot runoff controls, landscape standards, or natural feature setbacks.
2. Watershed planning is not currently incorporated into other municipal planning efforts (parks, master, etc).
3. The City of Burton should consider a wellhead protection plan (briefly mentioned in master plan). This is based on the variable types of soil and infiltration rates found in the city.
4. Burton should consider allowing on site treatment of storm water in parking lots and reevaluate its minimum parking requirements.
5. Maintenance of on-site detention basins are neglected prohibiting them functioning properly.
6. Laws exist for sediment runoff control from construction sites and for catch basin maintenance but appear to not be enforced regularly.
7. There is little correspondence between communities on goals of water quality and quantity.

In addition, the plan notes that the landowners can implement Best Management Practices (BMP). The three type of BMP is through structural (culvert or bridge replacement, pervious surfaces, etc.), vegetative (grassed swales, native plantings along creek, etc), and managerial (reducing slope for grading, silt fences, etc.).

With the advancement of either education, awareness, policy, or collaboration there is the potential to improve the Gilkey creek, which the Flint River Watershed Coalition is concerned and working on.

Chapter 4. Existing Land Use Inventory

Existing Trends

The City of Burton grew as a first-ring suburb stemming from the City of Flint. As the City of Flint grew and job became available in the area people moved to Burton and other adjacent communities. As the population information has shown, the City of Burton's population has grown and decreased with no particular constant trend. As the once Burton Township became the City of Burton in 1972, which prevented further annexation from the City of Flint, more regulations and zoning to regulate the City's growth were adopted. As property was divided and developed the zoning became apparent in the land use. The land uses evaluated include commercial, industrial, residential (single family, multifamily, and mobile home) public and quasi-public, and vacant, Right of Way, and farmland.

Commercial Uses

Commercial uses are most prevalent along the City's main north-south thoroughfares, but those uses lessen as you move east to Davison Township boundary. The most intense commercial uses are located along Dort Highway (M-54) and along the Saginaw corridor. On Dort Highway, the continuous commercial uses are broken up by a large faction of industrial uses or vacant land that was once industrial. This is most prevalent near the intersection of Bristol Road and Dort Highway. This trend is mostly due to the proximity to an existing and an abandoned railway intersecting in that area. In contrast when compared to the Saginaw Road corridor, there are lots of smaller commercial uses of property that are quite continuous with very few residential and public properties fronting Saginaw Road.

The Center Road corridor (though north of Lippincott, the west side is in the City of Flint) remains a solid commercial area. Due to Interstate 69 access large commercial centers have been devolved over the past 50 years. While the economic downturn and recession of the 2000's have increased vacancies at these developments, the overall use has not changed and are still utilized as the area continues to recover from the recession. Another area with this designation of use is on Center Road in an area mostly occupied by a local retail store. These two Community Shopping areas make up a total of 114.3 acres, separate from the general commercial uses.

There remains to be nodes of commercial uses at intersections of most the major mile roads within the City's limits. This trend remains to be much less prevalent the further east and south in the City and being nonexistent at every Vassar Road intersection at the eastern border of the City. The general commercial uses (not including "community shopping") make up 527.4 acres within the City.

Industrial Uses

Industrial uses (as mentioned above) are concentrated mostly at the Bristol Road and Dort Highway intersection amongst commercial uses. This trend moves east from that intersection along Bristol Road and into industrial parks or large parcels fronting Bristol Road. There is some industrial along the east side of Center Road from the Robert T. Longway Boulevard intersection area north and almost to the Davison Road intersection. Other industrial uses are quite sporadic being far and few between the concentrated area mentioned herein. The total industrial land uses within the City total 329 acres, which does not include property that was industrial and is now vacant.

Residential Uses

Residential uses continue to dominate the City. High density levels of housing tapers off in the east part of the City making Center Road a threshold to the verifying housing density. A majority of the newer residential subdivisions within the City are located primarily east of Genesee Road with many of them having halted. Nonetheless, single family residential uses are the second highest property land use within the City with 5,699.5 acres. Other residential uses, such as multi-family (128.3 acres) and mobile home parks (271.1 acres) are much smaller in comparison.

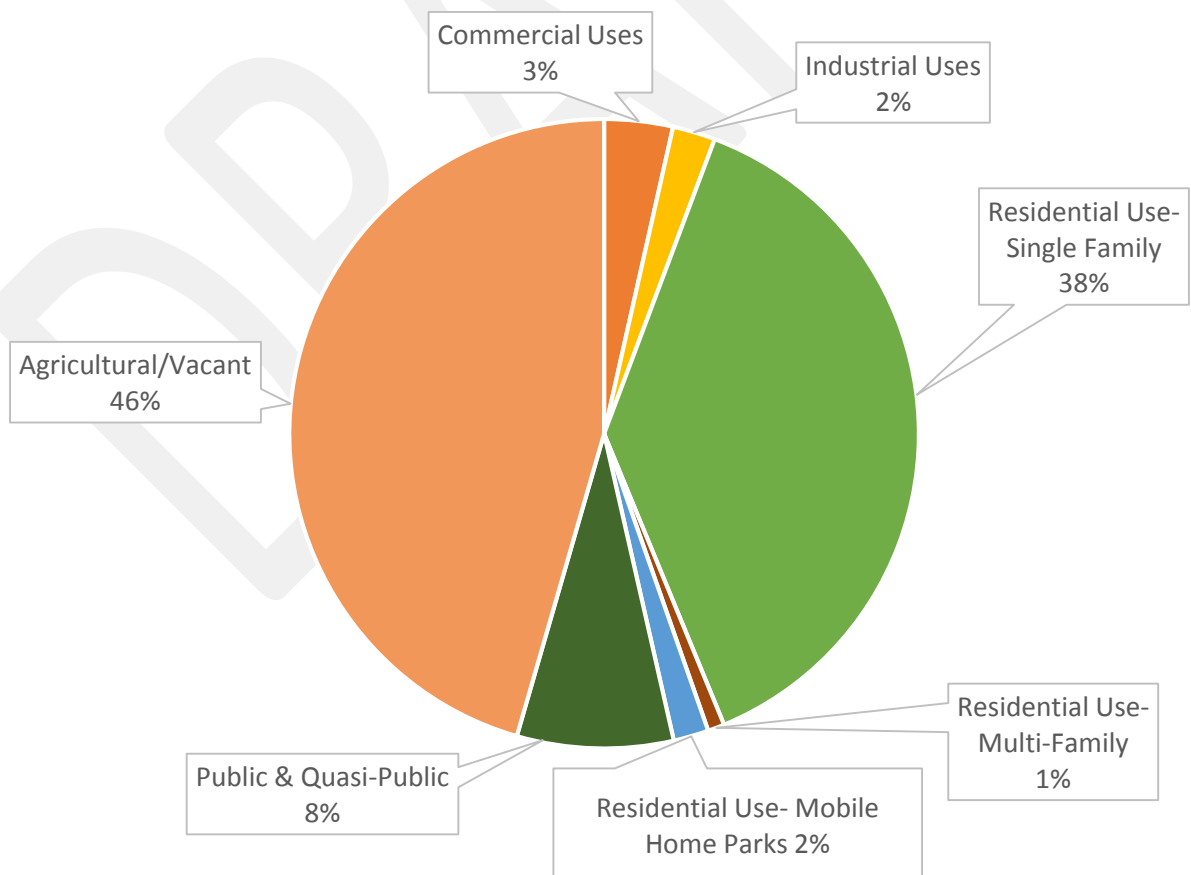
Public & Quasi-Public

The use of property as public or quasi-public lands within the City is the third highest use behind single family residential. The amount of property being used as public and quasi-public property covers 1,202.6 acres and is spread generously throughout the City.

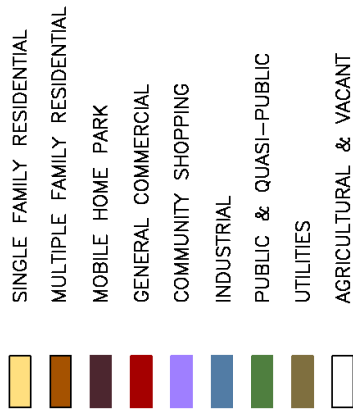
Agricultural and Vacant

There is a large amount of farmland located on the southeast side of the City. There are pockets of agricultural and vacant land throughout the City. There main three clusters are located along Davison Corridor, I-475, and in the center/southern part of the City. The amount of property being used as agricultural and vacant amounts to 6,818.1 acres. This is the second highest land use in the City.

Figure 4-1: City of Burton Land Use, 2014



Map 4-1: Existing Land Use Map- 2016



CITY COUNCIL

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DUANE HASKINS, VICE PRESIDENT
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MAP PROVIDED BY GORMAN COUNTY DEPARTMENT OF EVALUATION

Chapter 5. Other City of Burton Existing Plans

DDA Visioning Plan

The Downtown Development Authority for the City of Burton have developed a visioning plan and guidebook to help assess the district now and guide the future (Figure 5-1). Some of the issues the plan focus' on include pedestrian and car friendly access and mobility, infill/redevelopment, placemaking within the district, establish gateways, and a common identity for the DDA District for both patrons and business owners to enjoy.

Current District Assessment

The North District is classified as Hemphill Road to Scottwood Avenue where there are many small locally owned service and retail businesses (Map 5-1). There is a large amount of automotive related business in this part of the district. There are a few key anchor stores including Rocky's Great Outdoors, Winn's Electrical Showroom, Service Centers, Rite Aid, and Genesee County Health Department facility. Within this district there are a few identified vacant properties. This district is adjacent to single family residential areas.

The South District is located between Scottwood Avenue to Maple Avenue and has a collection of fast food and bars and grills. There is a higher number of vacant, undeveloped, or available properties in the South District where there could be improvements on the diversity of food selection and entertainment for youth, young adults, and senior citizens.

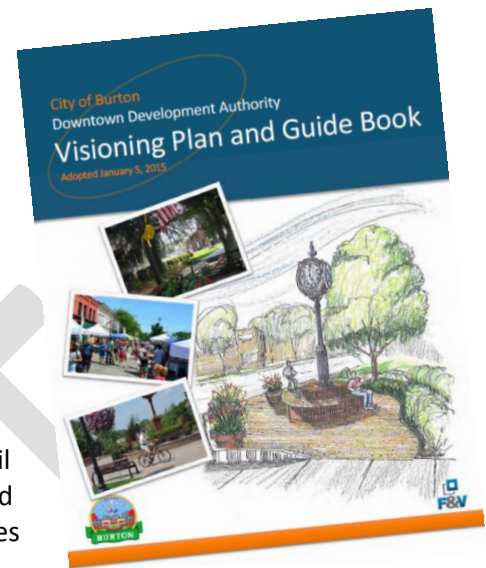


Figure 5-1: Cover of DDA Visioning Plan and Guide book

Map 5-1: DDA District Existing Land Uses Map



Map 5-1: In the North and South Districts displayed are the existing land uses. Source: DDA Visioning Plan and Guide Book pgs 2.3-2.4

Future Vision & Design Guidelines

The DDA Visioning Plan contains five goals developed with several objectives for each. Below are all five goals with some of the different objectives that correlate with each goal:

Goal #1) Improve traffic and pedestrian circulation for a consistent flow that will slow vehicles, encourage walkability, and improve pedestrian safety:

Implement a traffic study to establish current counts and design volume of streets as well as detailed options and locations for medians, traffic calming devices, road diet options, access management, signalization upgrades, and phasing scenarios.

Maintain communications with adjoining communities related to future nonmotorized pathway implementation, particularly the Grand Traverse Greenway.

Establish a committee to review all future road plans within the district for compliance with complete streets and universal access design methods

Goal #2) Improve the visual appearance to be more welcoming and that patrons will want to re-visit:

Establish new, more welcoming and flexible, zoning codes specific to the DDA district related to landscaping, signage, building materials, dimensional restrictions, and nonconforming elements.

Create welcoming gateways whether entirely within the road right of way or with development of properties adjoining gateways and key intersections.

Develop conceptual streetscape plan of phase I that will establish a design scheme for all elements within the street right of way (ie: lighting, landscaping, pavement and sidewalk treatments).

Goal #3) Create an identity for the City of Burton Downtown area:

Develop a cohesive wayfinding, Banner, and DDA district signage plan that will identify a consistent scheme throughout the district and include the DDA's and City's logos.

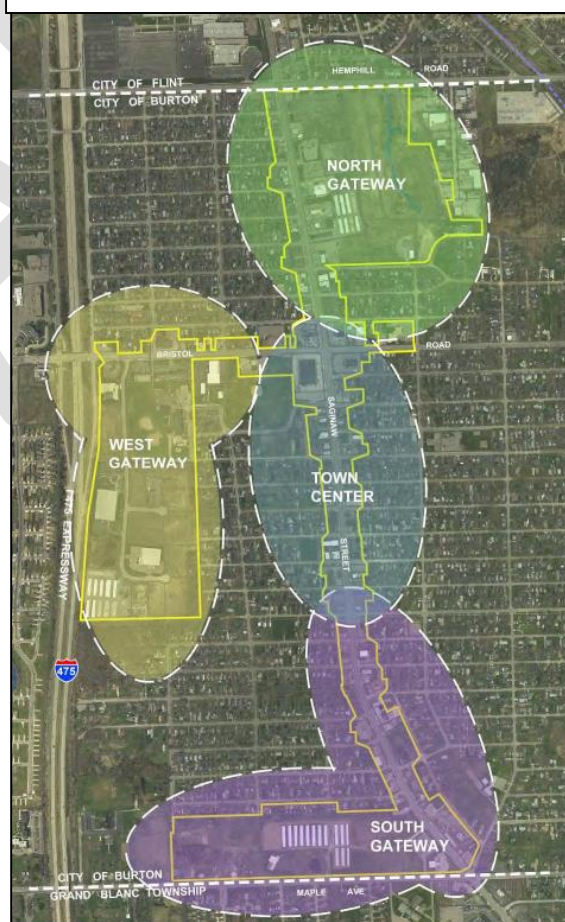
Goal # 4) Eliminate blighted and/or vacated buildings and land:

Establish an allocation of the City's CDBG funds for removal of blighted structures.

