## MASTER PLAN FOR THE CITY OF DURAND SHIAWASSEE COUNTY, MICHIGAN

## Adopted December, 2005

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Adopted by Resolution by the City of Durand Planning Commission after holding a Public Hearing on December 6, 2005.

SUPPORTED BY A RESOLUTION OF ADOPTION PASSED BY THE DURAND CITY COUNCIL ON DECEMBER 19, 2005. C

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## NTRODUCTION

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

#### **AUTHORITY**

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

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

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

### **P**URPOSE

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

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

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

## PLAN ORGANIZATION

In order to communicate the most complete and accurate picture of the existing conditions within the City of Durand, as well as its goals for the future, the Master Plan is divided into six main sections. These sections detail the existing conditions of population characteristics, land use, transportation, regional issues, and public facilities. Additionally, the future character of the City will be articulated through description of its goals and objectives, and future land use plan. Finally, a particular vision for a specific section of the City is defined through a sub-area plan.

So as to supplement textual descriptions, visual representations of data are included; these consist of tables, maps, and other graphics. These sections represent the history and future development within Durand and, therefore, provide a guide for its continuing growth and evolution in the coming years.



## REGIONAL ANALYSIS



In order to gain a better understanding of the City of Durand's place within its larger geographic region, this section explores such relevant topics as location, access to transportation, regional land use, and area planning efforts.

## LOCATION AND TRANSPORTATION

The City of Durand (pop. 3,933) is located within the southeastern quarter of Shiawassee County, in the central lower portion of Michigan's Lower Peninsula. The major communities within the County include the county seat of Corunna (pop. 3,381), Owosso (pop. 15,713), and Perry (pop. 2,065), all located within 15 miles of Durand. The City is conveniently located along the primary transportation route (Interstate 69) connecting the two larger urban areas of Flint and Lansing. The City of Flint is located approximately 15 miles northeast of Durand while the City of Lansing, Michigan's State Capital, is located approximately 35 miles southwest (see Regional Location Map).

The primary transportation arteries of the region include Interstate 69, which runs east-west just outside of the City, and Interstate 75 which runs north-south and is located approximately 13 miles east of Durand. These freeways effectively connect the City of Durand with the rest of the state, as well as the entire Midwest region. Other major state transportation routes located near Durand include M-71, M-13, M-21, and M-52. Table 1 presents approximate driving distances and times from Durand to several major cities.

Table 1		
Destination	Approximate Distance	Estimated Driving Time
Saginaw, MI	40 miles	1 hour
Detroit, MI	80 miles	1 hour, 25 minutes
Grand Rapids, MI	100 miles	1 hour, 35 minutes
Fort Wayne, IN	170 miles	2 hours, 35 minutes
Chicago, IL	250 miles	4 hours
Toronto, ON	270 miles	4 hours, 30 minutes

Source: Mapquest.com

## **R**EGIONAL LAND USES

Historically, the agriculture and railroad industries have played the greatest role in the development of Durand and the surrounding areas. The City of Durand became a major railroad center and remained primarily a railroad town until the industry started a general decline during the 20<sup>th</sup> Century. Outside of Durand, agriculture has remained the most significant land use, contributing to the area's predominantly rural character. Higher density residential neighborhoods are found almost exclusively within the City, while the surrounding areas feature scattered low density residential uses. Most of the higher intensity non-residential land uses remain confined within or just outside of the City boundary. Even with the presence of these higher intensity land uses, the Durand area is still best described as having a small town rural character.

Encroachment by more intensive urban and suburban land uses spreading outward from the larger cities of Flint and Lansing has not yet occurred in the Durand area. This is evidenced by the minor amount of major regional commercial and industrial land uses, as well as the lack of sprawling suburban style residential developments in the area. However, with its proximity to two major urban areas and easy access provided by Interstate 69, the City of Durand is a prime location for increased growth and development in the future. To preserve the overall small town rural character of the area, proper management of this development will become very important.

## **REGIONAL PLANNING EFFORTS**



Regional planning efforts undertaken by the surrounding communities can have a significant influence upon the development of Durand. A basic knowledge of these plans and policies is important when preparing the City's Master Plan.

The City of Durand is completely surrounded by the Township of Vernon. In 2004, the Township Planning Commission prepared and adopted a new Master Plan. The Plan for the Township contains a of elements variety including background studies, goals and objectives, a future land use plan (which includes a detailed M-71/Lansing Road Corridor future land use plan), and implementation strategies.

As stated in the goals and objectives portion of the Plan, the primary Vernon Township-wide goal is as follows:

"Vernon Township will maintain its rural character by providing an appropriate balance and variety of land uses in a manner and location that is consistent with the existing rural character of the Township and traditional town planning principles."

The Township's Future Land Use Plan designates the majority of the Township as agricultural. Township lands adjacent to the City on the east and west are shown as neighborhood

residential. The majority of the more intensive future land use categories such as commercial, industrial and multiple-family residential are found in the M-71/Lansing Road Corridor. Also included in the Future Land Use Plan are recommended design criteria and traffic circulation improvements for the M-71/Lansing Road Corridor. The corridor recommendations include specifications for landscaping, building orientation, signage, architecture, and access management.

Shiawassee County does have a future land use plan in place to help guide development within the County. However, this plan has not been updated in several years.



Community Profile



# Community Character and Historic Preservation

The cultural and development history of a community forms the basis for its current growth and structure. A thorough understanding of these trends within their historic context will help to ensure that future plans are reflective of and respond to the community's established character, form, and function.

## COMMUNITY CHARACTER

#### CITY HISTORY<sup>1</sup>

The City of Durand's agrarian beginnings reflect those of many other Michigan municipalities, but the arrival, in 1856, of the Detroit and Milwaukee railroad began to affect a definite change. The rail line ran through Vernon Center, as the 19th century City of Durand was then called. The area included a few businesses, including a sawmill, but few other landmark community facilities. In 1876, the establishment of a U.S. Post Office, in addition to the existing railway, marked the beginnings of Durand as a destination center.

On February 7, 1887, the Village of Durand was organized under State requirements. By the year 1904, the Village boasted municipal water, two telephone lines, its own electric plant, volunteer fire department, sewers, and cement sidewalks. On July 18, 1932, the City of Durand marked its establishment as a home rule city with the City Charter approved the very next year.

The City of Durand grew markedly after the establishment of the U.S. Post Office. Much of this growth can be attributed to the City's existing rail infrastructure, as well as its historic promotion and enticement of additional rail facilities. In 1876, after a \$500 incentive, the Chicago and Northwestern railroad, running from Flint to Lansing, had service through Durand. The 1880's saw the Grand Trunk rail line in Durand. By 1883, over 15 trains ran in and out of the City each day. By the end of the 19th Century, the Ann Arbor, Cincinnati, Saginaw and Mackinac railroads passed through Durand. In excess of 70 trains per day now ran through Durand.

During the early part of the 20<sup>th</sup> century, Durand was the site of some large scale rail building projects, particularly the Grand Trunk Rail Depot and the Roundhouse. At its peak in 1912, in excess of 42 passenger trains, 100 freight trains and 3,000 passengers came in and out of Durand on a daily basis. After this year, the number of trains (passenger and freight) began to slowly decrease until April 30, 1971, the date of the last passenger service on the Grand Trunk line. Passenger service was resumed, however, on September 13, 1974 for Amtrak's Chicago/Port Huron run. Freight still comes through the City, but does not match the totals of early eras.

<sup>1</sup>All information derived from: Rearick, Paul. <u>Durand Its Heritage: 1887-1987</u>. Durand Express. Durand, MI: 1988. <u>Durand Centennial, 1887-1987</u>. Durand Centennial Committee. Durand, MI: 1987. James Brennan and MichMarkers.com. "Durand Railroad History / Knights Templar Special." Michigan Historical Markers. www.michmarkers.com/startup.asp?startpage = \$0578.htm (9/16/04).

#### CITY FORM

City shape and morphology can be directly tied to preferred uses, landmark events, and natural or man-made features. The City of Durand's form and development pattern is typical of these parameters.

Due to its location and lack of complex topography, the City of Durand (Vernon Center) was a fortunate spot for the development of an intricate railroad culture. While the area around the City still retains much of its agrarian form, Durand continues to function within and around its rail heritage. In 1877, a landmark year in Durand history, the Village form centered, as expected, along the Detroit and Milwaukee Railroad line. The major cross-streets of the area were also present at this time, Oak and Main Streets. Soon after Village incorporation, the Durand Land Company purchased property west of the rail line, two former farms, and platted it for development. Village incorporation, in addition to the preexisting rail features, marked the beginnings of the growth that would eventually form the City of Durand as it stands today.

By 1895, spurred on by the historical growth trends and the addition of other rail lines, the Village of Durand sbegan to exhibit the beginnings of a recognizable city form. Due to its overriding railway culture, the area's growth was still centered upon the tracks, but more specifically, on the junction of multiple lines. The first train depot, water towers, coal docks, other rail supporting structures stand at the center of the area. As expected, by their proximity to a transportation hub, Durand businesses and industries located adjacent to this area and the historical downtown commercial form was created. Continued development also occurs along the rail road edges to the north and south of the junction. However, Village growth to the east and west was not as great as its proximity to the railway decreases, and thus was not as advantageous an area for immediate development.

A keynote development of Durand city form occurred by this time, in the establishment of the public school area centered at the junction of eight streets, located a few blocks northwest of the rail junction. Durand has historically been an educational center for the larger regional area, with its first school constructed in 1845, which continues to this day. The location of a center of public learning at such a place of prominence within the City only helped to reestablish and reinforce its resident's commitment to education through the form and fabric of place. Growth and development of single-family residential neighborhoods adjacent to the school area again reinforced the dominance of public learning within the community.

With the residential, commercial, and industrial rail areas firmly established, the majority of the growth Durand saw by 1903 followed previously established patterns. For example, the residential core adjacent to the school continued to grow. Additionally, Village form began to expand west along Main Street. As a Township section line road, Main Street provided direct access from the larger Vernon Township region to a major State transportation hub. The railway hub at this time also featured the new Grand Trunk Depot, a grand Victorian inspired structure which further reinforced Durand's place and dominance in the region.