Encourage and promote the repurposing of vacant or marginally used buildings and properties for attractive, community based office, service, and commercial uses.

The plan proposes three gateways (North, West, and South) that lead to the Town Center on Saginaw Street (Map 5-2). All gateways include some or all elements

Map 5-2: DDA District Exiting Land Uses



Map 5-2: Location of the different gateways and town center in City of Burton's DDA district.
Source: DDA Visioning Plan and Guide Book pgs 4.2

of infill development, rehabilitation, connection to other non-motorized transportation, pedestrian cross over, street lighting, banners, distinctive landscaping, traffic study, and street calming tactics.



Figure 5-2: Collage of photos from DDA Visioning Plan and Guide Book. Pgs 3.4, 3.6, and 4.3

The plan recommends the development at these gateways and prominent intersections to be highlighted using three or more of features such as public art, unified signage, monuments, special landscape treatments, open space/plaza, water feature, special paving or surface treatment, unique pedestrian scale lighting or bollards, and flags or banner pole groupings. Other design details include pedestrian and vehicle oriented street fronts along the street Right-Of-Way (ROW). Design guidelines on gateways, pedestrian & other non-motorized connection, landscaping, lighting, site furnishings, signage/ wayfinding, walls & fences, screening equipment, and

building facades. These features come together to give a highly visible pedestrian and car friendly zone that businesses and their patrons will enjoy.

Implementation

To create a sense of place through placemaking the plan identifies four crucial elements: government policy and enablement, branding and identity, marketing, promotion, and incentives, and infrastructure and development. The following are some of the major proposed action items under each placemaking element:

Government policy and enablement include:

- Ordinance update with performance code or overlay district
- Develop and adopt a plan and process for future development of the North Gateway at Hemphill Road and Saginaw Street
- Develop a policy for elimination of blight and vacant buildings

Branding and Identify:

- Develop Wayfinding and Signage System Plan
- Develop plans and details for gateways

Marketing, Promotion, and Incentives:

- Develop a comprehensive list of available properties and development sites and promote the opportunities

Infrastructure and Development:

- Traffic Study of District for feasibility of plan concepts and implantation details

Preliminary Design and Plan development for Phase I Streetscape Improvements

The Downtown Development Authority for the City of Burton is a crucial part of the community. Their plan is referenced in this Master Plan to highlight the importance of a unified community vision for the City of Burton.

Parks and Recreation Plan Inventory 2012

The City of Burton developed a Parks and Recreational Master Plan in 2012, which helps to create an understanding of the community's current recreation resources and its vision for the future (Figure 5-3).

The plan identifies six (6) city owned parks/facilities, nine (9) public schools' areas with recreational space, 26 private facilities with recreational areas/activities, and two (2) county parks within the City of (Map 5-3). The city owned parks/ facilities are concentrated on the southwest and middle of the city.

Based on the accessibility rating system there are three parks/facilities that ranked a four (4) where "the entire facility/park meet accessibility guidelines" (Table 5-1). There are two parks that ranked three (3) where "most of the facilities/park areas meet accessibility guidelines." Settlement Park had the lowest at a ranking of one (1) where "none of the facilities/park areas meet accessibility guidelines."

Many of the different amenities within the parks and facilities include: classrooms, lounges, pavilion, picnic tables, drinking fountains, historical/cultural memorial site, playground equipment, fishing spots, location for canoeing/kayaking, wildlife viewing/education, etc.

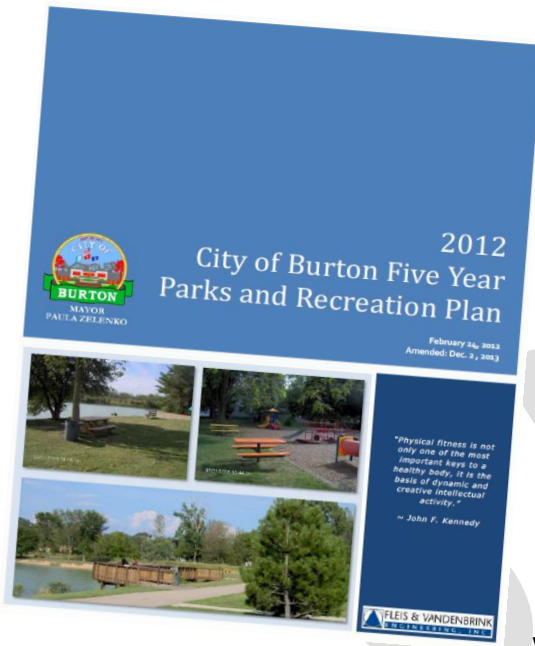


Figure 5-3: Cover of City of Burton Five Year Parks and Recreation Plan

The public schools and private facilities are located through the city provides a diversity of recreational activities for residents and visitors to the city. The amenities range from sporting venues and playgrounds to bowling, martial arts, golf courses, fitness centers, and much more.

The two county parks are located on the north side of the city; For- Mar Nature Preserve and Arboretum and Davison Roadside Park. For- Mar Nature Preserve and Arboretum includes amenities such as hiking trails, cross country skiing/snow showing, nature preserve, arboretum, DeWaters Education Center, Corydon E. and Foote Bird Collection. The Davison Roadside Park includes a pavilion, playground equipment, picnic areas/grills, and

Table 5-1: Parks and Recreation Master Plan Accessibility Rating

Accessibility Rating	Definition
1	None of the facilities/ park areas meet accessibility guidelines
2	Some of the facilities/ park areas meet accessibility guidelines
3	Most of the facilities/ park areas meet accessibility guidelines
4	The entire facility/ park meet accessibility guidelines
5	The entire facility/park was developed/renovated using the principle of universal design

Table 5-1: This explains the accessibility ratings 1-5 and the corresponding definition. Source: Five Year Parks and Recreation Master Plan pg 6

slidding area. The evaluation of parks and recreation services located within the city is thorough and serves various areas of the community with different opportunities, but there is always room for improvements.

Map 5-3: Parks and Recreation Master Plan Existing Recreation Facilities Map

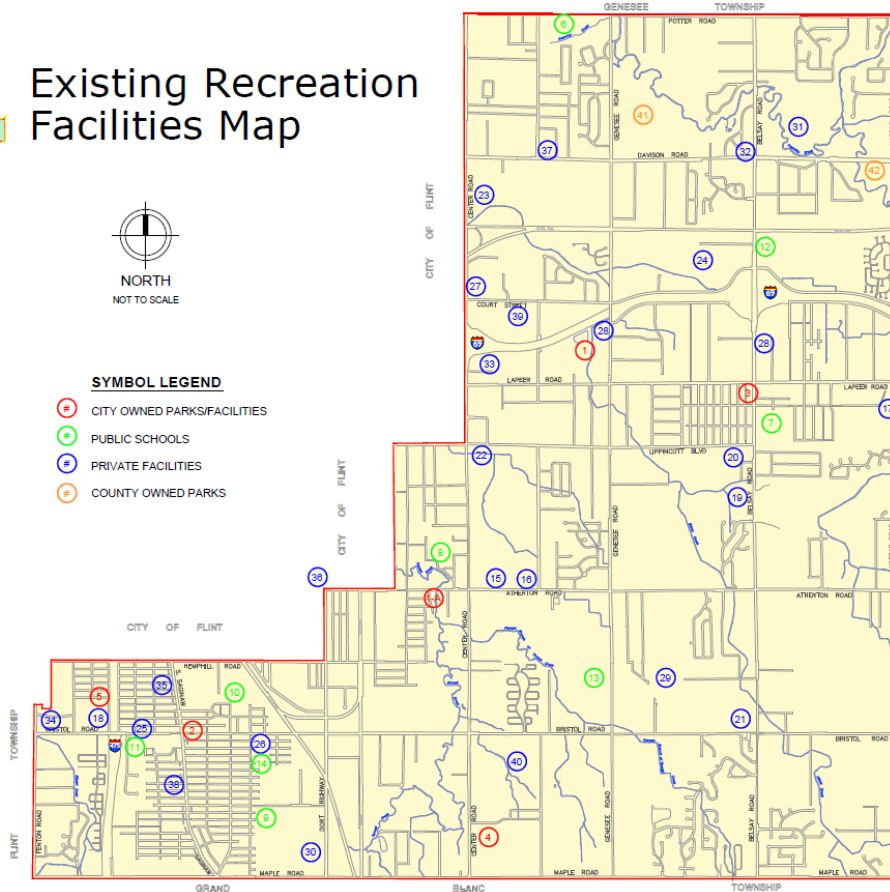


Existing Recreation Facilities Map



SYMBOL LEGEND

- # CITY OWNED PARKS/FACILITIES
- # PUBLIC SCHOOLS
- # PRIVATE FACILITIES
- # COUNTY OWNED PARKS



FACILITIES LEGEND

- 1) Kelly Lake Park
- 1-A) Settlement Park
- 2) Fire Station #1 Park
- 3) Fire Station #2 Park
- 4) Veteran's Memorial Park
- 5) Burton Senior Center
- 6) Weston Elementary
- 7) Barhite Elementary
- 8) Van Y Elementary
- 9) South Bendle Elementary
- 10) Griffith Court Elementary
- 11) West Bendle Elementary
- 12) Bentley Senior High School
- 13) Atherton Middle/High School
- 14) Bendle High School
- 15) South Flint Church Of The Nazarene
- 16) Judson Baptist Church
- 17) Blessed Sacrament Church
- 18) Holy Redeemer Church
- 19) V.F.W. Hall
- 20) Good Shepherd Lutheran Church
- 21) United Baptist Church
- 22) Atherton United Methodist Church
- 23) Advanced Ranges
- 24) Ice Mountain
- 25) Bull Pen Sports
- 26) Michigan Freestyle Grappling Club
- 27) B's Bowling Center
- 28) Genesee Christian (Private Elem. and Middle Schools)
- 29) Children's Castle (Day Care)
- 30) Tropical Falls Miniature Golf / Southmoor Golf Course
- 31) Brookwood Golf Course
- 32) Kuk Sool Won Martial Arts
- 33) Double Dragon Tang Soo Do
- 34) Grand Blanc Tang Soo Do
- 35) Kallison, Inc.
- 36) Team Force Martial Arts
- 37) Butchers Health & Fitness
- 38) American Fitness Center
- 39) Planet Fitness
- 40) Golfers Express
- 41) For-Mar Nature Preserve and Arboretum
- 42) Davison Roadside Park

Page Amended: Dec. 3, 2013

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FLEIS & VANDENBRINK ENGINEERING, INC.

EXISTING RECREATION FACILITIES MAP

Map 5-3: In the City of Burton these are the existing recreation facilities that are city owned, owned by public schools, private facilities, and county owned parks. *Source: Five Year Parks and Recreation Master Plan pg 6*

Goals and Objectives

The heart of the Parks and Recreation Master Plan is the statement of goals and objectives. There are five major goals within the plan with several objectives some of them listed below with the corresponding goal (pg 34):

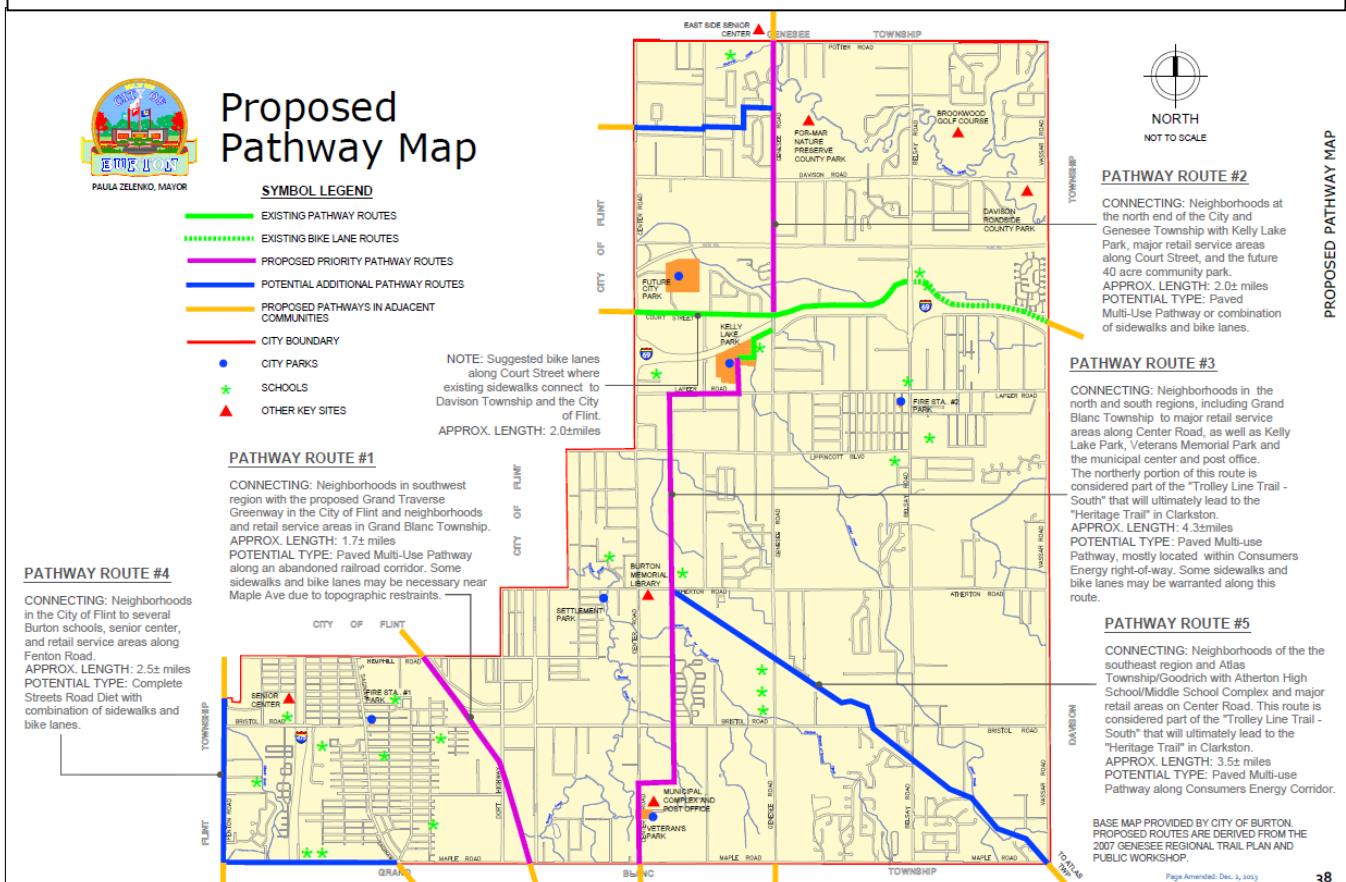
1. **Continue to improve upon existing parks to better serve the recreational needs of the community for safe, accessible, fun, educational, and economical opportunities to all residents.**
 - a. Pursue opportunities to develop the recently named Settlement Park for passive recreational uses and serve as a safe, accessible neighborhood park to those residents in the southern portion of the community.

2. **Develop a system of non-motorized recreational and transportation networks that will safely link the City's residential areas with schools, parks, commercial areas, and adjacent communities.**
 - a. Establish a Burton Trail Coalition that will focus strictly on development and advocacy of non-motorized pathways within the City and form alliances with adjoining communities.
 - b. Develop a detailed non-motorized pathway plan to identify potential sub connector routes off the primary pathway routes that connect neighborhoods, recreation, commercial venues, and adjoining communities by way of pathways, sidewalks, and bike lanes incorporating complete streets policies and universal access methods.
 - c. Consider implementing a complete streets policy for new infrastructure projects.
 - d. Collaborate with schools to participate in the safe routes to school (SR2S) program.
 - e. The City will continue to actively pursue acquisition and/or use easements on privately owned property, whenever practical, particularly in areas currently sited for pathway development.
3. **Enhance quality of life by expanding on the City's current park system through preservation of open space and development of new facilities in a cost effective manner that are safe, accessible, responsive to the needs of the community, and geographically serve a broader range of residents.**
 - a. Investigate opportunities to assist the Friends of the Memorial Library group with development of a new children's garden park on library property.
 - b. Develop a new community park at the property behind VG's Grocery Center (currently referred to as "Burton City Park"). Seek out funding options for design and construction based on the conceptual layout included in this plan.
 - c. Review properties recently acquired by the City for the best candidates to create mini neighborhood parks. Secure those properties for future park development.
 - d. Investigate opportunities to expand, both geographically and recreationally, on Settlement Park as a linear greenway park along the Thread Creek corridor connecting and partnering with Grand Blanc and City of Flint Communities.
4. **Expand on current programming by coordinating schools and with other public agencies, private recreational providers, citizens groups, and other organizations to offer a wide range of recreational, educational, and enrichment programs to its residents.**
 - a. Partner with local groups (ie: library, For-Mar, private organizations, and adjacent communities) by including them in monthly meetings and continued communication with the Park Director.
 - b. Assess programs and events currently offered throughout the region and coordinate and expand on programming through the City and schools to fill in the gaps based on the needs of residents.
5. **Increase public awareness of the City's park system and programs through marketing that effectively informs residents of opportunities to all ages and lifestyles.**
 - a. The Parks Director shall coordinate with the Public Access Committee to continually update the City's website with current park information including programs and events.
 - b. Reach out to the chamber of commerce, schools, senior center, library, Kiwanis and rotary groups, and local newspapers and TV stations to post park information via social media.

Many of the objectives involve the expansion of green space/ park/ recreation space within the community. There recommends for a non-motorized transportation plan (Map 5-4) to create a network

within the community via sidewalks and bike lanes/paths between major community nodes such as schools and other park areas.

Map 5-4: Parks and Recreation Master Plan Proposed Pathway Map



Map 5-4: In the City of Burton these are proposed pathways for pedestrian traffic. *Source: Five Year Parks and Recreation Master Plan pg 38*

Action Program

The plan also includes a set of specific improvements in its Action Plan section. This Action Plan includes a five-year capital improvement schedule and financing mechanisms. A simplification of three top priorities for the community can be condensed into three general statements (pg 41):

- All City owned parks are in need of some form of improvements, where Kelly Lake is rated the highest used.
- Developing pathway networks was rated highest amongst its residents. The most desired pathways included nature trails and sidewalks.
- Address the rising demand for recreation spaces by developing new parks that serve broader areas of the city.

These three main statements incorporated within the Parks and Recreation Master Plan can be echoed into the City of Burton Master Plan that can be used for further investigation and inclusion into goals and objectives for the whole community. Considerations of the Action Plan's Capital Improvement Plan

(CIP) recommendation should also be part of the Master Plan's CIP prepared as part of the Master Plan Implementation Section.

City of Burton Master Plan – Master Plans in Adjacent Communities

Just beyond the borders of the City of Burton are many municipalities that have their own plan within their boundaries. To help elevate any incompatible uses there is an inventory of adjacent communities' master plans and what their future land use map shows. These municipalities include Genesee Township, Richfield Township, Davison Township, Atlas Township, Grand Blanc Township, Mundy Township, Flint Township, and City of Flint shown in Map 5-5.

City of Flint

The City of Flint adopted a new master plan in 2013, the first new master plan in 53 years. The plan's overarching goal is "The City of Flint will be a community made up of distinct and desirable places by integrating a wide range of land uses into a city pattern that is vibrant, sustainable, livable, and healthy."

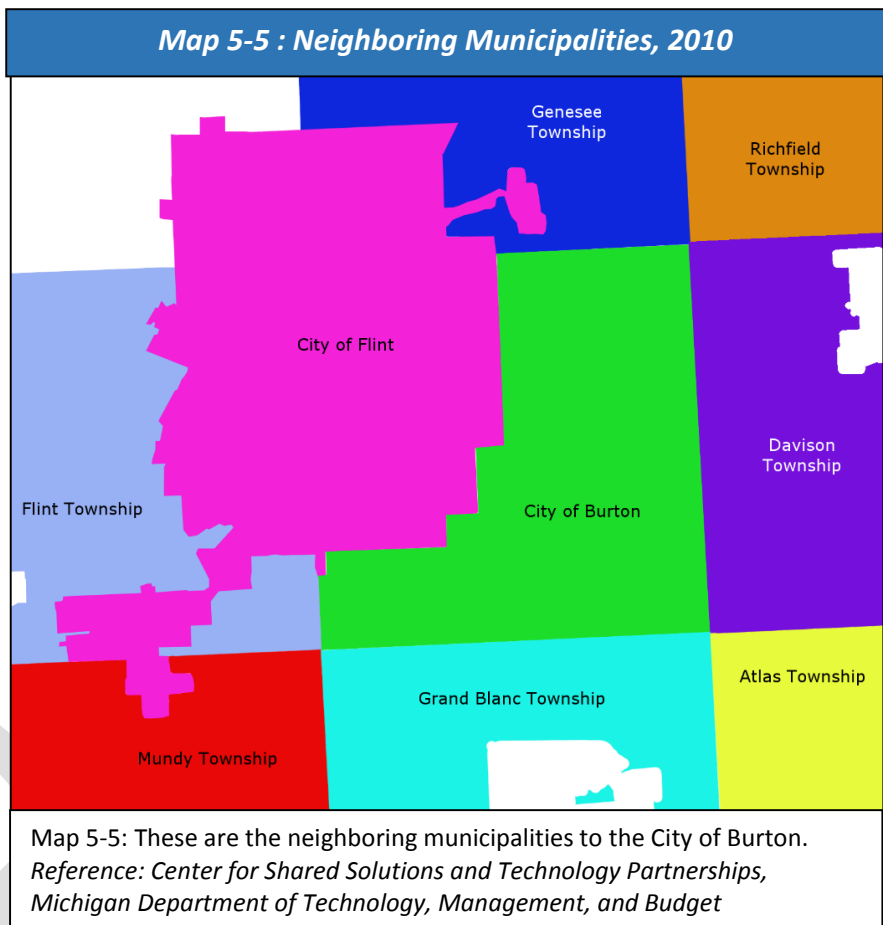
The plan uses "place typology" rather than the traditional land use classifications in expressing the future land use of the city. These consist of a combination of primary and complimentary land uses, development scales and character to provide a "development palette for each area of the city.

The City of Flint borders the City of Burton on its western border starting on Center Road, south to Lippincott Blvd, the south along a line west of Term St, then west along Atherton Road, south on Dort Highway, and west along Hemphill Road ending at Fenton Road.

The area is a mix of five of the twelve place types in the city's master plan shown in Map 5-6. They are:

Production Center – The primary location for this place type is at the intersection of Robert T Longway Blvd and Center Road where access to railroads have supported industrial development. The place type designates the city's major industrial centers and economic generators.

Commerce & Employment Center – The areas with this designation is south of Robert T Longway Blvd, at the Center Road/I-69 interchange and along Saginaw Street north of Hemphill. This area is



characterized by development patterns focused around a community anchor such as a large employer and/or regional commercial center or a cluster of small employment-related uses. Housing may be located in the area, but as a complementary use such as workforce housing.

Community Open Space and Recreation - This place type is scatters throughout the border area, including abandoned railroad right-of-way and some residential neighborhoods with high rates of abandonment. This is an area planned for parks, open space, and environmental features such as greenways, and large wooded areas.

City Corridor – This place type is located along Dort Highway where it enters the City of Burton. City Corridors are designed to accommodate a wide range of commercial and institutional uses fronting on major roadways. They are auto-oriented in nature, but with amenities such as sidewalks, benches, pedestrian-scale lighting, and landscaping to make easy for pedestrians to walk along the corridor.

Traditional Neighborhood – This place type covers the remaining border area consisting of existing residential neighborhoods. This area is planned to remain primarily single-family detached residences, with townhouses, duplexes, and small multi-family buildings located along busy corridors and areas of special interest.

Map 5-6 : City of Flint Land Use Plan, 2013

Imagine Flint Master Plan for a Sustainable Flint • Land Use Plan

CITY OF FLINT Place-Based Land Use Map

The Land Use Plan provides a guide for future land use decisions. Its application is flexible and allows the City to consider individual proposals for innovative approaches to development that are in line with overarching policies included in the Master Plan.

It is important to note that the Place-Based Land Use Plan is not necessarily concerned with the specific use of each parcel, but rather is concerned with the

collective uses for each area that establish a "place" within Flint. All places are important to the collective functioning and livelihood of the City.

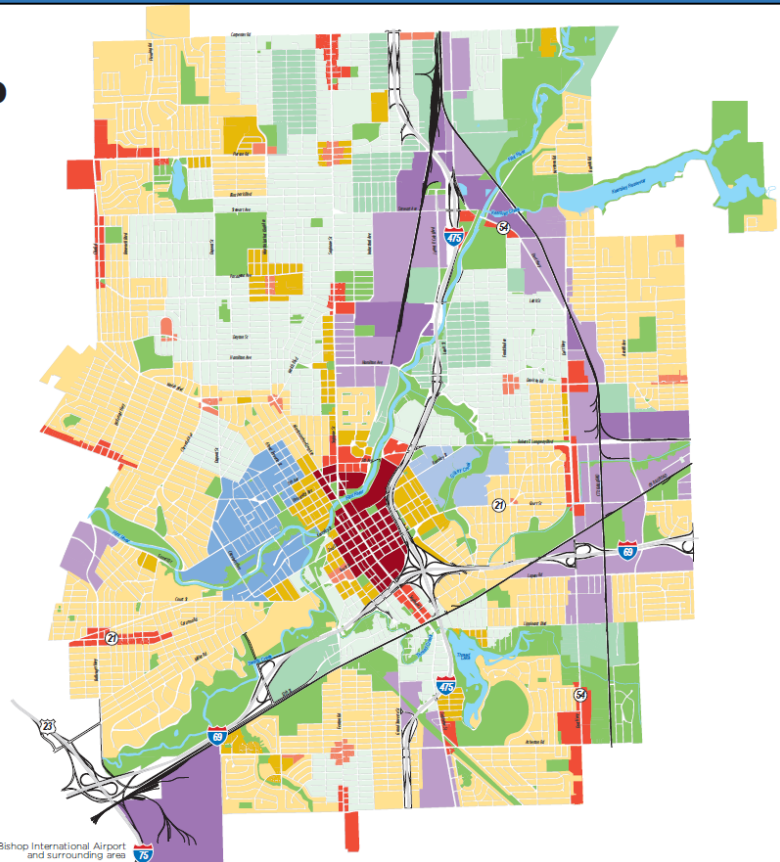
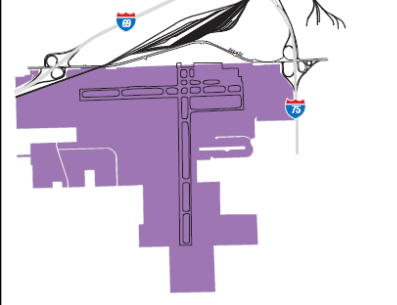
The Land Use Plan identifies and describes 12 different "places" within the City that together accommodate a full range of land use types, including residential neighborhoods, commercial and employment areas, open space and natural areas, and public facilities and institutions.

The Flint Land Use Plan builds on the idea of establishing unique and desirable places that are essential for creating a harmonious and inviting community in which to live, work, and visit.

Place Type Legend

Green Neighborhood	Neighborhood Center	Production Center
Traditional Neighborhood	City Corridor	Green Innovation
Mixed Residential	Downtown District	Community Open Space & Recreation
Civic/Cultural Campus	Commerce & Employment Center	
University Avenue Core		

Bishop International Airport Inset



Map 5-6: This is the land use map for the City of Flint.