The years of World War II and those decades following marked a shift in the form of the City of Durand away from its traditional rail dominated center. City development began to move more north from the rail junction, and away from its traditional residential core. At this time, the prominence of rail traffic industry had diminished and the postwar emphasis on highways was emerging. Durand's northerly expansion away from one historic transportation feature, towards a new modern conveyance reinforces the need for a City to be closely tied to regional transportation accessibility.

The modern city form of Durand today is respectful and representative of its historical roots, as well as changes in modern conveniences. It is representative of preferred uses, landmark events, and natural or man-made features. The development patterns currently found in the City of Durand today will only help to form the growth, direction, and form of the Durand of tomorrow.

## HISTORIC PRESERVATION

As the City of Durand has played a part in regional transportation history, particularly within the confines of railway development, notable historic properties and areas have emerged that reinforce the City's historic culture.

#### **HISTORIC PROPERTIES**

Three sites within the City of Durand are found either on the National or State Register of Historic Places. Two sites are tied directly to Durand's railroad heritage, while the third is representative of civic traditions.

#### DURAND STATION<sup>2</sup>

The Grand Trunk Railway System and the Ann Arbor Railroad built Durand Union Station in 1903, at a cost of \$60,000, to serve the thousands of passengers who came to this railroad center. In 1905, the depot was nearly destroyed by fire; however, within six months a near replica had been completed.

Designed by Detroit architects Spier & Rohns, utilizing an unusual Chateau Romanesque architectural style, the 239-foot-long Grand Trunk Western Union Depot originally featured a spacious waiting room, a popular dining room, a lunch counter, areas for baggage and express mail, and telegraph and railroad offices. It was built of Missouri granite brick and Bedford cut stone and was originally roofed in slate. Later roofs were of red tile and, in more recent years, of asphalt. Once the largest station in outstate Michigan, the Depot continues to be one of the largest rail centers located in a small town anywhere in the United States.

In 1974, due to the decline of railway traffic, Grand Trunk determined it could no longer justify the cost of maintaining the station, and thus it was abandoned. The old Depot's destruction appeared imminent. But, in 1979, the residents of Durand rallied to save this important historical structure and the City was able to purchase the building for only \$1.00. Since then, it has become the State Railroad History Museum. The Amtrak Blue Water line, connecting Chicago and Port Huron, stops twice daily at the Durand Union Station. Thirty or more freight trains continue to pass the station daily.

The State Railroad History Museum gallery features new exhibits several times per year to pay tribute to the colorful heritage of the railroader, and to the contribution of Michigan's railroads to lumbering, mining, agriculture, and industry. The Museum Information Center and Archives contains a wealth of railroad information for rail enthusiasts, researchers, and genealogists.

<sup>2</sup>All information taken directly from: "Durand Union Station: Michigan Railroad History Museum." www.durandstation.org. and "Durand Union Station." Michigan Historical Markers. www.michmarkers.com. August 5, 2004.

#### KNIGHTS TEMPLAR SPECIAL<sup>3</sup>

In June 1923, the 67<sup>th</sup> annual conclave of the Grand Commandery of Michigan Knights Templar was held in Flint. Western Michigan Sir Knights traveling to the Masonic convention commissioned a Grand Trunk Western special train. The train left on June 5 and at 9:30 a.m. it came upon a split track at Clark's Crossing in Durand. The engine and tender left the rails and turned over. The second passenger coach rammed the first; however, the rear cars remained upright. Four Knights Templar, the engineer, and a fireman who was a member of the Corunna Commandery No. 21 stationed at Durand, two individuals from Ionia Commandery No. 11, and one person from Grand Rapids all perished in the accident. The memorial was erected in remberance of this terrible tragedy.

#### South Side School<sup>4</sup>

The South Side School was Built in 1893 for the children living on the south end of Durand. It is a two-story, red-brick, Italianate structure which displays a broken three-bay facade, a rounded arch enframement for the front door, and a wooden cupola. A back addition which more than doubled the sized of the school was completed during the 1930s. The School is now used as a Church by the Light of Faith Fellowship.

#### HISTORIC BUILT ENVIRONMENT

As Durand's shape and morphology reflects a long and varied history, ideas surrounding the preservation of existing landmark features or areas would present a logical step in the evolution of City culture. The City of Durand has already demonstrated its commitment to historic preservation of City assets through the acquisition of the Grand Trunk Western Union Depot. Other features, due to their age, historic prominence, or importance to the Durand community could be considered worth preservation.

Two such areas might include, but would not be limited to, the downtown Durand commercial district and certain areas of established residential housing stock. Specifically, the main street area and the residential neighborhood directly east of downtown. The main street area has been the historic commercial center of Durand since its inseption in the middle 19th century. In addition, the residential area contains some of the oldest homes within the City and, therefore, may have distinctive architectural features that warrant preservation .

While an inclusive assessment of the historic significance of Durand's built environment is well outside the scope of a Master Plan, those policies and processes applicable to future historic preservation initiatives may help to shape City goals and planning objectives.

Michigan Public Act 169 of 1970, the Local Historic Districts Act, is the enabling legislation that provides for the establishment of local historic districts and local historic district commissions in counties, cities, villages and townships. The adjacent flow chart summarizes the process as delineated by the Act.

The three critical steps in this process are the photographic inventory and research, the evaluation of potential resources using National Register of Historic Places criteria, and the Historic District Study Committee Report. As the National Register's criteria is quite lengthy and distinguishes between such things as districts, sites, buildings, structures, and objects

<sup>4</sup>"South Side School." Center for Geographic Information - Department fo Information Technology. http:// www.mcgi.state.mi.us/hso/advancematch.asp?ctype=any&cname=Durand&cnty=Shiawassee. November 15, 02004

<sup>&</sup>lt;sup>3</sup>"Durand Railroad History/Knights Templar Special." Michigan Historical Markers. www.michmarkers.com. August 5, 2004.

that possess exceptional value, the following four documents produced by the National Park Service (available on-line) would detail the needed information.

- National Register Bulletin 15: How to Apply the Criteria for Evaluation
- National Register Bulletin 39: How to Research a Historic Property
- National Register Bulletin 21: Defining Boundaries for National Register Properties
- National Register Bulletin 23: How to Improve the Quality of Photographs for National Register Nominations



See Section 3 of Public Act 169, Michigan's Local Historic Districts Act for complete requirements. Source: State Historic Preservation Office, Michigan Historical Center 1/02

In addition, the Michigan State Historic Preservation Office's (SHPO) guide to writing the Historic District Study Committee Report is also available on-line. (Please see Plan appendix for text copies of the enabling legislation and this report process guide.)

Historic preservation activities are available to those communities which establish ordinances enabled by PA 169 or 1970. The National Historic Preservation Act of 1966 was amended in 1980 to provide for a federal-state-local preservation partnership. Grant funds were made available from the National Park Service through SHPO for Certified Local Governments (CLGs) to initiate and support historic preservation activities at the local level. Once certifying standards are met, a community may receive financial aid and technical assistance that will enhance and promote its historic neighborhoods and/or commercial districts. Further information regarding Michigan's Certified Local Government Program is again available through the SHPO.

#### SUMMARY OF BENEFITS<sup>5</sup>

- The creation of local districts help to protect the investments of owners and residents. Buyers know that the architectural or historic aspects that make a particular area attractive will be protected over time. Real estate agents in many cities use historic district status as a marketing tool to sell properties.
- In addition, local historic districts often encourage better design. It has been shown through comparative studies that there is a greater sense of relatedness, more innovative use of materials, and greater public appeal within historic districts than in areas outside historic designations.
- The educational benefits of creating local districts are the same as those derived from any historic preservation effort. Districts help explain the development of a place, the source of inspiration, and technological advances.
- A local district can result in a positive economic impact from tourism. A historic district that is aesthetically cohesive and well promoted can be a community's most important attraction. The retention of historic areas as a way to attract tourist dollars makes good economic sense.
  - The protection of local historic districts can enhance business recruitment potential. Companies continually relocate to communities that offer their workers a higher quality of life, which is greatly enhanced by successful local preservation programs and stable historic districts.
    - Local districts provide social and psychological benefits. A sense of empowerment and confidence develops when community decisions are made through a structured participatory process rather than behind closed doors or without public comment.

<sup>5</sup>Excerpted and adapted from Maintaining Community Character: How to Establish a Local Historic District by Pratt Cassity. National Trust for Historic Preservation. 2000. www2.cr.nps.gov/workingonthepast/intro+sectiona.htm. September 21, 2004.

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## Existing Land Use Analysis



The focus of this chapter is an examination of current land use patterns, their distinguishing characteristics and their impact on future land development. An understanding of the type of land use activities found within the City of Durand today is one of the basic determining factors of its general character and development potential. A thorough knowledge of these factors and site conditions furnishes planners and community leaders with the required knowledge by which future residential, commercial, industrial and public land use decisions can be made.

The Existing Land Use map and acreage tabulation chart will serve as key references for the consideration of future land use and infrastructure improvements.

### METHODOLOGY

A field survey was conducted by Wade-Trim in July 2004 to gather existing land use data. Data was collected for all parcels within the City of Durand limits. Each parcel of property was inspected in the field and its use characteristics recorded on a base map. In addition to collecting land use data within City limits, land uses were recorded within a one mile boundary of the City.<sup>1</sup> This information provides a better understanding of the more regional uses that may impact compatibility of future land use decisions.

The land use data was then transferred from the field survey notes into a geographic information (GIS) system. The resulting Existing Land Use Map was prepared using ESRI ArcGIS software. Acreage tabulations for each land use classification are in the following table:

Table 2: Existing Land Use (City-only)			
Category	Acres	% of Total	
Agricultural	29.0	2.6%	
Single-Family Residential	260.5	23.0%	
Multi-Family Residential	35.2	3.1%	
Local Commercial	9.6	0.8%	
Community Commercial	34.5	3.0%	
Regional Commercial	11.7	1.0%	
Mixed Use	1.7	0.1%	
Office	17.5	1.5%	
Light Industrial	31.4	2.8%	
Heavy Industrial	17.6	1.6%	
Public	154.1	13.6%	
Quasi-Public	24.2	2.1%	
Parkland	21.6	1.9%	
Railroad Properties	83.7	7.4%	
Vacant/Open Space	401.1	35.4%	
Totals	1,133.4	100.0%	

The entire City encompasses 1,300.5 acres of land; however, existing land use percentage values were calculated against a total of 1,133.4 acres. This value describes total City land minus the acreage for existing road rights-of-way.