Reference: *City of Flint Master Plan*

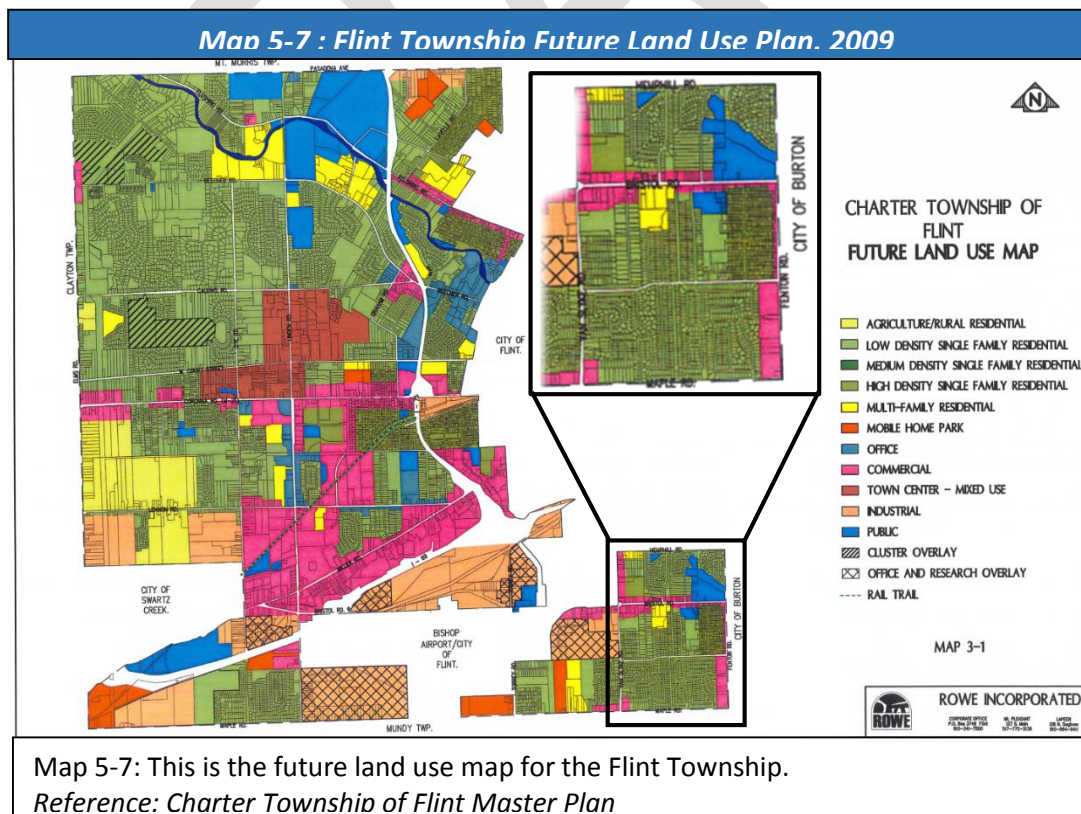
Flint Township

The Charter Township of Flint adopted a Master Plan in 2009, replacing a plan adopted in 1994. Flint Township borders the City of Burton from just south of Hemphill Road to Maple Avenue along Fenton Road. The border area contains three future land use categories shown in Map 5-7:

High Density Single Family Residential – This designation covers land fronting on Fenton Road from Hemphill to Bristol and areas behind the commercial land fronting the remainder of Fenton Road. The High Density Single Family Residential classification corresponds with the township's R-1D zoning district, which allows single family residences on 7,200 sq. ft. lots. It is intended to identify existing single family residential neighborhoods where density corresponds with the R-1D zoning district. The classification is also available for spot infill developments to promote affordable housing and address difficult to develop sites. This area would also allow for increased flexibility in the range of home occupations allowed

Public – This classification designates land adjacent to Fenton and Bristol Road. The Public classification has no corresponding township zoning classification. Land in this classification is zoned based on the intensity and impact of the use and as mapped represent existing public uses or vacant land that is publicly owned.

Commercial – The Commercial classification covers land fronting on Fenton Road from Bristol Road to Maple Avenue. It corresponds with the township's C-1, C-2 and C-3 zoning districts. The three districts vary in the range of services allowed, from office and neighborhood commercial, drive thru restaurants, car dealerships and regional commercial centers. The focus of the Township plan is development of a proposed Town Center area and not on expansion of its existing commercial corridor such as along Fenton Road.



Grand Blanc Township

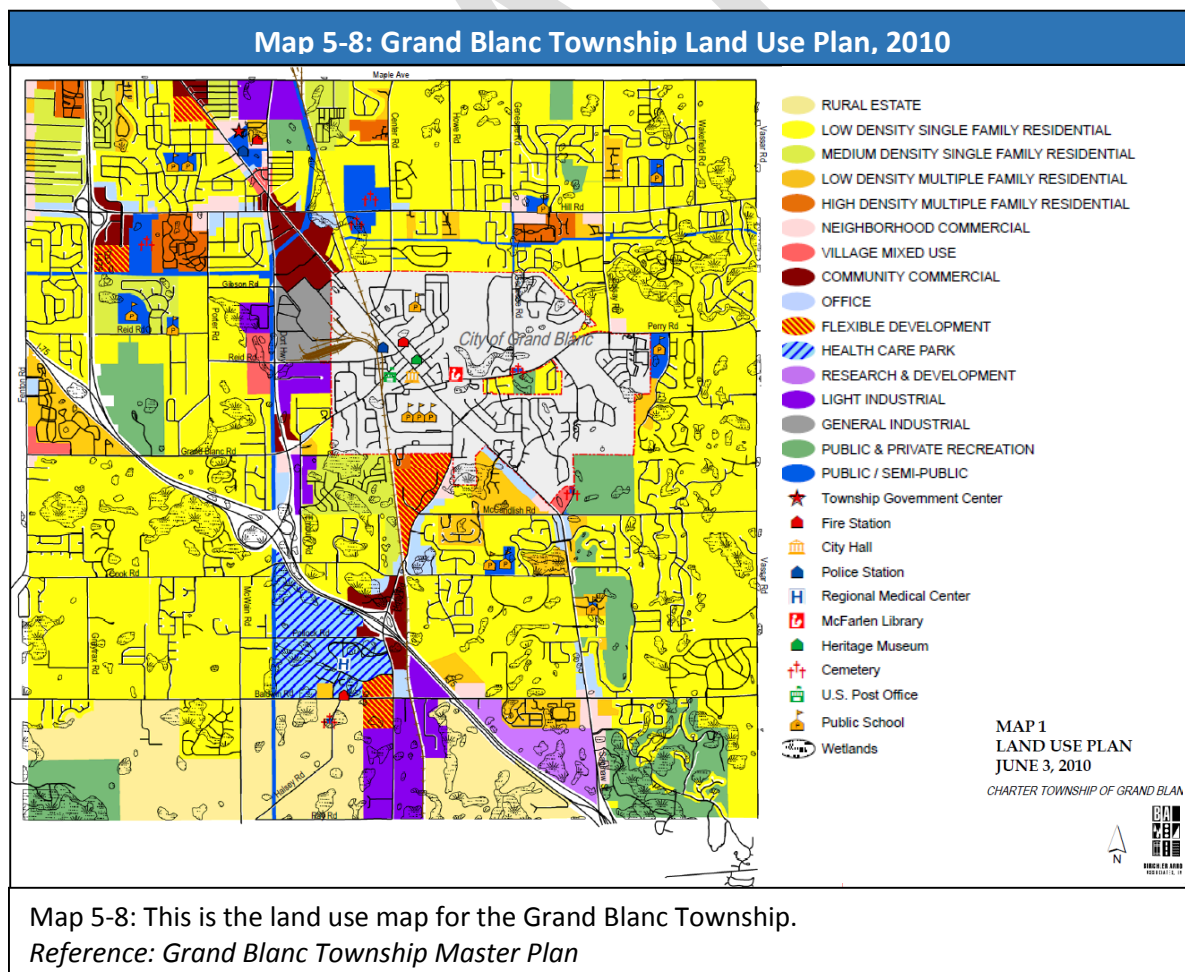
The Grand Blanc Community Master Plan was adopted in 2010, replacing a plan adopted in 2003. The township borders the City of Burton along its southern boundary of Maple Avenue. Generally, the western half of that area is a mix of single family and multiple family residences, light industrial and commercial land uses, while the eastern half is almost completely low density single family residences. There are eight future land use categories identified in the area along Maple Avenue shown in Map 5-8:

Low Density Single Family Residential. – As noted, this designation covers over half of the border area and is designed to provide for single family development with densities ranging from 1.7 to three (3) dwelling units per acre to accommodate suburban subdivision style development.

Medium Density Single Family Residential-- This designation includes a few existing residential developments fronting on Maple Avenue. It provides for smaller lot single family subdivisions with densities ranging from 3.1 to 4 dwelling units per acre are anticipated within this land use category.

Low Density Multiple Family Residential- This future land use designation covers one development with frontage on Maple Avenue. It provides for multiple Family development at densities of 4 to 10 dwelling units per acre include townhomes, courtyard apartments and attached condos.

High Density Multiple Family Residential- There are to areas identified as High Density Multiple Family Residential in the border area, one adjacent to Center Road and the other just east of Fenton Road. This



category is the Township plan's most intense concentration of residential development with permitted densities ranging from 10.1 to twenty (20) dwelling units per acre. Rental apartments and attached condominiums would represent typical development types within these areas.

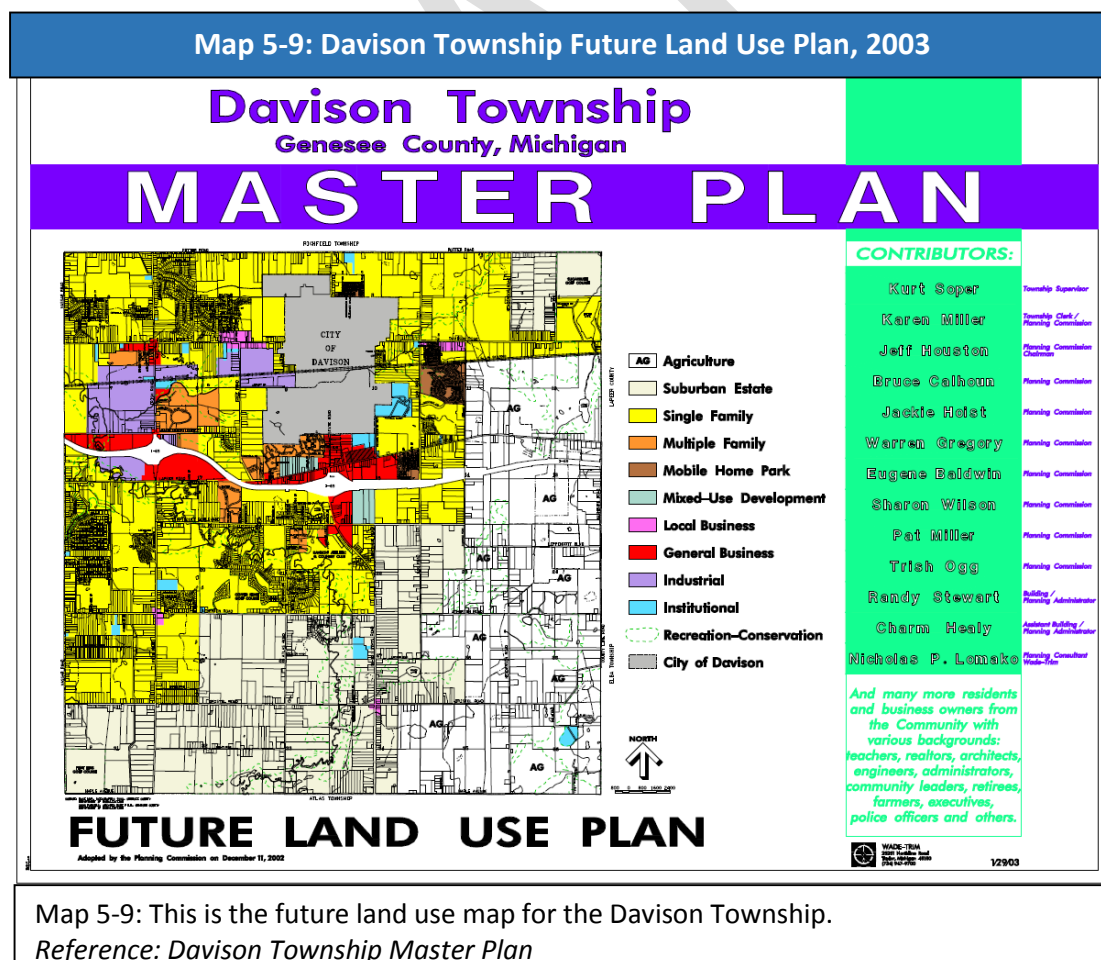
Neighborhood Commercial- This land use category is located at the intersection of Maple Avenue and Fenton Road and is intended to encompass small commercial/retail uses that serve the convenience consumer needs of nearby residential neighborhoods. Uses may include drug stores, florists, beauty salons, and modest-sized grocery stores.

Community Commercial- Land at the intersection of Maple Avenue and Saginaw Street is covered by this designation. It covers larger, community commercial centers and highway-oriented businesses

Light Industrial- The intersection of Dort Highway and Maple Avenue is designated Light Industrial. This land use classification is intended to accommodate office, light industrial, warehousing, and research and development uses. Development is expected to occur within an integrated planned environment with no outdoor storage permitted and adequate buffering of adjacent residential uses.

Davison Township

The Davison Township Master Plan was adopted in 2003, replacing a plan adopted in 1988. The township is adjacent to the city's eastern border of Vassar Road. The townships Future Land Use Plan shows four land use categories within the border area shown in Map 5-9:



Single Family – This classification covers the vast majority of the land adjacent to Vassar Road. It covers both existing proposed single family residential development at subdivision level densities.

Suburban Estate – This classification covers the southernmost mile of the border area. The existing and proposed development is single family residential at very low densities with some provision for agricultural and ancillary uses.

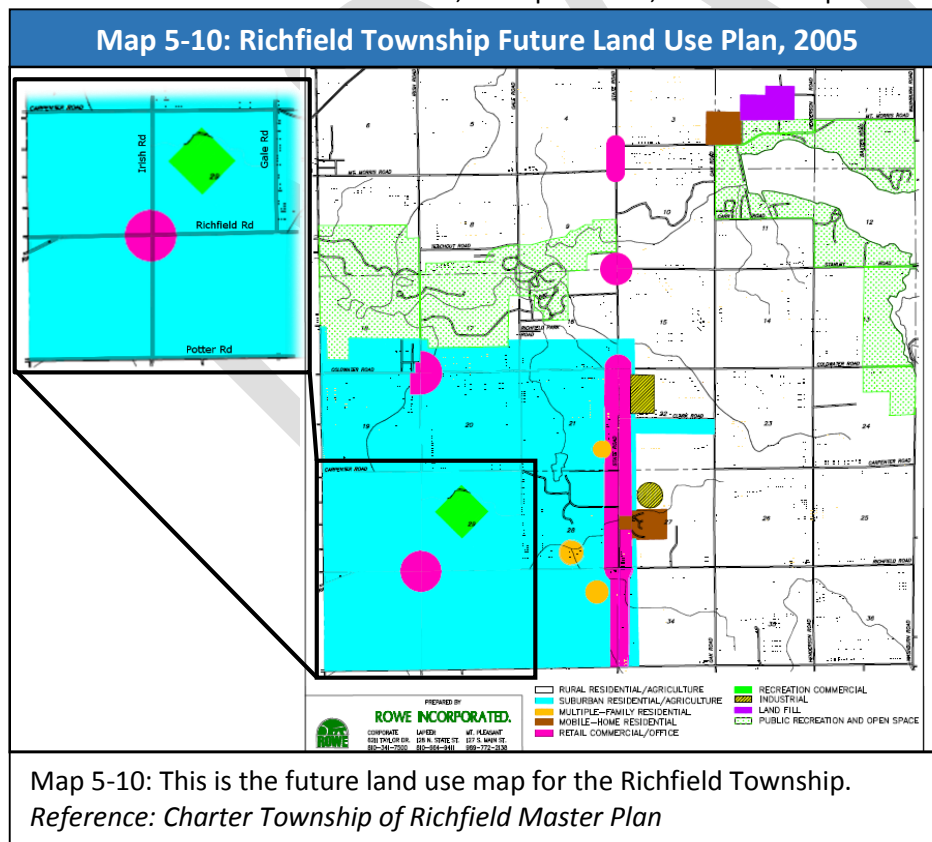
General Business – The general business category is located on land adjacent to the I-69/Irish Road interchange and is intended to provide appropriate locations for highway service and “big box” retail establishments.

Industrial – The industrial future land use classification includes property north and south of the I-69/Irish Road interchange and is intended to provide appropriate locations for industrial uses, particularly those that may take advantage of railroad access.

Richfield Township

The Richfield Township Master Plan was adopted in 2005, updating a previous plan adopted in 1995. The township is located “kitty-corner” from the city at the intersection of Vassar and Potter Roads. The land in Section 31 of the township is designated as Suburban Residential/Agricultural shown in Map5-10.

Suburban Residential/Agriculture – This future land use classification is defined by the township's sewer service area and is intended to accommodate most of the new residential development that will occur in the township for the foreseeable future. The minimum single-family lot size in the suburban residential area is intended to be 12,000 square feet, but it is anticipated that some residential



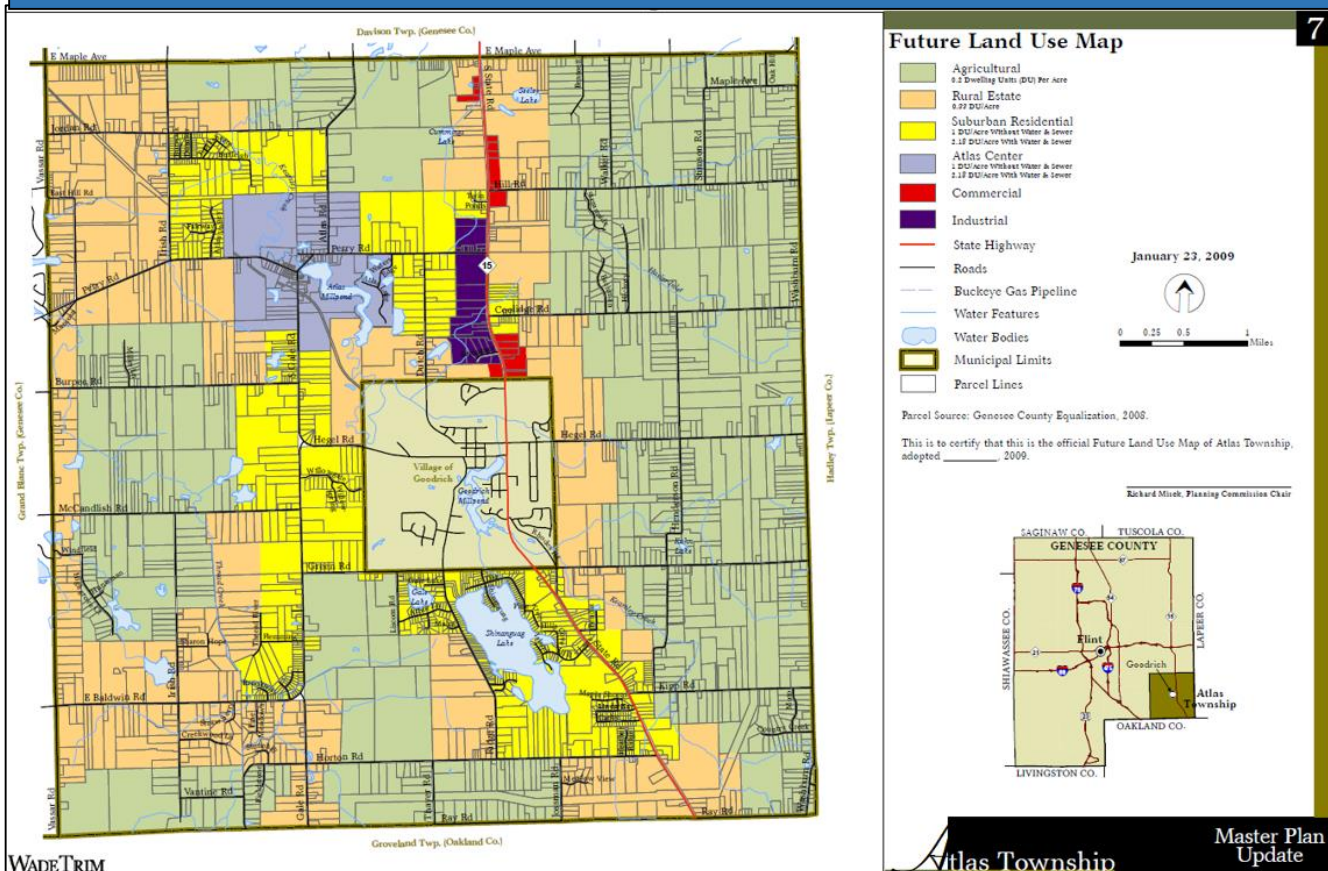
development will occur on acreage parcels. Although the suburban residential area is intended to provide primarily for single-family homes, certain sites within this general area are suitable for multiple-family residential development. It is also anticipated that "temporary" nonresidential uses will continue within the suburban residential area over the next two decades. Such uses include agricultural and extractive activities.

Atlas Township

The Atlas Township Master Plan was adopted in 2009, replacing a previous plan adopted in 1991. The township is located “kitty-corner” from the city at the intersection of Vassar Road and Maple Avenue. The land in Section 6 of the township is designated as Rural Estate shown in Map 5-11.

Rural Estate – The Rural Estate land use is intended to maintain a predominantly rural character, and exclude the proliferation of residential subdivisions and suburban sprawl. Single-family uses are encouraged to be designed using clustering techniques to preserve agricultural lands, environmentally significant lands and other open spaces. In addition to agricultural and single-family residential uses, a limited amount of support services, such as churches or schools, may be appropriate, but will be limited by the lack of public water and sewer services within the category. A minimum lot area of 3 acres is recommended for the Rural Estate category.

Map 5-11: Atlas Township Future Land Use Plan, 2009



Map 5-11: This is the future land use map for the Atlas Township.
Reference: Atlas Township Master Plan

Mundy Township

The Mundy Township Master Plan was adopted in 2011, replacing a previous plan adopted in 1997. The township is located “kitty-corner” from the city at the intersection of Vassar Road and Maple Avenue. The land in Section 1 of the township is designated as a mix of four land use classifications, which are as follows shown in Map 5-12:

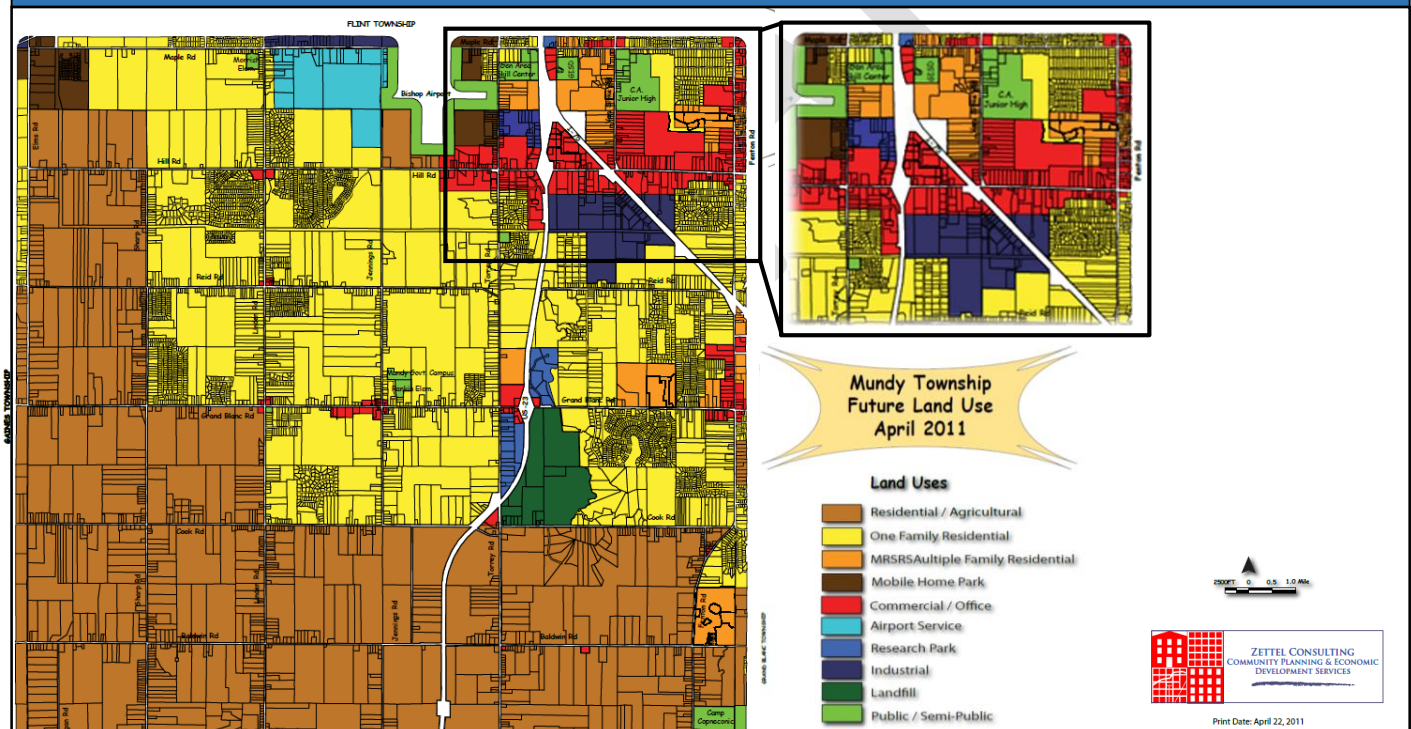
One Family Residential – This designation covers approximately a quarter of the section. It is intended to provide areas for suburban style, one-family residential development and other types of uses that provide services which will complement the principal uses such as golf courses, athletic fields, churches, day-care facilities, and small scale elderly housing. Lot sizes vary from ½ acre to 2 acres.

Multiple Family Residential – The multiple-family residential classification covers an existing multi-family development off Fenton Road. The classification is intended to provide opportunities for affordable housing and alternatives to traditional subdivision development.

Commercial/Office – The commercial/office classification cover the full range of commercial and office uses allowed in the township although the current uses include a drive-in theatre and grocery store.

Public/Semi-Public – This category generally reflects the existing public and semi-public land uses in the Township and designates an existing Carman Ainsworth school.