#### AGRICULTURAL

Properties designated as Agricultural consist of any land use developed in conjunction with farms or farming related uses, including associated residences.

This land use occupies 29.0 acres, or 2.6 percent of the land area within the City.

Survey July 2004

#### SINGLE-FAMILY RESIDENTIAL

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

Such development occupies 260.5 acres, or 23.0 percent, of the total City land area. Homesites are equally distributed in all areas of the City of Durand. The Single-Family Residential designation is the second largest land classification found in the City.

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

#### MULTI-FAMILY RESIDENTIAL

This land use category is defined by the existence of town houses, multi-family apartment structures, and other group living quarters.

Multi-Family Residential land uses occupy 35.2 acres, or 3.1 percent of the total land area of the City of Durand. This type of land use is most often interspersed throughout traditional single-family neighborhoods, as well as along larger collector streets.

#### OFFICE

This category includes structures used as offices for professional and business services. The office land use designation includes such things as small office buildings, as well as larger, regional office structures.

This use designation occupies 17.5 acres, or 1.5 percent, of the total land area of the City.

#### MIXED-USE

This land use category is characterized by two or more distinct land use types that compliment each other but are contained within a single development. Mixed-Use areas are generally associated with more urban, downtown centers. Mixed- Use combinations may include, but are not limited to, residential, office, commercial, and quasi-public uses.

The Mixed-Use category occupies 1.7 acres, or 0.1 percent of City land, and is primarily located along Saginaw Street.

#### LOCAL COMMERCIAL

The Local Commercial land uses include the land area occupied by retail and service facilities that accommodate day-to-day convenience shopping needs. This commercial type includes, but is not limited to, groceries, florists, laundries, and restaurants.

Such development occupies 9.6 acres, or 0.8 percent, of the total City land area and can be predominately found around the traditional downtown area of Durand.

#### COMMUNITY COMMERCIAL

This land use designation generally serves a population base that is considerably larger than the one served by local commercial areas. Retail users within this category provide for the needs for both convenience goods and more common and often recurring shopping goods, as well as personal and household services. Community Commercial land uses include, but are not limited to, larger commercial/retail strip developments that contain supermarkets, branch banks, clothing stores, night clubs, etc.

Community Commercial land uses occupy 34.5 acres, or 3.0 percent, of all land uses within the City.

#### **R**EGIONAL COMMERCIAL

The Regional Commercial land classification is defined by those types of uses which normally do not require a shopping center location and do not primarily cater to the convenience needs of adjacent residential areas. Examples of this use include automotive sales and service, commercial lodging, building material sales, etc. This land use category is also defined as retail commercial services dependent on major thoroughfare traffic. The Regional Commercial land use type dominates those parcels adjacent to Interstate-69 and the M-71 interchange.

This use designation occupies 11.7 acres, or 1.0 percent, of the total land area of the City.

#### **LIGHT INDUSTRIAL**

Light Industrial land use areas are categorized by the existence of wholesale activities, warehouses, and industrial operations whose external physical effects are restricted to the site and do not have detrimental consequences to the surrounding areas.

Light Industrial land uses account for 31.4 acres, or 2.8 percent, of all land uses and as expected are generally located along the railroad rights-of-way.

#### HEAVY INDUSTRIAL

Manufacturing, assembling, and fabrication activities whose physical effects are felt to a considerable degree by the surrounding area define Heavy Industrial land use areas.

This use designation is very minimal in the City of Durand and only occupies 17.6 acres, or 1.6 percent, of the total land area.

#### PUBLIC

This land use category was established to encompass all developed or undeveloped lands owned by various governmental agencies (including public school properties).

Such development occupies 152.5 acres, or 13.5 percent, of the total City land area and is the third largest land use designation within Durand.

### QUASI-PUBLIC

This land use category includes lands developed for such uses as parochial schools, churches, fraternal organizations, and institutional uses which are considered to have a public purpose but are not generally owned by a governmental entity.

Quasi-Public land uses occupy 25.8 acres, or 2.3 percent, of the total land area of the City of Durand.

#### PARKLAND

This category includes all City, County, State, and any other publicly owned park and recreation properties and facilities.

There are 21.6 acres, or 1.9 percent, of the City which are currently designated as parks.

#### VACANT/OPEN SPACE

Vacant/Open Space land uses account for 401.1 acres, or 35.4 percent of the City of Durand's land uses. This category includes all vacant and/or non-developed property in the City, including all vacated rights-of-way. This land use designation accounts for the largest percentage of total land area and is found throughout the City.

#### RAILWAY

As a significant land use traversing the City of Durand, the Railway land use classification is defined as the area around, supporting, and including the tracks over which rail traffic passes.

This land use occupies 83.7 acres, or 7.4 percent, of the total land area of the City.

## **R**EGIONAL EXISTING LAND USE

In addition to those land uses present within Durand, land use designations located within a one-mile boundary of the City limits was examined. Table 3 outlines the land use classification, total acreas associated with each, and their percentage of the total. As expected, the agricultural, singlefamily residential and open space categories were predominate land uses in the area. (See Regional Land Use Map.)

## ADJACENT LAND USES AND COMPATIBILITY

When analyzed in a more regional context, the land uses within and surrounding the City of Durand provide a prototypical example of transitional small town urban development. The most intense land uses and highest development densities are located in the traditional downtown

Category	Acres	% of Total
Agricultural	4,764.8	77.8%
Single-Family Residential	589.5	9.6%
Multi-Family Residential	1.4	0.02%
Manufactured Home Park	69.5	1.1%
Local Commercial	14.9	0.2%
Community Commercial	28.9	0.5%
Regional Commercial	1.5	0.02%
Light Industrial	45.5	0.7%
Heavy Industrial	1.1	0.02%
Public	2.7	0.04%
Quasi-Public	195.4	3.2%
Railroad Properties	127.3	2.1%
Vacant/Open Space	283.2	4.6%
Totals	6,125.7	100.0%

Table 3: Regional Existing Land Use (1-Mile Buffer)

Vernon Twp. Master Plan (12/23/03)

setting which is central to the larger region. Specifically, local commercial and railway uses are found at the core of downtown Durand. Land uses at greater distances from this central core shift towards less intense uses like single-family residential or public/quasi public uses.

In general, those land uses directly adjacent to City limits continue this trend and are, therefore, compatible with area development typologies and densities. For example, Township agricultural lands border either lower density single-family neighborhoods or vacant/open lands. These areas provide successful transitions between a dense urban core and a more rural Township character.

While this development pattern generally holds true for most of the City and Township, a deviation of this archetype has occured. The location of Interstate-69 and M-71 north of the downtown area has provided opportunities for higher intensity land uses to develop outside of the traditional urban pattern. A large commercial and a high intensity residential presence has developed near the interchange. Large lot residential development is also beginning to encroach upon traditionally agricultural areas along Township section line roads, bypassing other vacant areas that are located on the fringes of preexisting development.

Continued improvement to the built environment along more traditional lines will help ease regional growth pressures while negating the appearance of sprawl and leap-frog development patterns. Utilizing available lands located within the established urban framework will help to preserve the City and Township's historic character while still providing opportunities for growth.



## Community Services and Facilities



The City of Durand provides many facilities and services to its residents to ensure the continued quality of urban life. These services and facilities have a range of functions including public safety, specialized social services, education, and parks and recreation.

## **EMERGENCY SERVICES**

Police protection is provided by the Durand Police Department, located in the City Municipal Complex at 215 West Clinton Street. Fire protection service for the City is provided by the Durand Fire Department. The Fire Department is based out of a newly remodeled Fire Station located next to the Municipal Complex, in the center of the City. Both fire and police services can be reached via 911 emergency service. In addition to the police and fire department, Durand Vernon Area Ambulance (DVA) service is also located in Durand, on the east side of Saginaw Street.

## **EDUCATIONAL AND COMMUNITY FACILITIES**

Residents of Durand are part of the Durand Area School District. The District features a total of six schools educating students from preschool through 12<sup>th</sup> grade. According to the National Center for Education Statistics (NCES) for the 2002-2003 school year, the District has a total of 2,060 students and 108 classroom teachers. Four of the six schools are located in or just outside of the Durand city limits. These schools include:

- Durand Area High School (620 students), located on Monroe Street
  - Durand Middle School (473 students), located on Lansing Road
  - Bertha Neal Elementary School (256 students), located on Main Street
- Robert Kerr Elementary School (278 students), located on Monroe Street

The district administration building is also located in Durand, just north of downtown on the east side of Saginaw Street.

A large number of religious institutions are available to Durand residents. Churches within or just outside of Durand are shown on the Community Facilities Map and include:

- Durand Assembly of God
- Durand Church of the Nazarene
- Faith Baptist
- First Baptist
- First Congregational
- First United Methodist
- Free Methodist
- Kingdom Hall of Jehovah's Witnesses
- Light of Faith Fellowship
- Oak Street Baptist
- St. Mary Catholic

As shown on the Community Facilities Map, a wide variety of other community facilities (public and quasi-public) are located in or just outside the City of Durand. These community facilities include:

- Clock Tower Monument
- Department of Public Works
- Durand Senior Center
- Dutch Hollow Golf Club
- Farmer's Market
- Masonic Temple
- Michigan Railroad Museum
- Municipal Complex
- Railroad Memorial
- Shiawassee District Library (Durand Branch)
- U.S. Post Office
- VFW Hall
- The Willows Senior Complex

## PARKS, RECREATION, AND CIVIC EVENTS

Four community and neighborhood park facilities are found within the City of Durand. Trumble Park is located at the southeast corner of Saginaw and Monroe Streets north of the downtown district. This park features a picnic pavilion, BBQ grills, picnic tables, horseshoe pits, volleyball net, lighted basketball courts, restrooms, playground equipment and a gazebo. Optimist Park is located at the intersection of Fauble and Saginaw Streets in the southern portion of the City. This park features two picnic pavilions, BBQ grills, two softball fields, restrooms, playground equipment, lighted basketball courts, and a covered, lighted roller/ice hockey rink. Two smaller pocket parks, both featuring playground equipment, are also located in the City, one along Fitch Street near Main Street, and the second along Fauble Street.

In addition to the park facilities, many recreation programs are available to Durand residents. For the City's youth, many programs are scheduled throughout the year including bowling, soccer, baseball, football, dance lessons, karate lessons, after school activity hour at the elementary schools, summer youth programs in the City parks, and cultural programs at the District Library. Several recreational, educational and enrichment programs are available for adults like stage productions through the Shiawassee Community Players, softball leagues, bowling, volleyball, and golf leagues.

One of the major festivals in the area is Durand Railroad Days, which is held annually on the weekend after Mother's Day. The three-day festival pays tribute to the railroad industry, and is planned and promoted by Railroad Days, Inc., a non-profit corporation. The Durand Area Chamber of Commerce sponsors many events throughout the year including Citizen of the Year, promotional events, annual golf outing, City-wide sidewalk/garage sales, Concerts in the Park, End of Summer Cruisin', Glowball Tournament (a night golf tournament), annual State of the City Address, as well as other membership services.<sup>1</sup>

<sup>1</sup>City of Durand. 12 July 2004. http://www.durandmi.com.

Durand Railroad Days. April 2004. Railroad Days, Inc. 12 July 2004. http://www.durandrailroaddays.com/rrdaysinfo.html .

and

### **PUBLIC WATER**

Public water in Durand is provided through the City of Durand Water Department. This department is operated as an enterprise fund, which means it functions as a business, supporting its expenditures from the sale of the water it produces. The department is responsible for supplying quality, State approved water for its customers to be used for drinking, bathing, business operations, etc.

In February 1994, the citizens of Durand passed a general obligation bond issue allowing the City to borrow up to 3.1 million dollars from Farmer's Home Administration to improve and expand its water system. The water project provided a new well site located on Goodall Road, three miles north of Durand. On this property, two wells have been constructed to provide an increased supply of water to the current customers and allow for expansion. These wells are the main water source for the City that pump water through transmission lines to the new water treatment facility, located at the northwest corner of Lansing and Durand Roads (see Community Facilities Map). This facility has a rated capacity of 1,100,000 gallons per day and is currently producing approximately 400,000 gallons of treated water each day. The Water Department provides service to approximately 1,450 customers.<sup>2</sup>

The Community Facilities Map shows the existing water main network of the City. Aside from a few of the larger vacant parcels, the majority of the City is well served by this network.

### **PUBLIC SEWER**

Public sewer service is also provided by the City of Durand. Currently, the City operates a wastewater treatment plant which is located on the same property as the water treatment plant. The wastewater treatment plant has a current capacity of 800,000 gallons per day, with an average daily usage of 400,000 gallons per day. This unused capacity of 400,000 gallons per day indicates that the City is well prepared for any additional growth.<sup>3</sup>

The Community Facilities Map shows the existing sanitary sewer network of the City. Similar to the water network, the majority of the City has access to sanitary sewer lines.

Community Profile



## TRANSPORTATION ANALYSIS

The overall development and viability of a community is often based on mobility and the ease of access. Mobility provides opportunities for residents to function effectively within and enjoy the amenities of their community. It also plays a significant role in the success of business and industry, and allows for outside investment. Finally, the ability to access a community with relative ease is beneficial to attracting visitors, which often aids the local economy.

Mobility is linked to many other key planning elements, such as sustainability, demography and economy. A solid, efficient transportation network accommodating a variety of modes forms the structure around which settlements are arranged. Transportation is intrinsically linked to land use and regional issues as well. For instance, would the development of industrial land uses in a previously agricultural area have significant impacts on the surrounding surface streets? Can a community accommodate a diverse collection of residents from across age, economic or ethnic groups if the only forms of transportation available are private automobiles?

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

### **TRANSPORTATION NETWORK**

#### Roads

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The Transportation Network Map illustrates the transportation network within and around the City. For the purposes of this plan, the transportation categories are State Trunklines, County Primary Roads, County Local Roads, City Major Roads, and City Minor Roads. This classification system helps to show the hierarchy of the local road network, as well as road ownership.

The City of Durand is advantageously located just off of Interstate-69, which is the primary transportation route connecting the urban centers of Flint and Lansing. The Michigan Department of Transportation (MDOT) states that the average annual daily traffic counts for 2003 on this portion of Interstate-69 is between 26,300 and 42,500 vehicles per day (based on the lowest and highest count for the segments of I-69 between Flint and Lansing). The high visibility provided by the interstate helps contribute to the local economy and gives Durand statewide exposure for the purposes of tourism and other forms of commerce. The other State Trunkline servicing Durand is State Highway 71. Heading northwest from Durand, M-71 leads to the cities of Corunna and Owosso. Control and maintenance of the State Trunklines is the responsibility of MDOT.

The County Primary roads serving Durand include Lansing Road (running through the northern portion of the City), Durand Road (traversing north/south), and Newburg Road (an east/west connector). These County Primary roads provide access to and from Durand to the other

communities in Shiawassee County and surrounding counties. The County Local roads include Monroe Road, Saginaw Street, and Monroe Street. County roads in and around Durand are owned and maintained by the Shiawassee County Road Commission.

The final two categories are City Major and Minor roads, both owned and maintained by the City of Durand. The City Major roads, which include Main, Oak, Saginaw, Mackinaw and Genesee Streets, are the principal means of access within the City. The City Minor roads provide access primarily to and from the residential neighborhoods within the City.

In general, the road network within Durand is somewhat fragmented. One of the main reasons for this fragmentation is the presence of numerous railroads traveling through the City. To manuever from one portion of the City to another, vehicular traffic must be channeled to a select number of streets (generally the City Major roads) that cross over the railroad tracks. When trains pass through the City, vehicular access by residents and emergency vehicles is hindered. Also somewhat disjointed is the road access between I-69 and Durand. In order to get from the interstate into the downtown area, travelers must make turns and cross over railroad tracks which can become confusing, especially for those who are unfamiliar with the area.

Vehicular traffic within the City of Durand is predominantly managed with simple stop and control signage, in addition to four signalized intersections (either full traffic lights or blinking lights). The locations of these signalized intersections are as follows:

- Lansing Road at Durand Road
- Saginaw Street at Monroe Street
- Main Street at Durand Road
- Main Street at Saginaw Street

#### RAILROADS

As stated, railroads have played a major role in the history and development of the City of Durand. Major rail lines including the Grand Trunk Western Railroad and the Ann Arbor Railroad meet at Durand Union Station, which is located at the end of Ann Arbor Street. Thirty or more freight trains pass the station daily.<sup>1</sup> Passenger rail service is conveniently available to residents of Durand through the Amtrak Blue Water line, which travels daily from Port Huron, Michigan to Chicago, Illinois, with a stop at the Durand Union Station.

As the City accommodates fairly heavy railroad traffic, signalization at the numerous railroad crossings is a significant issue within Durand. Currently, there are nine railroad crossings within the City. Of these railroad crossings, seven are controlled by electronic railroad signals. Four of these signals have automatic gates preventing the movement of vehicular traffic across the railroad tracks. The type of traffic control device at each of Durand's railroad crossings is shown on Transportation Network Map.

#### MASS TRANSIT AND AIR TRAVEL

No bus lines directly service the City of Durand. However, the Greyhound bus line does have routes originating in Owosso, Flint and Lansing, allowing Durand residents to access the nationwide network of destinations.

Local public transportation service is available to Durand area residents through the Shiawassee Area Transportation Agency (SATA). Formed by a unique inter-government

1"A History in Brief." Durand Union Station. 12 July 2004. http://www.durandstation.org

collaboration of the cities of Perry, Owosso, Corunna and Durand, plus the Shiawassee Regional Education Service District, SATA began servicing citizens in 2000. Currently, SATA transports nearly 50,000 passengers yearly. The agency provides curb-to-curb transportation using small buses and vans, including wheelchair-lift equipped vehicles, on a reservation basis.<sup>2</sup>

Commercial air travel is within easy reach of the City. Two primary airports provide passenger transportation: Capital City Airport, located outside of Lansing, and Flint Bishop International Airport, located in Flint. The Owosso Community Airport, located outside of Owosso, is a general aviation airport servicing Shiawassee County.

#### PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION

The majority of older streets in the City contain paved sidewalks on both sides, including the downtown area and most of the residential neighborhoods. This allows for safe and convenient pedestrian traffic within the residential neighborhoods and to/from the downtown area. However, sidewalks are not provided along the major roads in the northern portion of the City. As this area contains many non-residential uses, and thus is a major destination for goods, services and employment, the lack of sidewalks represents a significant barrier to pedestrian mobility within the City. Those who live in the residential neighborhoods of the City do not have a safe and viable option to reach this area other than by automobile.

## **ROAD CONDITIONS**

The condition of every road in the City was assessed during a field survey completed by Wade-Trim in June of 2004. Road condition (namely pavement condition) was assessed on a scale of one to four, one being new/like new and four being poor. The extent of surface deterioration is based on the observed amount of pavement cracking, faulting, joint deterioration, wheel tracking, patching, roughness, etc. The four road condition categories can be defined as follows:

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

Pavement Condition	Total Length (Feet)	Total Length (Miles)	Percent of Total
New/Like New	20,279.40	3.8	18.3%
Good	30,141.90	5.7	27.2%
Fair	30,832.60	5.8	27.8%
Poor	10,206.40	1.9	9.2%
Gravel	8,388.60	1.6	7.6%
Abandoned R.O.W.	11,026.90	2.1	9.9%
Totals	110,875.80	21.0	100.0%

Table 4: Pavement Conditions City of Durand, 2004

Source: Wade-Trim Field Survey of June 2004

Two additional categories are included as part of the road condition survey: Gravel and Abandoned Rights-Of-Way (R.O.W.). The current condition of the roads within the City is shown on the Road Conditions Map. Table 4 provides a breakdown of pavement conditions within the City. As can be seen on the map, the pavement condition at each road intersection was not assessed. Generally, the pavement condition of each intersection was comparable to or slightly worse than the adjoining street surfaces.

As shown in the table, approximately 18.3 percent of the roads surveyed have a "New/Like New" pavement

surface. The majority of these roads are found in the northern portion of the City, where the largest concentration of higher intensity non-residential uses is found. Several roads near Optimist Park in the southern portion of the City were also included in this category.

Roads classified with a surface condition of "Good" comprise just over 27 percent of all the roads surveyed. Because they contain only minor pavement deterioration, these roads require little routine maintenance. Roads in this category were found scattered throughout the City.