Map 5-12: Mundy Township Future Land Use Plan, 2011

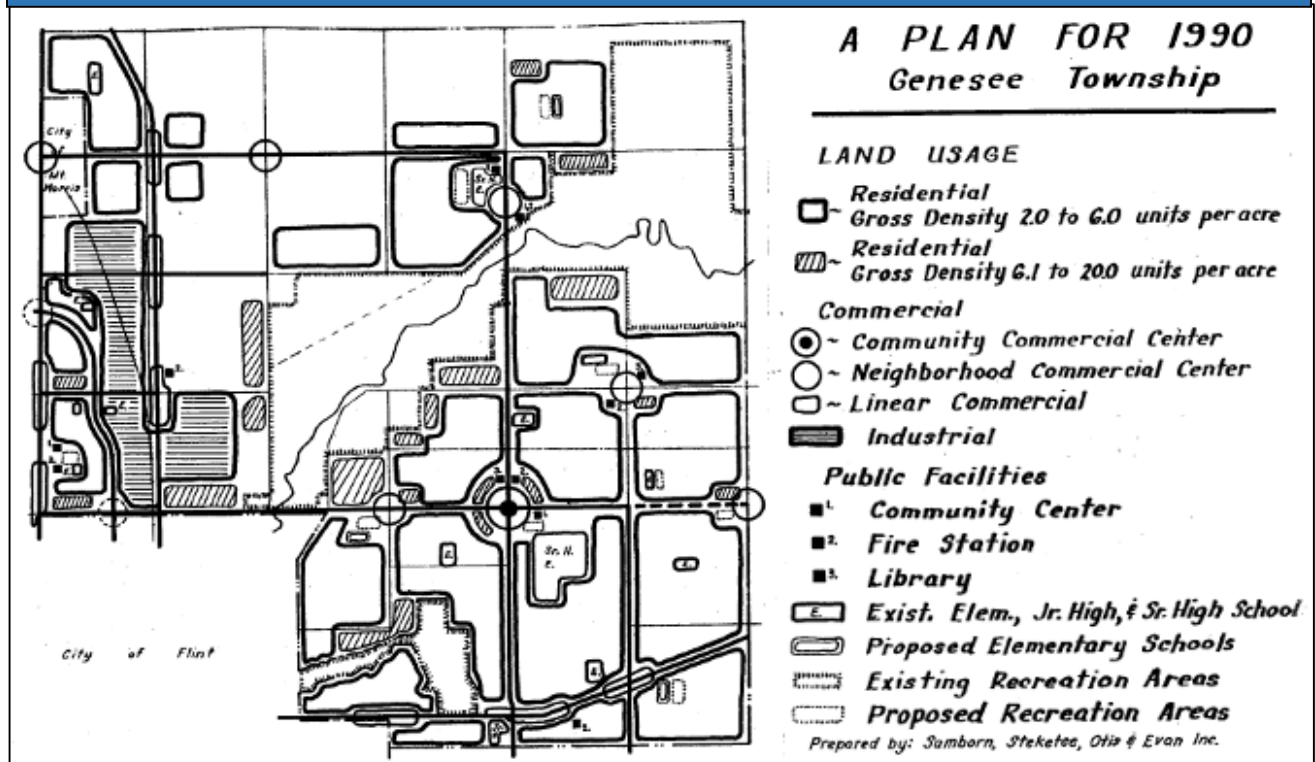


Map 5-12: This is the future land use map for the Mundy Township.
Reference: Mundy Township Master Plan

Genesee Township

The Genesee Township Master Plan was adopted in 1990, replacing the 1975 zoning districts. Genesee Township is located north of the City of Burton along E Potter Road, Potter Road, and N Center Road. The neighboring land usages are residential gross density 2.0 to 6.0 units per acre, one Jr. High School, and one fire station shown in Map 5-13.

Map 5-13 : Genesee Township Land Use Plan, 1990



Map 5-13: This is the future land use map for the Genesee Township.
Reference: Genesee Township Master Plan

Chapter 6. Target Market Analysis

This chapter includes a few pages including the introduction, executive summary and summary of Market Potential of the Target Market Analysis by Sharon Woods CRE of LandUse USA. To view the whole Target Market Analysis reference _____. In conjunction with the Target Market Analysis, review the East Michigan Prosperity Region 6 Regional Workbook for a better understanding of the Target Market Analysis report reference ____.

Introduction

Through a collaborative initiative by its planning division, planning commission, and city council, the City of Burton has undertaken development of a new city-wide master plan. To complete this endeavor, the city has hired Rowe Professional Services Company (www.rowepsc.com), who in turn has invited LandUseUSA to conduct a market study as part of the process and deliverables. The objective of this study is to identify and measure the market potential for economic, retail, and residential growth throughout the city; and results will be used to guide the master plan.

This document presents the findings and recommendations from the residential study, and follows a Target Market Analysis approach that has been endorsed by the Michigan State Housing Development Authority. The work approach is also supported by the Michigan Economic Development Corporation and its Community Development division. However, this study it has not been funded by a matching grant from the state, and instead has been exclusively funded by the City of Burton.

This Executive Summary highlights the results for the City of Burton, with comparisons to Grand Blanc, Flint, and other neighboring places. It is followed by a more complete explanation of the market potential for attached units under conservative (minimum) and aggressive (maximum) scenarios, with a focus on the City of Burton.

Executive Summary

High Internal Movership Rates – Results are based on internal migration within each place; movership rates by tenure and lifestyle cluster; and housing preferences among target market households. Based on these factors, existing households in Burton are turning-over the current supply of units at an exceptionally high rate. Movership rates in Burton are exceeded only by that of larger metropolitan cities like Detroit, Flint, and Muskegon. These markets all have relatively low-to-moderate incomes; and their renters frequently move while striving for a higher quality-of-life. In Burton, they are predominately “Dare to Dream”, “Digital Dependents”, “Hope for Tomorrow”, and “Family Trooper” target markets. These groups are motivated in their search for quality housing; and they respond well to placemaking amenities, recreational and entertainment venues, and downtown reinvestment into mixed-use projects.

Improve Existing Housing Stock – An important goal for Burton is to renovate, restore, refurbish, and remodel existing housing stock in a manner that meets the needs of its existing residents. The goal is to slow down the turn-over rate among existing households by providing adequate and attainably-prices rental units that they are slower to vacate.

Intercept Upscale Targets – A second key strategy is for Burton to add new housing choices (particularly townhouses, flats, and lofts) that meet the expectations and preferences of new households that are moving into Genesee County. Burton is already doing a good job of intercepting new “Family Trooper”

and “Dare to Dream” households, but is not keeping up with Grand Blanc in intercepting “Striving Singles”, “Bohemian Groove”, and “Digital Dependent households.

Summary of Market Potential

Maximum Market Potential – Based on the Target Market Analysis results for an aggressive scenario, there is a maximum annual market potential for up to 784 attached units throughout the City of Burton, plus 938 detached houses (for a total of 1,722 units). The market potential for 784 attached units includes 190 units among duplexes (which may include subdivided houses); and 594 units among other formats like

Summary Table A

Annual Market Potential – Attached and Detached Units
Renters and Owners – Aggressive (Maximum) Scenario
The City of Burton and Nearby Places – 2016

Annual Market Potential Aggressive Scenario	Detached Houses	Attached		Total Potential
		Duplex Triplex	Larger Formats	
The City of Burton	938	190	594	1,722
Format as a Share of Total	55%	11%	34%	100%
Grand Blanc Township	922	299	1,886	3,107
Format as a Share of Total	30%	10%	60%	100%
The City of Grand Blanc	194	61	657	912
Format as a Share of Total	21%	7%	72%	100%

townhouses, row houses, lofts above street-front retail, stacked flats arranged around courtyards, multiplexes, and midrise buildings.

Grand Blanc Township and City – Migrating households seeking attached units are also inclined to choose Burton’s neighboring places, and particularly Grand Blanc Township and the City of Grand Blanc, which are both located to the south. Assuming that Burton wants to intercept households that might otherwise choose these other places, then it will need to build new attached units that meet household needs and expectations.

Missing Middle Typologies – Throughout the East Michigan Region (Prosperity Region 6) and Genesee County, each place is unique with varying degrees of market potential across a range of building sizes and formats. Results of the analysis are intended to help communities and developers focus on Missing Middle Housing choices (see www.MissingMiddleHousing.com for building typologies), and particularly fourplexes; townhouses and row houses; stacked flats arranged around courtyards; and lofts above street-front retail.

Implementation Strategies – Depending on the unique attributes and size of each place, a variety of strategies can be used to introduce new housing formats.

Missing Middle Housing Formats – Recommended Strategies

1. Conversion of high-quality, vacant buildings (such as schools, city halls, hospitals, hotels, theaters, and/or warehouses) into new flats and lofts.
2. New-builds among townhouses and row houses, particularly in infill locations near rivers and lakes (including inland lakes) to leverage waterfront amenities.
3. Rehab of upper level space above street-front retail within downtown districts.
4. New-builds with flats and lofts in mixed-use projects, above new merchant space with frontage along main street corridors.
5. New-builds among detached houses arranged around cottage courtyards, and within established residential neighborhoods.
6. The addition of accessory dwelling units like flats above garages, expansions to existing houses with attached or detached cottages, or other carriage-style formats.

Lifestyle Clusters and Target Markets – The magnitude of market potential among new housing formats is based on a study of 71 household lifestyle clusters across the nation, including 16 target markets that are most likely to choose attached units among new housing formats in the downtowns and urban places. Again, the target markets have been selected based on their propensity to choose b) attached building formats rather than detached houses; and a) urban places over relatively more suburban and rural settings.

Within any group of households sharing similar lifestyles, there are variances in their preferences across building sizes and formats. For example, 52% of the “Bohemian Grooves” households, but only 11% of the “Digital Dependent” households will choose attached housing formats. Both groups are among the target markets for the City of Burton and Genesee County.

In general, moderate-income renters tend to have higher movership rates, are more likely to live in compact urban places, and are more likely to choose attached units. However, there are many exceptions and better-income households and owners are also showing renewed interest in attached products.

Across the nation, single householders now represent the majority (albeit by a narrow margin). Households comprised of unrelated members, and multi-generational households are also gaining shares. These diverse householders span all ages, incomes, and tenures; and many are seeking urban alternatives to detached houses.

As shown in the following Summary Table B, 17% of Burton’s annual market potential for attached units will be generated by Upscale Target Markets; and 77% will be generated by Moderate Target Markets. A small balance of 6% will be generated by other households that

are most prevalent in the market. Households in this later group tend to be settled and are less inclined to choose attached formats – if they move at all.

Summary Table B
Annual Market Potential – Attached Units Only
Renters and Owners – Aggressive Scenario
The City of Burton and Nearby Places – 2016

Renters and Owners Aggressive Scenario Attached Units Only	Upscale Target Markets	Moderate Target Markets	Other Prevalent Clusters	All 71 Lifestyle Clusters
The City of Burton	131	606	47	784
Share of City's Total	17%	77%	6%	100%
Grand Blanc Township	1,360	800	25	2,185
Share of Township's Total	62%	37%	1%	100%
The City of Grand Blanc	519	199	.	718
Share of City's Total	72%	28%	0%	100%

Chapter 7. Retail Market Analysis

This chapter includes a few pages including the introduction, Saginaw Street Corridor, and Center Road Corridor Retail Market Analysis by Sharon Woods CRE of LandUse USA. To view the whole Retail Market Analysis reference ____.

Introduction

Through a collaborative initiative by its planning division, planning commission, and city council, the City of Burton has undertaken development of a new city-wide master plan. To complete this endeavor, the city has hired Rowe Professional Services Company (www.rowepsc.com), who in turn has invited LandUseUSA to conduct a market study as part of the process and deliverables. The objective of this study is to identify and measure the market potential for economic, retail, and residential growth throughout the city; and results will be used to guide the master plan. This document presents the findings and recommendations from the retail market analysis, and follows a conventional approach to supply and demand. For documentation purposes, this study it has not been funded by a matching grant from the state; and it has been entirely funded by the City of Northville.

Two Sustainable Shopping Districts – The City of Burton has two discrete shopping districts that each have unique attributes and that could appeal to unique types of retail and businesses. Retail growth is feasible along both corridors, and they can co-exist while sharing the market. The following narrative provides a summary of market observations, work approach, study findings, conclusions, and recommendations; and results are qualified for each of the two shopping districts.

Saginaw Street Corridor

Saginaw Street Corridor – The first district is the Saginaw Street corridor, which is generally parallel to and east of Interstate 475. Saginaw Street is within the City of Burton from Hemphill Road south to Maple Avenue. North of Hemphill Road, Saginaw Street is within the City of Flint; and south of Maple Avenue, it is within Grand Blanc Township [Exhibit A.3].

The Saginaw Street is spanned by a Downtown Development Authority District, and includes a mix of established hardline anchors like Gilroy's Hardware, Winn's Electric, and Rocky's Great Outdoors [Exhibit A.4]. The DDA prepared a Visioning Plan in 2015 [Exhibit A.4], which appropriately identifies a number of gateways and Town Center at the core. The Town Center benefits from the easiest access off I-475, and is best positioned to intercept traffic along Bristol Road. [Exhibit A.5]

Economic Catalyst – The future of Saginaw Street will depend on the City's and DDA's ability to collectively envision a catalyst type of mixed-use redevelopment project that is transformative and impactful for the entire corridor. The project should pivot at the intersection of Center Street and Bristol Avenue, within the Town Center Core. Parcels should be assembled for development of a new project with build-to-suit space for a few of the existing destination stores. Those stores should relocate into the new space, releasing additional parcels along the corridor that can be incrementally redeveloped.

Retail Gap Analysis – Based on a retail gap analysis [documented in Section D attached to the complete report], there is little or no opportunity for automotive supply shops or for building and garden supply stores. However, other hardline categories and destination stores are supportable and would complement the existing mix of businesses already located along Saginaw Street. These include automotive dealerships; furniture and home furnishings; electronics and appliances; and sporting goods stores.

National Chain Expansions – There are over 20 national chain retailers planning to open new stores across the nation and in Michigan, and might also be a good fit for the Saginaw Street corridor. These include grocery stores like IGA and pharmacies like CVS [Exhibit B.2]; value stores like Dollar Castle [Exhibit B.3]; home improvement stores like Glidden Paint and True Value; value-priced book stores like Half Price Books; sporting goods stores like West Marine; and fitness centers like Gold's Gym [Exhibit B.4].