The largest percentage of roads surveyed displayed a surface condition of "Fair." This classification indicates that more extensive maintenance operations will be required because of frequent pavement deterioration. Some of the more highly traveled streets in the City are classified in this category including significant portions of Oak Street, Main Street, Genesee Street and Vinewood Street.

Roads classified as "Poor" (approximately 9 percent of those surveyed) demonstrate extensive pavement deterioration, indicating the street may be in need of major repairs such as surface reconstruction or repaving. Included in this category were significant segments of Monroe Street, Mackinaw Street, Brand Street, Russell Street, Holmes Street, and a concentration of several streets in the southeastern portion of the City. Monroe Street is of particularconcern because of its location adjacent to the high school and middle school.

Only a small percentage of the roads surveyed have gravel or dirt surfaces at approximately 8 percent. With the exception of Ann Arbor Street, which provides the only access to Durand Union Station, most of these gravel roads are infrequently traveled. Roads that were platted but never actually constructed are included in the Abandoned R.O.W. category. These roads comprise approximately ten percent of those surveyed.

## CITY OF DURAND ROAD IMPROVEMENT PROGRAM

In 1994, the City of Durand developed a long-term street improvement plan that had an aggressive 6-year program. Since that time, a large majority of the work outlined in that plan has been completed. In addition, the plan has been periodically reassessed to determine if priorities remained the same or needed to be refocused. The following provides a brief summary of some of the projects that have been completed.

#### 1995 – Brown, Fitzgerald, Wickshire:

Complete reconstruction of one block of Brown Street, two blocks of Fitzgerald Street, and all of Wickshire Lane. The project included approximately 2,000 feet of new curb and gutter on Brown and Fitzgerald, where there previously was none. Some sanitary and storm sewer repairs/improvements were also completed.

#### 1996 - West John, West Fauble:

This project consisted of a complete reconstruction of one block of West John Street and two blocks of West Fauble Street. This project included approximately 1,400 feet of new curb and gutter where there previously was none and approximately 500 feet of new sidewalk. There was also new 8-inch water main and 8-inch sanitary sewer mains installed.

#### 1998 - North Saginaw Street:

Four blocks of North Saginaw Street was narrowed by approximately ten feet along the east side to allow for a new 12-inch water main to be placed in the green belt. New curb and gutter was also installed along this area.

#### 1999 - Hampton Road:

Hampton Road was reconstructed to include replacing the existing 6-inch water main with new 8-inch water main, approximately 350 feet of new storm sewer, and 1,300 feet of new sidewalk.

#### 2000 - Monroe Road:

Monroe Road from North Oak to North Saginaw Street was reconstructed to include new curb and gutter, as well as storm and sanitary sewer improvements.

#### 2001 - South Oak Street:

The reconstruction of this road included right-of-way from Main Street to the south City limit. It included a new 12-inch water main, 30-inch storm sewer constructed from Perry Street south to the City limit, and new catch basin leads along the rest of the project.

#### 2002 - Obert Street:

This project was required as a result of extending water and sewer service to 109 Obert Street. While this is not a city street, the restoration was necessary due to the extent of the water and sewer construction. At the same time, the driveway at the wastewater plant was widened.

#### 2003 - Naldrette Street:

A complete reconstruction of three blocks of Naldrette Street and one block of South Saginaw Street was included in this project. New curb, gutter, water main, storm sewer, and sidewalks were installed. A new sanitary sewer was constructed from Mapleston Street to Manfred Road. The parking lot at Optimist Park was also reconstructed with curb and gutter and paved at the same time.

#### 2004 - North Oak Street, Mackinaw Street:

North Oak Street from Main Stree to the north city limit was resurfaced. A new 12-inch water main, incased in a 24-inch casing, was installed under the rail crossing during this construction. The curb line along the west side of the 300 block was also replaced to improve the drainage in this area. The Mackinaw Street project consisted of milling and resurfacing Mackinaw Street from Genesee to Monroe Road. New water main was also installed from North Saginaw Street to Mackinaw as part of this project.

#### 2005 - Columbia / Obert Street:

This project consisted of a complete reconstruction of the 600 and 700 blocks of Columbia and the 400 block of Obert Street. It also includes the reconstruction of a dead end portion of Tuscola from Obert. The Columbia portion and part of the Obert portion of this project was required due to the redirection of the sanitary sewer from the Genesee Lift Station to the Dover Station.

Over the past ten years, the City of Durand has spent approximately \$3.3 million dollars on street improvements. It is the intent of the City to continue to assess the conditions of their rights-of-way to prioritize improvement projects within the street improvement plan. The City utilizes specific computer software, RoadSoft GIS, to provide the most up-to-date information to the Director of Public Works to help make the determination as to what improvements will be completed each year. RoadSoft GIS is a graphically designed, integrated roadway management system developed for local government in Michigan to use in the analysis and reporting of roadway inventory, safety, and condition data.

Community Profile


# NATURAL FEATURES



In any environmentally sensitive area within a community, development should be prevented. Environmentally sensitive areas are lands whose destruction or disturbance will affect the life of a community by either:

- 1. Creating hazards such as flooding or slope erosion.
- 2. Destroying important public resources such as groundwater supplies and surface water bodies.
- 3. Wasting productive lands and non-renewable resources.

Each of these effects is detrimental to the general welfare of a community, resulting in social and economic loss.

The purpose of this chapter is twofold. First, the goal is to identify areas in the City that are best suited for development. The focus is on areas that will minimize development costs and provide amenities without adversely impacting the existing natural systems. The second goal is to identify land that should be conserved in its natural state and is most suitable for conservation, open space or recreation purposes.

Climate, geology, woodlands, wetlands, topography, and soil associations are among the most important natural features impacting land use in the City of Durand. Descriptions of these features follow.

# CLIMATE

The climate of Shiawassee County is seasonal; the region experiences considerable changes in temperatures and precipitation throughout the year. The temperature range for Shiawassee County in January averages between 14 and 29 degrees Fahrenheit, in July it averages between 59 and 82 degrees Fahrenheit. The average number of days below zero degrees Fahrenheit is 11, while the average number of days above 90 degrees Fahrenheit is 9. The average growing season in Shiawassee County lasts approximately 144 days. In terms of annual precipitation, Shiawassee County averages 29 inches of rainfall and 41 inches of snowfall per year. These climate conditions are typical for the central Michigan area.

# GEOLOGY

Geology for the City of Durand can be described in terms of Surface (Quaternary) Geology and Bedrock Geology.

During the last Ice Age, glaciers scoured out the Great Lakes and dumped piles of debris (moraines) along their edges leaving flat plains of clay-rich soils (glacial till) where the glaciers melted in place. Glacial melt waters formed vast rivers that built wide, sandy plains of outwash.

Many of our inland lakes were created when blocks of ice fell off the glacier, became covered by debris and eventually left a hole (kettle) when the block melted. Ridges of sand and gravel called eskers show us places where rivers that started under the ice emerged from the front of the glacier. Drumlins, or egg-shaped hills, were carved by the bottom of the glacier after it had moved across older deposits. The study of these surface features and sediments created by glaciation is called Surface Geology.

In the Durand area, as well as the majority of Shiawassee County, the geology consists of a mix of three types of surface features: medium textured glacial till; glacial outwash sand and gravel; and end moraines of medium textured till. Glacial till is defined as a deposit of unsorted and unstratified mixtures of clay, silt, sand, gravel, and boulders. Glacial outwash is a term used to refer to the sediment deposited by meltwater streams from a glacier.

Bedrock Geology is the study of solid rock at or near the earth's surface. Bedrock is generally concealed by an unattached layer of loose fragmented rock. This loose material may have formed in place by decomposition of the underlying parent bedrock or it may be an accumulation of foreign rock fragments deposited by wind, water or ice (in the form of glaciers). Over most of the State, bedrock is buried beneath glacial deposits (drift). In a number of places, however, especially in the western Upper Peninsula and along the Great Lakes shores in the north, bedrock protrudes through the mantle of drift.

The entire Southern Peninsula of Michigan is underlain by rocks of the Paleozoic Era. This era is represented by a wide variety of strictly sedimentary rocks that were deposited during several periods. Together, formations of these periods form a huge regional structure called the Michigan Basin, in which Durand is included. The bedrock of much of the Durand and Shiawassee County area was formed during the Pennsylvanian period of the Paleozoic Era. Typical rocks of the Pennsylvanian period include sandstone, siltstone, shale, red shale, underclays, coal and limestone.

The knowledge and understanding of geology is of fundamental importance to land management. This knowledge helps to make responsible land use decisions concerning such things as the availability and use of natural minerals and resources, soil fertility, erosion potential and drainage, suitability of land for agriculture or building construction, and protection of ground water resources.

# WOODLANDS

Woodlands information for the City of Durand is derived from the Michigan Resources Information System (MIRIS) 1978 Land Use Cover Data provided by the Michigan Geographic Data Library (MiGDL). Using 1998 aerial photographs, also provided by the MiGDL, the woodlands information was updated to reflect any new clearing due to urban development. The MIRIS land use is meant to show the major concentrations of woodland areas, and does not include smaller woodland concentrations or clusters of trees found in urban areas. The MIRIS land use data separates woodlands into several categories based on the woodland types or tree species. Two woodland types are currently found in the City and include:

- Lowland Hardwood
- Central Hardwood

Lowland Hardwood trees include ash, elm, soft maple, cottonwood, aspen and white birch. Central Hardwood tree species include red oak, white oak, black oak, and hickory trees.

The Environmental Resources Map shows the general locations of these woodland types in the City of Durand. In the northeastern portion of the City, south of Lansing Road, an approximately 18 acre concentration of Central Hardwood trees can be found. A concentration of Lowland Hardwood trees, totaling 37 acres, is located in the southwestern portion of the City. In total, these woodlands comprise approximately 4 percent of the land area of the City.

Because of many benefits associated with wooded areas, woodlands should be seen as a real asset to the City. For human inhabitants, forested areas offer scenic contrasts within the landscape and provide recreational opportunities such as hiking and nature enjoyment. In general, woodlands improve the environmental quality of the whole community by reducing pollution through absorption, reducing the chances of flooding through greater rainwater infiltration, stabilizing and enriching soils, moderating the effects of wind and temperature, and providing habitats for wildlife.

# **WETLANDS**

Wetlands are often referred to as marshes, swamps or bogs. The US Army Corps of Engineers defines wetlands as "those areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Residents of Michigan are becoming more aware of the value of wetlands. Beyond their aesthetic value, wetlands improve water quality of lakes and streams by filtering polluting nutrients, organic chemicals and toxic heavy metals. Wetlands are closely related to high groundwater tables and serve to discharge or recharge aquifers. Additionally, wetlands support wildlife, and wetland vegetation protects shorelines from erosion.

According to the MIRIS Land Cover Data, there are currently two areas of wetlands located in the southwestern portion of the City. The larger area is defined as a shrub/scrub wetland, while the smaller wetland area is defined as a wooded wetland. In total, these wetlands cover approximately 50 acres or 4 percent of the City (see Environmental Resources Map).

# TOPOGRAPHY

Topography, the configuration of a land area's varying elevations, has very important planning implications. Land use and required maintenance depend to a large degree on slope, although today there are fewer restrictions on development in steep slope areas due to better construction and engineering techniques. Still, while steep slope can provide attractive views and recreational opportunities, building development can be adversely impacted.

Generally, the topography of Durand is flat. Within the City, only minor topographical features, such as creek beds and gently rolling hills, are found. The Environmental Resources Map shows the topography of Durand through the mapping of 10-foot contour lines. A community with steep slopes and significant topographical features will be represented by a large number of tightly spaced contour lines. As can be seen by the map, the 10-foot contour lines in Durand are not found in any tight concentration, but rather are fairly spread out. There are only a few areas where steeper slopes are found. In terms of elevation, the lowest elevations of around 770 feet are found in the northern portion of the City near the Holly Drain, while the highest elevations of around 820 feet are found in the southwestern portion of the City.

Aside from a few areas of hills or creek beds, the generally flat topography that characterizes the majority of the City poses few constraints to land development.

# SOIL ASSOCIATIONS

Soil characteristics help define the land's capacity to support certain types of uses. Soils most suitable for development purposes are well drained and are not subject to a high water table. Adequate drainage is important for minimizing storm water impacts and the efficient operation of septic drain fields. Adequate depth to the water table is necessary to prevent groundwater contamination from septic systems. A high water table also limits the construction of basements. Though civil engineering techniques can be employed to improve drainage and maintain adequate separation from the water table, such techniques are expensive to construct and maintain.

According to the State Soil Geographic Database (STATSGO) which is managed by the Natural Resource Conservation Service and obtained from the Michigan Geographic Data Library (MiGDL), there are two soil associations found in the City of Durand. The general locations of these associations are shown on the Environmental Resources Map. The map is not designed for site specific applications; rather, it can be used to compare general land suitability for larger areas.

Each soil association is composed of several soil series. Each series making up one association may occur in another, but in a different pattern and/or combination. A description of the two soil associations within the City follows.

#### CONOVER-BROOKSTON-PARKHILL SOIL ASSOCIATION

This soil association comprises the vast majority of the City (approximately 75 percent). As the name implies, three soil series are included in this association: Conover soils, Brookston soils and Parkhill soils. Using data provided by the USDA Natural Resource Conservation Service, a description of each soil series is included below.

The Conover series consist of very deep, somewhat poorly drained soils. Typical particle size of the soil series is fine-loamy, while water permeability is moderate or moderately slow. Outside of urban land uses, the soils of this series are mostly cultivated with corn, beans, small grain, and hay. Native vegetation on these soils include hardwood forests.

The Brookston series consists of very deep, poorly drained soils. Permeability is moderate in the subsoil and moderately slow in the underlying material. The depth to the top of an apparent high water table ranges from 0.5 foot above the surface to 1-foot below the surface for some time in normal years. When cultivated, the Brookston soils are mostly used to grow corn, soybeans, oats, wheat and hay. Native vegetation includes deciduous forest, marsh grasses, and sedges.

The Parkhill series consists of very deep, poorly drained and very poorly drained soils with a fine-loamy particle size. Water permeability within this series is moderately slow. Depth to the seasonal high water table rages from 1-foot above the surface to 1-foot below the surface from November to May. A large part of this series is used for cropland with principal crops of corn, small grain, beans and hay. A small part of the soil series is in permanent pasture or forested.

#### HOUGHTON-CARLISLE-ADRIAN SOIL ASSOCIATION

This soil association comprises approximately 25 percent of the lands in Durand and is found in the northern and southeastern portions of the City.

The Houghton soil series consists of very deep, very poorly drained soils having moderately slow to moderately rapid permeability. Depth to the seasonal high water table ranges from two feet above the surface in ponded phases to 1-foot below the surface from September to June. The potential for surface runoff is very slow or ponded. Typical crops include onions, lettuce, potatoes, celery, radishes, carrots, mint and some corn. Native vegetation includes marsh grasses, sedges, reeds, buttonbrush, and cattails.

The Carlisle series consists of very deep, very poorly drained soils with moderately slow to moderately rapid permeability rates. Depth to the seasonal high water table ranges from 1-foot above the surface to 1-foot below the surface from September to June. Surface runoff is very slow or ponded. When cultivated, the major crops include onions, potatoes, corn, radishes, celery, carrots, and lettuce. Native vegetation includes elm, white ash, red maple, and other tree species.

The Adrian series consists of very deep, very poorly drained soils with permeability rates ranging from moderately slow to moderately rapid in the organic material and rapid in the sandy material. The depth to the top of an apparent seasonal high water table ranges from 1-foot above the surface to 1-foot below the surface from November to May in normal years. In the flooded phase, areas are subject to frequent flooding for long periods between October and June. Most of this soil is in native vegetation. Much of it is in marsh grasses including sedges, reeds, grasses, and shrubs such as willow, alder, quaking aspen, and dogwood.

# LEAKING UNDERGROUND STORAGE TANK (LUST) SITES<sup>1</sup>

The Michigan Department of Environmental Quality (MDEQ) publishes a list of Leaking Underground Storage Tank (LUST) sites throughout Michigan. A LUST site has the following characteristics:

- Sites where a release has occurred from an underground storage tank system.
- Sites where chemicals from an underground storage tank have been detected in the groundwater, surface water, or subsurface soils.

LUST sites are further classified as having a status of "Open" or "Closed." An open LUST site means that no corrective actions have been completed to remediate the contamination. A closed LUST site means that corrective actions have been completed in accordance with Part 213, Leaking Underground Storage Tank, of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994, as amended.

"Leaking Underground Storage Tank Program". Michigan Department of Environmental Quality. November 2004. http://www.michigan.gov/deq/0,1607,7-135-3311\_4109\_4215—,00.html. There are currently eight LUST sites in the City of Durand as shown on Map 8 and listed below. Several of these sites have more than one contaminant release.

- 1. B & B Shop/work Equipment, 209 N. Oak Street
- 2. Bay Petroleum Marketing Corp., 509 N. Saginaw Street
- 3. City of Durand, 501 Kent Street
- 4. Durand Engine House, Scougle Street
- 5. Durand Equipment & Mfg Co., 9026 E. Lansing Road
- 6. Durand Mobil Service, 8474 M-71
- 7. Ed Standard Service, 220 N. Saginaw Street
- 8. Former Gulf Service Station, 803 N. Saginaw Street

All of these LUST sites are currently open, except for the Durand Equipment & Mfg Co, which has one open contaminant release and one closed contaminant release.

Before any new development on contaminated sites occurs, proper procedures for cleanup and remediation should be taken. The Department of Environmental Quality (DEQ) administers programs that involve the cleanup and redevelopment of contaminated properties to achieve a healthier, cleaner, and more productive environment for Michigan's citizens. The primary legislative authority for the state cleanup program is Part 201, Environmental Remediation, of the Natural Resources and Environmental Protection Act (1994 PA 451, as amended). The state program has a unique, causation-based liability scheme, land use based cleanup requirements, and a strong emphasis on redevelopment and reuse of contaminated property.

# SITES OF ENVIRONMENTAL CONTAMINATION

The Michigan Department of Environmental Quality (MDEQ) also publishes a list of contaminated sites throughout Michigan. Contaminated sites are sites with any of the following characteristics:

- Sites where a hazardous substance has been released, deposited, or disposed of.
- Oil and gas contamination sites.
- Hazardous waste management sites.
- Solid waste management sites.

As shown on the Environmental Resources Map, two sites of environmental contamination are located in the City of Durand. The two sites are: Grand Trunk Western Railroad, located on Scougle Street, and RJ Marshall, located at 712 E. Genesee Street. As with the LUST sites, before any new development on contaminated sites occurs, proper procedures for cleanup and remediation should be taken.



# SOCIOECONOMIC ANALYSIS



The purpose of this analysis is to describe the social characteristics of the City of Durand, which are an essential element in the short- and long-term planning goals of the community. Social characteristics include the size of the population, age, gender, race, ethnicity, employment, and housing value, tenure and unit age. Compiling and examining data on these elements will help guide City officials in determining future land use needs.

# **POPULATION PROFILE**

# HISTORICAL POPULATION GROWTH

Population trends for City of Durand and its neighboring communities are presented in Table 5. The population of the City has increased by 6.9 percent (255 residents) since 1970. The three neighboring communities displayed in the table also recorded an increase in population during this same period, but at a significantly greater rate (an average of 46.5 percent). However, it should be noted that as all communities have comparatively small populations, the slightest population shift produces a high percentage of change.

#### Table 5: Population Trends: 1970-2000

			% Change		% Change		% Change	% Change
Place	1970	1980	(70-80)	1990	(80-90)	2000	(90-00)	(70-00)
City of Durand	3,678	4,206	14.4%	4,283	1.8%	3,933	-8.2%	6.9%
Shiawassee County								
Corunna	2,829	3,206	13.3%	3,091	-3.6%	3,381	9.4%	19.5%
Perry	1,531	2,051	34.0%	2,163	5.5%	2,065	-4.5%	34.9%
Genesee County								
Linden	1,546	2,174	40.6%	2,415	11.1%	2,861	18.5%	85.1%
Shiawassee County	63,075	71,140	12.8%	69,770	-1.9%	71,687	2.7%	13.7%
Michigan	8,875,083	9,262,078	4.4%	9,295,297	0.4%	9,938,444	6.9%	12.0%

1970, 1980, 1990, 2000 US Census - SF1

Shiawassee County and the State of Michigan both saw population increases between 1970 and 2000. The 13.7 percent increase for Shiawassee County mirrors the 12.0 percent increase of the State. However, while the percentage change in population is positive from 1970 to 2000, the overall trend is a declinein the percentage increase for the County.