Leveraging Destination Stores – The established mix of destination businesses along Saginaw Street is primarily among hardline categories [Exhibits B.6 – Exhibit B.10], which are hopefully drawing cross-shoppers from throughout the Greater Flint metropolitan area. Although many of the destination businesses are operating in dated and marginal commercial space, they provide unique products and fill important niches. Examples include Rocky's Motorcycles, Ford Pre-owned Auto Dealership, Gil-Roy's Hardware, Win's Electrical and Lighting, Kirby Vacuum Sales, Custom Pools & Spa, and Genesee Cut Stone and Marble.

The corridor also includes a mix of small convenience types of businesses like salons, drinking establishments, and automotive repair shops; plus vacated commercial space and vacant used car lots. The prevalence of these businesses and vacancies, combined with the dated appearance of commercial buildings in fragmented locations; make it difficult to appreciate the corridor's full retail potential and future.

Business Cluster Analysis – The established businesses along Saginaw Street can be clustered into retail categories to demonstrate themes and identify missing and niche opportunities [Exhibit B.6 – Exhibit B.10]. For example, Rocky's Motorcycles and Great Outdoors could be leveraged by small businesses offering complementary sporting goods – such as a bicycle and skate board shop.

Similarly, the mix of automotive dealerships and auto supply shops could be leveraged to create a destination attraction, such as a vintage auto museum and showroom. The cluster of home improvement and supply stores could be leveraged to add moderately-priced (including consignment) furniture and home furnishings stores.

The cluster analysis also reveals a need for some neighborhood conveniences, including an additional grocery and pharmacy (to offer choices); family entertainment venues; and a full-service fitness center or health club. These observations are also supported by the retail gap analysis, previously mentioned and documented in Section D.

Center Road Corridor

Center Road Corridor – The second retail district in Burton is the Center Road corridor, which pivots around a key interchange onto Interstate 69 [Exhibit A.7]. At I-69 (and north of the interstate), the west half of Center Road is within the City of Flint, and east half is within the City of Burton [Exhibit A.2]. At the intersection of I-69 and Center Road, the southwest quadrant [Exhibit A.8] is in the City of Flint and includes Eastridge Commons, which has a T.J. Maxx store and vacant Target Discount. The southeast quadrant is in the City of Burton includes a church and fragmented businesses in a conventional commercial strip format.

Also at the intersection of I-69 and Center Road, the northwest quadrant is in the City of Flint and includes a mix of strip commercial and detached houses in a subdivision. Just north of the Robert T. Longway Boulevard (along Center Street), the former Delphi Flint East plant is being razed to make way for eventual reinvestment.

The northeast quadrant at I-69 and Center Road is in the City of Burton and includes Courtland Center, anchored by JC Penney, Staples, Jo-Ann Fabric, Dunham's Sports, and Planet Fitness. Nearby national chain stores include big-boxes like Art Van, Home Depot, and Lowe's home improvement, all located within the City of Burton. Walmart Supercenter is about two miles east, along Belsay Road and also in the City of Burton.

Regional Overview – Today, most of the destination shopping for the Greater Flint metropolitan area is dominated by national chains along Miller and Linden Roads, about five miles west of Center Street. Center Road and Courtland Center have served as a secondary node and alternative to choices along Miller Road.

Optimal Scenario for Center Street – In the best case scenario, Eastridge Commons is either revived or redeveloped into a new format with new anchors, and continues to generate cross-shopping traffic into Courtland Center. Burton and Flint will both benefit, and shoppers throughout the region will continue valuing the diversity of shopping choices within the region.

Jurisdictional Collaboration – If Eastridge Commons is neglected and becomes completely vacant, then it will have direct negative impacts on the corridor and Courtland Center. Although Eastridge Commons is technically in the City of Flint, it is in Burton's best interest to ensure that it thrives with a new mix of anchors, or that it is redesigned into a new pedestrian-oriented town center. In short, the City of Burton must collaborate with the City of Flint to develop a multi-jurisdictional strategy and plan for all quadrants pivoting around this important I-69 interchange.

Retail Gap Analysis – Based on a retail gap analysis [documented in Section D attached to the complete report], there is little or no opportunity for automotive supply shops; and building and garden supply stores in the City of Burton. However, other categories are supportable and would complement the existing mix of businesses already located in and near Courtland Center and Eastridge Commons. These include clothing and accessories stores; overnight accommodations and hotels; and large-format general merchandise stores, such as Costco.

National Chain Expansions – Costco membership warehouse club is expanding nation-wide and into Michigan [Exhibit B.2], and has recently announced a new store in the Lansing market. In the Flint market, Center Road is an ideal location, but only Costco can find a site with direct visibility to highway traffic along I-69. There is a real risk that Costco could choose a site in neighboring Flint (such as in a redeveloped Eastridge Commons) – but it would still generate direct benefits for Burton and other retailers along Center Road.

Other national brands will also consider the highway interchange to be an invaluable asset, and will seek opportunities to assemble and redevelop sites for new stores. Some could serve as important anchor stores for Burton, such as Kroger, Country Market, Beauty, Peebles, Stein Mart, Five Below, Gordmans, Home Goods, At Home, and Books-A-Million.

The interchange at I-69 also makes the location ideal for convenience hotels, and at least 10 chains are expanding in Michigan and could be candidates for Center Road. These include AmericInn, Microtel, and La Quinta, among others [Exhibit B.5]. Again, there is a real risk that some hotels could choose locations in adjacent Flint. Even so, they could be leveraged to support additional hotels in Burton, plus restaurants and other shopping conveniences.

Chapter 8. Public Input

There are four main methods of public participation what were used to help create the Master Plan, which include stakeholder and focus group interviews, community survey, visioning session, and public open house. The city worked on many different methods to obtain a variety of information from the public about the community and their vision for the next twenty years.

Summary of Focus Group and Stakeholder

Introduction

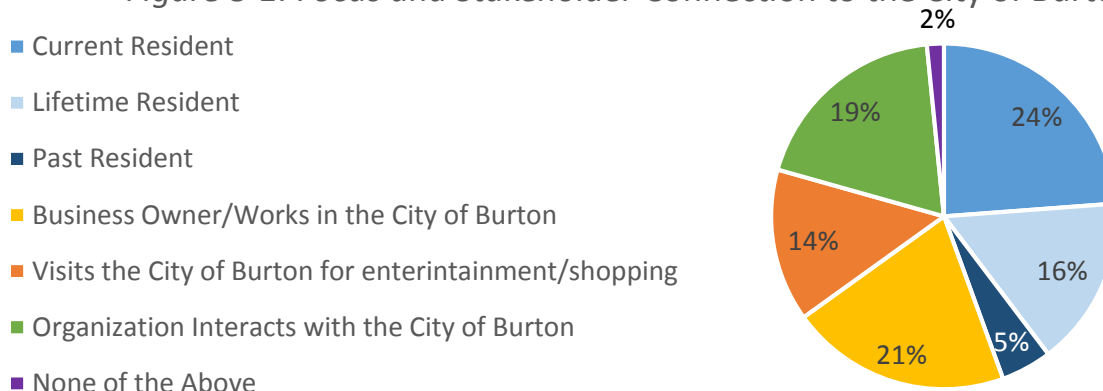
ROWE Professional Services Company conducted discussions with several stakeholders and focus groups that have strong and important connections to the City of Burton. **Stakeholders** are key persons that as part of an organization or as an individual have important insight on a particular subject or location in the City of Burton. The stakeholders that were interviewed include Steve Black, from Racer Trust and Cheryl Sclater from ELGA Credit Union. **Focus Groups** are key organizations where a group of individuals apart of the organization for a group discussion. The different groups that were interviewed include Burton Chamber of Commerce, Burton Area Historical Society, Burton Rotary Club, City of Burton Downtown Development Authority (DDA), City of Burton Parks and Recreation Commission, City of Burton Senior Activity Center, Flint River Watershed Coalition, Friends of the Library, Disability Network, and Mass Transit Authority.



All of the individuals and groups where asked about their connection to the City of Burton such as, things they would like to change, their vision for the future, and if there are suggests of policies, zoning ordinances, or programs that would make the City of Burton better. In addition, each individual or group was asked targeted questions involving the expertise in a particular area.

The groups that were involved in these discussions, had different connections to the City of Burton including living in the city, working or owning a business in the city, visits to the city for entertainment or shopping, and their organization works within the city. Residents were divided into three categories including current resident, lifetime residents, and past resident. Lifetime residents grew up and for the majority of their life have lived within the City of Burton. Almost half of the participants identified as at one point being a resident within the City. About a quarter of the participants identified as business owners or work within the City of Burton.

Figure 8-1: Focus and Stakeholder Connection to the City of Burton



Characteristics that make the Best of Burton

The different focus groups were asked about were some of the best attributes or what they liked about the City of Burton. The first collection of answers came up repetitively in discussions. The second collection of answers are comments that only one particular discussion brought up.

Many stakeholders and groups agreed that:

- Good community for children, with schools and activities within stable neighborhoods
- Friendly environment
- Great community size
- Safe Community
- Business Friendly Community
- A diversity of housing setting options from agricultural to urban sceneries
- Have great unique places to eat
- A very active environment with many activities monthly within the community, especially runs races
- Low Taxes
- DPW, Police, and Fire services are responsive and reliable
- This is a place senior citizens have lived and want to stay to “Age in Place”
- Takes good care of Veterans

Other likes include:

Racer Trust

- Potential to have a super site (Davison Site), which is rare in this region.

ELGA Credit Union

- Diversity within of economic standings of the community
- The City of Burton works well to overcome/resolve issues

Parks and Recreation Commission

- Good options for affordable housing, due to low taxes
- Good variety of housing stock

Burton Chamber of Commerce

- Unique experience and highly competitive environment

Disability Network

- Very welcoming people in community
- Shopping options along Center road
- Easy access to transportation

Flint River Watershed Coalition

- From rural setting homes one has easy access to freeways

Senior Activity Center

- Quick to tear down blighted residential sites
- Senior Activity Center is in a good location
- The community takes good care of senior citizens
- Strong churches within the City of Burton
- The City of Burton is a great for senior citizens due to the Senior Activity Center, low cost of living, goods and services, and safe environment

Downtown Development Authority

- There are many features within the City of Burton including services and grocery stores
- The City of Burton is not run by just one company or person
- There are a variety of industries and companies within the City of Burton

Friends Library

- Neat and tidy community
- The City Complex including many services/departments in one location
- Sidewalk improvements that have been made are great improvements to the community
- Good Schools
- Growth in use of library as a community center

Characteristics that are suggested to be changed in the City of Burton

The different focus groups were asked what elements of the city they would change if they could. The first collection of answers came up repetitively in discussions. The second collection of answers only brought up in only one discussion group.

Many stakeholders and groups agreed that:

- Include more connections to trail ways around region
- The addition and connection of more sidewalks and crosswalks throughout community for all users (bike, pedestrians, and disable and handicap individuals)
- Improvement of the roads in the community
- Removal or development of vacant buildings/properties
- Have more blighted/vacant properties that are commercial be removed
- Revitalize the Courtland Mall
- Have a more walkable, vibrant, beautified, more restaurants, and public gathering space in DDA
- Have young people involved more in the community (boards and volunteer opportunities)
- To have the school systems combine, to unify city
- Have more unity within the City of Burton
- Create a “sense of place” in community
- Absent unified identity
- More affordable and accessibility housing
- Retaining more young professions to stay in the area
- More business recruitment from people outside of the city

- Have a business core in the center of the City of Burton
- Improve the image/perception of the City of Burton away from Flint
- Want proactive, not reactive communication

Other comments include:

- Have history of city be more a part of the community
- Kids need to be centered on something in neighborhoods (add small parks, buildings, structures)
- Kids need a location to gather/activities/programs to be involved in
- Kids and young families are moving out of the area
- Downtown Development District
 - Make DDA area more historic
 - Have more restaurants, sidewalks, and crosswalks in DDA
 - Increase funding to DDA to maintain and improve district
 - Increase DDA district
 - Increase the number of events in DDA district
- Add safe street program, with street diets or street calming methods.
- Enforce clearing and maintenance of sidewalks
- More city design requirements to make sure community is accessible for all disabled persons
- Promote to businesses the asset of having a bus line near business
- Ensure that new development in rural areas are able to be accessible by multiple modes of transportation (pedestrians and buses)
- Create a Historical District or Historic Area
- Have a program that works against blight
 - Create a homeowner assistance program to make improvements on home
- There are often dark areas on streets and commercial shopping center properties
- Improve affordable housing options
- Improve communication with the City of Burton and other government agencies
- Expand Senior Activity Center Facility
- Increase funding for Parks and Recreation, including a full-time Director
- More pharmacy store variety
- Stronger welcome and network for new businesses to engage with
- Improve amenities throughout City of Burton
- Move beyond the industrial GM days and look for opportunities elsewhere



Figure 8-1 Parks and Recreation Commission Focus Group Discussion.

- Better school districts
- Better maintenance of drainage ditches in rural setting
- More of a buffer zone along creeks in city
- Have more policies and programs that promote protection of creek and natural area system
- Clean up the e. coli in Kelly Lake (due to goose droppings)

We also asked many of the focus groups on their vision for the City of Burton in the next 20 years. Collectively the different groups generated this list of attributes of their future city:

- A more walkable community
- Have more of a network of non-motorized transportation walkways throughout the city
- Crosswalks on Center Road
- Roads are improved
- Attractive businesses of jobs and entertainment venues
- Having a historic/children museum in the City of Burton
- Less vacant properties
- Create from vacant/old buildings something else like more green space
- Maintain and improve the DDA district to feel like a downtown
- Have more walkability, beautification, lively, and other improvements within the DDA district to draw people in
- Have the Downtown Development Authority be involved in the Back to the Bricks event, or other festivals
- Support the park system to increase amenities and quantity to draw in more people to the area
- Large gathering space for community
- The combination of the three main school districts Atherton, Bentley, and Bendle school districts

Topics Based Comments

The different discussions were asked areas about their expertise, personal knowledge, and made comments on different topics in the City of Burton. There are six (6) basic including economy/business, community, housing, land and buildings, transportation, and parks and recreation.