## **POPULATION PROJECTIONS**

Data in Table 6 provides the results of five approaches to projecting the City of Durand's population levels for the year 2020. Population projections may be calculated in numerous ways but all involve the extrapolation of past population growth trends into the future.

The Constant Share projection is based on Shiawassee County trends employing the assumption that the City will grow at the same rate as the County. In this instance, the Shiawassee County growth rate between 1990 and 2000 was utilized (2.7 percent) in the constant share equation as it more accurately reflects the City's own growth trend for the past 40 years.

The next two projections, those of Linear and Exponential Extrapolation, aim to provide a "best fit" scenario for trends stemming from the City's past population figures.

The last two calculations utilize specific sources to calculate population projections. The Woods and Poole projection is based on a regional technique that links counties together to capture flows in population. This method considers the nation as a whole, and develops projections based on observations of the overall flow and movement of population, economic activity, and historical data within the nation. In this manner, it is able to predict, for instance, how a population shift in Washington D.C. could have an impact on population in Maryland. The final projection was made by the Office of the State Demographer and is based on 1990 Census data. This projection is established primarily on historical data, birth and death rates, and immigration or emigration.

As with all population projections, however, these numbers are based on past trends and do not take into consideration any significant developments, economic occurrences, or changing personal habitation preferences that may occur in the future. These figures should, therefore, be seen only as a preliminary benchmark for analysis of future population attributes.

Based on these five projection methods, the City of Durand's population is estimated to range between 3,961 to 4,375 persons by the year 2020 with an average increase of 288 people, or 7.3 percent.

	2000	2005	2010	2015	2020
Constant Share	3,933	4,039	4,148	4,260	4,375
Linear Extrapolation	3,933	4,193	4,235	4,278	4,320
Exponential Extrapolation	3,933	4,198	4,244	4,291	4,338
Woods & Poole Projection					
Shiawassee County	71,687	73,090	73,590	74,240	74,930
City of Durand	3,933	4,010	4,037	4,073	4,111
Office of the State Demographer					
Shiawassee County	71,687	73,300	73,300	72,900	72,200
City of Durand	3,933	4,021	4,021	4,000	3,961

Table 6: Populaton Projection 2000 - 2020

Analysis by Wade-Trim



#### AGE GROUPS

The median age in 2000 for the City of Durand was 34.7 years, making its population slightly younger than most of its surrounding communities, with the exception of the City of Perry (32.6). Approximately 1,331 City residents (33.8 percent) were over 45 years of age. At the other extreme, 1,436 residents (36.5 percent) were under the age of 25.

	Table 7: Ag	e Group	Comparison:	2000
--	-------------	---------	-------------	------

	Under 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 34	35 to 44
Place	years	years	years	years	years	years	years
City of Durand	289	309	310	277	251	545	621
Shiawassee County							
Corunna	228	217	193	259	314	472	493
Perry	162	174	185	170	97	322	351
Genesee County							
Linden	193	203	183	194	118	373	485
Shiawassee County	4.861	5.482	5.581	5.272	4.014	9.013	11.945
Michigan	672,005	745,181	747,012	719,867	643,839	1,362,171	1,598,373
	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 vears	Median age
							miculan age
Place	years	years	years	years	years	and over	(years)
Place City of Durand	years 465	<b>years</b> 150	years 130	years 223	years 230	and over 133	(years) 34.7
Place City of Durand	<b>years</b> 465	years 150	years 130	years 223	years 230	and over 133	(years) 34.7
Place City of Durand Shiawassee County	years 465	years 150	years 130	years 223	years 230	and over 133	(years) 34.7
Place City of Durand Shiawassee County Corunna	years 465 404	years 150	years 130	223 241	205	and over 133 90	(years) 34.7 35.2
Place City of Durand Shiawassee County Corunna Perry	years 465 404 308	years 150 149 66	years 130 116 59	223 241 89	<b>years</b> 230 205 57	90 25	(years) 34.7 35.2 32.6
Place City of Durand Shiawassee County Corunna Perry Genesee County	years 465 404 308	years 150 149 66	years 130 116 59	223 241 89	230 205 57	90 25	(years) 34.7 35.2 32.6
Place City of Durand Shiawassee County Corunna Perry <u>Genesee County</u> Linden	years 465 404 308 381	years 150 149 66 136	years 130 116 59 117	223 241 89 287	230 205 57	90 25 37	(years) 34.7 35.2 32.6 38.4
Place         City of Durand         Shiawassee County         Corunna         Perry         Genesee County         Linden	years 465 404 308 381	years 150 149 66 136	years 130 116 59 117	223 241 89 287	years 230 205 57 154	90 25 37	(years) 34.7 35.2 32.6 38.4
Place         City of Durand         Shiawassee County         Corunna         Perry         Genesee County         Linden         Shiawassee County	years 465 404 308 381 10,203	years 150 149 66 136 3,788	years 130 116 59 117 2,947	223 241 89 287 4,605	years 230 205 57 154 3,008	90 25 377 968	(years) 34.7 35.2 32.6 38.4 36.4

2000 US Census - SF1

The City of Durand school-age population (5 to 19 years) totaled 1,185, or 30.1 percent of the City's population. This is slightly higher

(average of 1.1 percent) than the neighboring communities. Another notable feature of the City's age structure is the percentage of residents older than 65 (14.9 percent). The number of City of Durand residents in this age group again averages 1.3 percent above the same age cohort in similar communities.

#### CHANGES IN AGE STRUCTURE

The past decade, 1990-2000, shows significant changes in the age structure of the City of Durand. The number of persons under the age of 20 has decreased by over 17 percent. The population of persons age 55 and older increased by 2.1 percent. These changes in age

Table 8: Age Group Trends:	<u>1990-2</u>	<u>000</u>
Age	1990	2000
Under 5 years	364	289
5 to 9 years	327	309
10 to 14 years	392	310
15 to 19 years	348	277
20 to 24 years	311	251
25 to 34 years	694	545
35 to 44 years	628	621
45 to 54 years	371	465
55 to 59 years	142	150
60 to 64 years	125	130
65 to 74 years	258	223
75 to 84 years	179	230
85 years and over	144	133
Median age (years)	30.9	34.7

1990, 2000 US Census - SF1

structure for the City of Durand indicates a maturing population that is disproportionate to the number of younger individuals. This notion is also reinforced by the rising median age which has increased by 12.3 percent over the past decade.

#### HOUSEHOLD SIZE

Household size, as measured by the average number of persons per household, has been decreasing on a national level since the 1970's. This is true for both Shiawassee County as a whole, and the City of Durand. Table 9 provides the household size trends for the City of Durand, and surrounding areas for a 10-year period. The number of persons per household in the City of Durand has decreased at a slower rate (-7.9 percent) than that of the average decrease for the surrounding area during the same 10-year period.

Place	1990	2000
City of Durand	2.77	2.55
Shiawassee County	2 5 4	<b>1</b> 11
Corunna Perry	2.54 2.94	2.33
<u>Genesee County</u> Linden	2.71	2.45
Shiawassee County Michigan	2.78 2.66	2.64 2.56

1990, 2000 US Census - SF1

increase by an average of 7.3 percent by the year 2020, as noted in Table 2. Even with a continuing decline in household size, there is a projected need for additional housing units.

Finally, the average household size is projected to continue its decline an additional 7.8 percent by the year 2020 as outlined in Table 10. The projected population growth and decline in household size combine to present a need for a minimum of 215 additional housing units (21.2 Chart 2: Age Group Trends



Declining numbers of persons per household often is accompanied by an increase in the total number of households and demand for new housing. This is often true even in circumstances of negative population growth. For example, a population of 1,000 with an average of four persons per household requires 250 dwelling units. The same population (1,000) with an average household size of two requires 500 dwelling units. The City of Durand's population is projected to

Table	10:	Housing	<b>Projections</b>

Category	2000	2020	% Change
Total Population	3,933	4,221 <sup>a</sup>	7.3%
Persons Per Household	2.55	2.35 <sup>b</sup>	-7.8%
Total Occupied Housing Units	1,481	1,796 <sup>c</sup>	21.3%

<sup>a</sup> Average value of population projections

<sup>b</sup> Projection based on 1990 data employing contant percentage of County values.

<sup>c</sup> Based on total population and persons per household.

minimum of 315 additional housing units (21.3 percent) by 2020.

#### Table 11: Racial Composition 1990-2000

	1990 Cit	y of Durand	2000 Shiav	2000 Shiawassee County		2000 City of Durand		2000 Shiawassee County	
		Percent of		Percent of		Percent of		Percent of	
Race <sup>*</sup>	Number	Population	Number	Population	Number	Population	Number	Population	
White	4,209	98.3%	68,686	98.4%	3,813	96.9%	69,818	97.4%	
Black or African American	2	0.0%	93	0.1%	3	0.1%	139	0.2%	
American Indian and Alaska Native	20	0.5%	397	0.6%	26	0.7%	334	0.5%	
Asian or Other Pacific Islander	10	0.2%	223	0.3%	4	0.1%	209	0.3%	
Some other race	42	1.0%	371	0.5%	87	2.2%	1,187	1.7%	

\*As race definitions were revised for the 2000 US Census, the racial categories in the table were agglomerated to compare population changes across time. Us Census 200 totals for Asian and Native Hawaiian and Other Pacifica Islander were combined. Additionally the Some Other Race and Two or More Races categories were combined to reflect the broader 1990 US Census definitions.

1990, 2000 US Census - SF1

#### **R**ACIAL COMPOSITION

As can be seen on Table 11, Shiawassee County's current white, non-Hispanic population, is 97.4 percent of the total, while minorities comprise 2.6 percent. The City of Durand, however, has a slightly higher percentage of minorities at 3.1 percent.

# HOUSING PROFILE

The Housing Profile section of the Master Plan describes the housing stock by age, type, value and tenure for the City of Durand. This analysis will assist the City in determining its future housing needs based on the characteristics of existing structures.

#### HOUSEHOLD TYPE

The Household Characteristics table, outlines the total number of households in the City of Durand, surrounding communities, Shiawassee County, and the State of Michigan, as well as a breakdown of family and non-family households.