Economy / Business Environment

The Downtown Development Authority indicates that:

- There are many long term businesses within the community, lots of small businesses, and a high density of businesses in the south side
- To remove/develop more vacant properties and buildings
- Have one speed limit along Saginaw Street
- Improve the RACER site at Hemphill Site
- Be more proactive in promoting businesses to be in Burton through Genesee County.
- Assets for businesses within the city include highway access, rail road, and access to large buildings
- Create a business owner facade improvement program

The Burton Rotary Club suggests:

- Try to retain more young professionals through:
 - Entrepreneur training/networking opportunities
 - Incubator space for startup businesses
 - Incentive/encourage companies to have internship programs

ELGA Credit Union suggests:

- There are many vacant buildings and land, which allows the community to be open for many investment opportunities
- Promote local run businesses

The Burton Chamber of Commerce suggest:

- Recruit business owners from outside of Burton to be part of the community

The Disability Network suggests:

- To encourage businesses to hire disabled persons as workers

Community

Friend of the Library suggest for the Library:

- To add more parking spaces
- Expand the library facility
- To add an onsite Friends of the Library storage space/building
- Recreate the Library Memorial Park within property
- To add sidewalks in front of library
- Help get volunteers for annual cleaning and planting around library

The Burton Area Historical Society suggests:

- To bring attention to historic homes and centennial farms within the City of Burton
 - This can be done by creating a Historical District or Historical Area
- Create more historical parks
- Create a historic museum of local history
 - Have the museum to have teaching/ children programs

The Burton Rotary Club indicates that:

- DDA Area and Burton Park System, are assets within the city that can draw people to stay within the community

The Downtown Development Authority indicates they want:

- To have more events within the DDA district festivals (Back to the Bricks), Runs, DDA Luncheon, or other functions

The Burton Senior Activity Center indicates that:

- The city should consider an exception or lower fee for senior citizen on sewer system fee, by either a lower rate for senior citizens or a free monitoring meter
- The community should be made more walkable with street crossings and sidewalks, especially along Center Road
- The City of Burton is a great for senior citizens due to the Senior Activity Center, low cost of living, goods and services, and safe environment

Burton Chamber of Commerce suggests:

- Create more walking and bike trails throughout the community

Flint River Watershed Coalition suggests:

- The development of a wellhead protection program
- Water quality monitoring/regulation of drainage or septic system systems into the environment

Housing

The Downtown Development Authority suggests:

- Have a program that addresses blight and assistance program to homeowners to make improvement to home
- Improve affordable housing options for residents

The Burton Senior Activity Center suggests:

- To create more affordable senior housing options

The Disability Network suggests:

- Make sure affordable and accessible housing options are a variety of price points and good quality
- To look for easy ways to make housing more accessible, like widening doorways with ease of closing once inside

Land and Buildings

The Downtown Development Authority suggests:

- The demolishing of vacant, blighted, or too old buildings, so sites are more "Development Ready"

Racer Trust has:

- Two sites owned by Racer Trust include Hemphill site and Davison site looking for buyers that will take action and fit within the community vision
- Potential for the Davison site, if combined with surrounding site to be a super site, a rare site in this region
- Difficulties with the Hemphill site, is that it used to be a previously landfill for industrial and municipal waste, but is partially paved parking lot

The Burton Senior Activity Center suggests:

- The expansion of the Senior Activity Center Facility

Flint River Watershed Coalition suggests:

- To develop a wellhead protection program
- To change Thread Creek's status as a non-navigable water body, to allow canoeing/kayaking
- To allow within city hoop houses, green houses, and chicken coops in residential lots

Disability Network suggests:

- To look for easy ways to make buildings more accessible, like widening doorways with ease of closing once inside

Transportation

The Downtown Development Authority suggests:

- To have a Traffic Study, Corridor Study, or create an Access Management Plan along Saginaw Street
- Have improvement in the DDA Visioning Plan implement on Saginaw Street done smartly in cooperation with multiple government agencies

Senior Activity Center suggests:

- To have larger font street signs

Mass Transit Authority indicates that:

- They are seeing an increase demand for public transportation and Your Ride services
- Coordinate future site planning with MTA regarding barrier free parking and bus stops

The Disability Network indicates that:

- Lots of transportation accessibility options
- There could be more connectivity between MTA bus stops, sidewalk, and park lots areas, to allow easy mobility for all disable persons.

Parks and Recreation

The Parks and Recreation Commission suggests:

- More conversions of Rails to Trails
- To add a parking lot to Settlement Park
- If possible, combine vacant properties with schools' or city's properties to encourage ownership/maintenance of property
- To add a large park in the City of Burton with the ability to hold lots of people for celebrations
- To add unique improvements in parks that draw people in like a splash pad or archery practice field

The Downtown Development Authority suggests:

- The addition of more parks in the south side of the city for all ages and full disable person accessible

Chamber of Commerce suggests:

- The creation of more parks
- The improvement of features in parks
- The creation of a large gathering space in the community

Flint River Watershed Coalition suggests:

- To have more park areas along creeks
- To create a partnership between the two organizations to find funding and expansion of park space along watershed in the city

Disability Network suggests:

- Make sure Parks and Recreation opportunities or features are disable person accessible

The Senior Activity Center suggests:

- To have park improvements, such as a splash pad, would be an asset for the community park system
- To have more handicap accessible trails and paths within existing parks

Suggested Programs, Policies, and Zoning Ordinances

The different discussions were particularly asked about either programs, policies, or zoning ordinances that could be created and implemented to make wanted changes to the City of Burton.

- Have a Traffic Study, Corridor Study, or create an Access Management Plan along Saginaw Street
- Develop a complete street concept for the whole city
- Create a Historical District or Historical Area
- Develop goals of water quality and quantity
- Create a Wellhead Protection Program
- Have a program that addresses blight and homeowner assistance program make improvement on home
- To help create more sidewalks in community, add an additional option to have a fund property owners can put cost of sidewalks. The city would manage the fund and install sidewalks in community.
- Improve affordable housing options
- Have more in the Master Plan about more sidewalks, bike trails, affordable senior housing, and public amenities, and more handicap accessible trails and paths in existing park system
- Ability to have incubator space for startup businesses
- Have a larger buffer zone between residential and commercial
- Create an ordinance to protect those who have the “intent to walk” across a road, to help protected pedestrians from motorized vehicles
- Add to the zoning ordinance in the Site Plan Review process if site plan meets particular criteria the site plan will be sent to MTA for MTA Planner Comments.
- Create an ordinance to control panhandlers that requires those receiving money on the street to have vender license
- Create a water quality ordinance for septic systems and waste water in conjunction with County regulation
- Have more ordinances/policies that protect water quality such as clear cutting, impervious surfaces, sediment control and soil erosion, incentives to reduce impervious surfaces, runoff controls, landscape standards, and natural feature setbacks.

Capital Improvements

Discussion groups also talked about different Capital Improvements that would help the city reach their 20-year vision of the plan these include:

- Add more sidewalks along all major roads
- The adding of more walkways from MTA bus stops to sidewalks to parking lot areas
- Improvement of road system
- Convert more rails to trails
- The addition of more park spaces at Memorial Library
- To add a parking lot to Settlement Park
- Park improvements, such as a splash pad, archery course, dog park, etc.
- Have more handicap accessible trails and paths within existing parks
- The expansion of the Senior Activity Center Facility
- Expansions of the Memorial Library including a more parking spaces
 - Expansion of library facility
 - Creation of Friends of the Library storage space
 - Recreation of Memorial Children's Library Park

More About the Organizations

Racer Trust

Racer Trust is an organization formed in 2011 as part of the bankruptcy court case of the former General Motors Corp. Racer Trust works to clean up and revitalization former GM locations. They promote/advertise and sell sites to buyers who will develop the site in a way that is in harmony with the community. There are two sites within the City of Burton that are owned and managed by Racer Trust, which are the Hemphill Site located on the corner of Saginaw and Hemphill and the Davison Site located on Davison and Covert Road.

More information at: <http://www.racertrust.org/>

Burton Chamber of Commerce

The Burton Chamber of Commerce works to welcome, promote, and celebrate new businesses, business expansion, renovation, re-opening, relocation, and milestone anniversaries that reside within the City of Burton. The Chamber of Commerce works on creating a network between businesses and entrepreneurs in the local area. This is a network that businesses in Burton can get involved in to help "build a better Burton".

More Information at: <http://www.burtonchamber.org/>

Burton Historical Society

Burton Historical Society is a nonprofit organization that strives to discover, promote, and educate others of the strong and rich history of the City of Burton. Members of the society are interested in keeping discovering, honoring, and educating the local Burton history. Each month Burton Historical Society meet to do research, educate, document, & share our history, having family speakers of past 181 years, come & share their story with our community.

Burton Rotary Club

Rotary is an international network of volunteers that work on humanitarian challenges. Members of Rotary have an interest in helping those within the City of Burton including individuals, businesses, and other community organizations. The Burton Chapter has undertaken fundraising for local projects, provided two pavilions for the city, plans the Harvest Hall Senior Citizen Ball, helped with race events, a bike program, and student scholarship program. The club works on improving the City of Burton one project at a time.

More Information at: <http://www.burtonrotary.org/>

The City of Burton Downtown Development Authority (DDA)

The Downtown Development Authority (DDA) is located along S. Saginaw Street between Hemphill Road and Maple Avenue. Members are those who have an interest in the DDA district. The DDA board oversees, maintains, and constantly improves the district. Their most current vision of the DDA district is featured in their 2015 DDA Visioning Plan.

More Information at:

http://www.burtonmi.gov/business/downtown_development_authority/index.php

The City of Burton Parks and Recreation Commission

The Parks and Recreation Commission works on maintaining, developing, hosting activities, and creating parks within the City of Burton. Members are those that have an interest in the City of Burton Park System from their business, individual, or organizational background. They currently have five parks within the city: Water Tower Park, Fireman's Park, Veteran's Memorial Park, Kelly Lake Park, and Atherton Settlement Park. They also put on different activities such as the Patriot Day Hero Run, Veteran's Honor Run, Easter Egg hunt, Car Show, Memorial Day Parade, Trick or Treat Trail, and the Christmas Parade. The last vision created for the park system is in the Parks and Recreation Plan in 2012.

More Information at: http://www.burtonmi.gov/departments/parks_and_recreation/index.php

The City of Burton Senior Activity Center

The Burton Senior Activity Center has a variety of senior services and social activities for older adults, 60 and over. Many services include Medicare and Medicaid Counselors, Consumer Fraud Advocates, food assistance programs, tax aide program, exercise programs, transportation, classes, and seminars. Located at 3410 South Grand Traverse, the Senior Activity Center has a large activity area, pool table, and comfortable lounge area.

More Information at: http://www.burtonmi.gov/departments/senior_activity_center/index.php

The Disability Network

The Disability Network's mission to promote freedom, choice, opportunity, and equality for people with disabilities through advocacy, education, and employment. They have many different things they do including advocacy, assistive technology resources, community technology center, education programs, healthcare resources and navigator, housing resources, nursing facility transition advice, personal assistance, help with ramps and home modifications, recreation, and transportation.

More Information at: <http://www.disnetwork.org/>

ELGA Credit Union

ELGA Credit Union is a non-profit financial organization with the single purpose of members helping members. Anyone that lives, works, worships, volunteers, or attends school within Genesee, Saginaw, Lapeer, Shiawassee, Oakland, and Livingston Counties is eligible to join and maintain checking or saving accounts, borrowing money, etc. Their organization is deeply committed to helping out in the community either through school supplies or help funding different activities within the community.

More Information at: <https://www.elgacu.com/>

Flint River Watershed Coalition

The Flint River Watershed is increasingly healthy and strong, and offers many recreational, educational, and environmental opportunities. As the leading community-based advocate for clean water resources, the Flint River Watershed Coalition (FRWC) promotes efforts to protect, preserve, and improve our area's ecosystem through partnership, public education, scientific projects, and community involvement. They are an organization representing individuals, businesses, community organizations, and local unites of government sharing a vision of a healthier Flint River Watershed. They envision a day when the future of our drinking water is secure and the integrity of the Flint River is protected. They believe that all people should have access to the river for recreation, swimming, and fishing as well as the economic value it provides to our communities. They are interested in particular about Gilkey and Thread Creeks, which reside within the City of Burton.

More Information at: <http://flintriver.org/blog/>

Friends of the Library

Friends of the Library is a volunteer group that works on maintenance, improvement, used-book sale, and many more activities involving the Burton Memorial Library on Center and Atherton road. This group strives on helping the community from youth to adult to engaged in reading and the community at large.

Mass Transit Authority (MTA)

The Mass Transit Authority (MTA) is the regional Genesee County public transportation services. The services include primary routes, regional routes, and Your Ride. Your Ride is a service a localized service where disabilities and senior citizens can reserve a ride to specific locations or to other bus service. MTA is dedicated to help all riders to help build a healthy and vibrant community. The MTA has developed a Strategic Plan for 2016-2026 that guides and goals for the organization

More Information at: <http://mtaflint.org/index.php>

Community Survey

The community survey was conducted through Survey Monkey and available through Survey Monkey, the City of Burton website, and City of Burton, Master Plan Facebook page.

The rest of this section has yet to be written.---

Visioning Session

The **Visioning Session** is where all members of the public will be invited to come and share ideas on goals, objectives, likes, and proposed changes that can be made in the City of Burton.

The rest of this section has yet to be written.---

Open House

The Master Plan **Open House** will provide the public with an opportunity to provide input on various development options that the Planning Commission is considering involving future land use, proposed capital improvements, goals and objectives, or implementation strategies.

The rest of this section has yet to be written.---

Chapter 9. Goals and Objectives

The rest of this section has yet to be written.--- Place Holder