Place	Total household	Family households	Married-couple	Female householder, no	Nonfamily	Householder	Householder 65 years and	Households with individuals under	Households with individuals 65	Average household
Flace	5	(faitines)	Tanniy	nusbanu present	nousenoius	inving alone	over	10 years	years and over	size
City of Durand	1,481	1,009	733	204	472	397	187	575	348	2.55
<u>Shiawassee County</u> Corunna Perry	1,320 749	820 563	573 421	186 106	500 185	424 162	155 59	463 338	307 124	2.33 2.73
<u>Genesee County</u> Linden	1,165	822	696	97	343	288	147	390	335	2.45
Shiawassee County Michigan	26,896 3,785,661	19,862 2,575,699	15,906 1,947,710	2,783 473,802	7,034 1,209,962	5,832 993,607	2,449 355,414	10,260 1,347,469	6,042 862,730	2.64 2.56

i			
Table	12: Household	Characteristics:	2000

2000 US Census - SF1

When comparing the City of Durand to its surrounding areas, we see some significant percentage differences among the household categories. The City has a lower concentration of married-couple households than average for the surrounding areas, or the State. In addition, the percentage of female-headed households is also slightly higher than that of the majority of surrounding communities, and the State. This is often typical of city environments which, because convenience and services, attract a wider variety of lifestyles than the more rural areas of a region.

#### TYPE OF STRUCTURE

Data in the following table details the residential structure types found in the City of Durand and surrounding areas. The housing stock is composed mostly of single-family detached dwelling units. The 2000 Census indicates that just over 71 percent of the housing stock was categorized as one-unit structures. The next largest category of housing units is 2-unit structures, which make up 8.3 percent of the total housing stock. This distribution of structural types is gernerally consistent with that of the surrounding area.

able 13. Type of Housing Onits. 2000										
Place	Total housing units	1-unit, detached	1-unit, attached	2 units	3 or 4 units	5 to 9 units	10 to 19 units	20 or more units	Mobile home	Boat, RV, van, etc.
City of Durand	1,521	1,076	10	127	104	61	80	43	20	0
<u>Shiawassee County</u> Corunna Perry	1,376 787	769 658	5 4	69 22	84 25	158 39	241 2	40 33	10 4	0
<u>Genesee County</u> Linden	1,226	829	72	46	42	46	13	16	162	0
Shiawassee County Michigan	29,087 4,234,279	22,235 2,988,818	273 164,910	1,202 146,414	835 118,067	778 169,946	481 144,848	362 216,573	2,879 277,158	42 7,545
2000 115 C										

#### Table 13: Type of Housing Units: 2000

2000 US Census - SF3

## Age of Structure

The age of a dwelling unit is a factor used to evaluate the structural quality of the unit. The average industry standard for the life span of a single-family dwelling unit is generally 50 years. However, this typical life span often depends on the quality of the original construction and continued maintenance of the unit. Using this standard, some homes within the City constructed prior to 1950 may be approaching the end of their utility.

Data in Table 14 identifies the age of yearround residential structures for the City

of Durand and Shiawassee County. As can be seen, the vast majority of the units (88.2 percent) in the City of Durand were built in the decades prior to 1980. Of those homes, approximately 70 percent were built prior to 1970. When taking into consideration the average life span of a dwelling unit, about 64 percent of the single-family homes in the City may be approaching the end of their utility by 2010. These homes will require regular maintenance to remain structurally sound.

The City of Durand is somewhat dissimilar in the age of its structures as compared to Shiawassee County. The structures in the City are slightly older. Shiawassee County has 47 percent of its structures built before 1960 while the City of Durand has 63.8 percent.

#### Table 14: Age of Structure: 2000

	City	/ of Durand	Shiawassee County			
Year Structure Built	Number	Percent of Total	Number	Percent of Total		
1999 to March 2000	0	0.0%	481	1.7%		
1995 to 1998	25	1.6%	1,498	5.2%		
1990 to 1994	9	0.6%	1,938	6.7%		
1980 to 1989	145	9.5%	2,728	9.4%		
1970 to 1979	276	18.1%	5,375	18.5%		
1960 to 1969	95	6.2%	3,384	11.6%		
1940 to 1959	347	22.8%	5,315	18.3%		
1939 or earlier	624	41.0%	8,368	28.8%		
Total Structures	1,521	100.0%	29,087	100.0%		

2000 US Census - SF3



#### Table 15: Housing Occupancy: 1990-2000

Occupied Housing Units         1,488         1           Owner-Occupied Housing Units         958         1		2000
Owner-Occupied Housing Units 958 1	Occupied Housing Units	1,481
Renter-Occupied Housing Units 530	Owner-Occupied Housing Units Renter-Occupied Housing Units	1,018 463

1990, 2000 US Census - SF1

#### HOUSING TENURE

Housing occupancy characteristics are presented in Tables 15 and 16. According to the 2000 Census, 1,488 housing units were occupied in the City of Durand. Of those homes, housing tenure was split between owner occupied (68.7 percent) and renter occupied (31.3 percent). These percentages mark a rise in owner occupied housing rates from 1990 figures.

A small portion of the housing stock (80 units) in the City was vacant at the time of the 2000 Census. Housing vacancy rates are indicative of local housing market conditions.

#### Table 16: Housing Occupancy and Tenure: 2000

Place	TotalOwner-HousingOccupiedUnitsHousing Units		Renter- Occupied Housing Units	Vacant Housing Units	
City of Durand	1,561	1,018	463	80	
<u>Shiawassee County</u> Corunna Perry	1,407 784	686 555	634 193	87 36	
<u>Genesee County</u> Linden Shiawassee County	1,226	949	216	61	
Michigan	4,234,279	2,793,124	992,537	448,618	

Generally, a five percent vacancy rate is considered necessary to provide an adequate housing selection and to keep home prices from rising faster than inflation. Vacancy rates below five percent indicate a restricted housing market. Based on the 5.1 percent vacancy rate found in the City of Durand at the time of 2000 Census, the supply of housing appears to be sufficient to meet the sale or rental needs of the current local population.

2000 US Census - SF1

#### HOUSING VALUES

Concurrent with the boom in residential housing construction beginning in the 1950's, the dream of home ownership became a reality to many households. As illustrated in the following table, the bulk of owner-occupied home values ranged between \$50,000 and \$1500,000 at the time of 2000 Census. Just 2.8 percent of owner-occupied homes in the City were identified with a value greater than \$150,000. The distribution of dwelling units by value found in City of the Durand is somewhat similar to both the cities of Perry and Corruna, but values were higher for the City of Linden.

#### Table 17: Housing Values: 2000

Place	Specified Units	Less than \$50,000	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 to \$299,999	\$300,000 to \$499,999	\$500,000 to \$999,999	\$1,000,000 or more	
City of Durand	917	91	621	179	18	8	0	0	0	
Shiawassee County Corunna Perry <u>Genesee County</u> Linden	562 541 781	45 32 5	410 326 167	65 165 352	27 14 179	15 4 57	0 0 14	0 0 7	0 0	
Shiawassee County Michigan	16,041 2,269,175	1,114 224,603	7,674 711,648	4,662 603,454	1,638 339,716	770 252,044	159 104,079	18 27,642	6 5,989	
Renter-Occupied	enter-Occupied									
Place	Specified Units	Less than \$200	\$200 to \$299	\$300 to \$499	\$500 to \$749	\$750 to \$999	\$1,000 to \$1,499	\$1,500 or more	No cash rent	
City of Durand	472	24	41	255	107	17	0	0	28	
Shiawassee County Corunna Perry Genesee County	641 176	34 16	23 3	262 72	251 47	55 26	4 3	0 0	11 9	
Linden	219	0	5	62	109	16	5	0	22	
Shiawassee County Michigan	5,121 976,313	267 53,844	346 52,030	2,021 275,832	1,827 373,820	316 122,289	30 42,865	6 12,867	308 42,766	

The median contract rent for Durand is \$456, which is lower than that of the surrounding communities and Shiawassee County as a whole; 67.8 percent of the renter occupied units in the City have a contract rent less than \$500. Surrounding communities average 44.0 percent, 51.4 percent in Shiawassee County, and 39.1 percent for the State of Michigan.

# **ECONOMIC PROFILE**

The economic strength of the City of Durand is related to the number and type of employment opportunities in the labor market area, as well as the level of educational attainment by its residents. Within a labor market area, some communities' function as major employment centers while others serve primarily as residential communities. According to the U.S. Census, 1,733 City of Durand residents sixteen years of age and older were employed in 2000. The following text identifies educational attainment levels, which industries employ City of Durand residents, what positions are held, and the wages earned.

## **EDUCATIONAL ATTAINMENT**

Data in the following table shows the educational attainment of the residents of the City of Durand, surrounding communities, Shiawassee County, and the State of Michigan. As can be seen, the City of Durand has a higher percentage value for high school graduation levels when compared to the other communities. The City of Durand has a comparable percentage of persons with a Bachelor's degree at 8.5 percent to most surrounding communities and Shiawassee County. Only the City of Linden and the State of Michigan have a higher level of educational attainment.

Place	Population 25 Years and Over	High School Graduate (includes equivalency)	% of Population 25 Years and Over	Bachelor's Degree	% of Population 25 Years and Over
City of Durand	2,554	1,244	48.7%	218	8.5%
<u>Shiawassee County</u> Corunna Perry	2,148 1,249	748 458	34.8% 36.7%	139 116	6.5% 9.3%
<u>Genesee County</u> Linden	1,980	682	34.4%	289	14.6%
Shiawassee County Michigan	46,557 6,415,941	17,897 2,010,861	38.4% 31.3%	4,120 878,680	8.8% 13.7%

#### Table 18: Educational Attainment: 2000

2000 US Census - SF3

## EMPLOYMENT BY OCCUPATION AND INDUSTRY

Employment by Occupation and Employment by Industry are two related, yet individually significant indicators of community welfare. Employment by Occupation describes the trades and professions in which City residents are employed, such as a manager or salesperson. Employment by Industry quantifies in what field that manager or sales person may be working. For instance, two sales persons may be present in the "Sales and Office Occupations" category of the Employment by Occupation table, but may be employed in two different fields. That is, a sales person in the manufacturing industry and a sales person in the real estate trade would be categorized within those different classifications in the Employment by Industry table.

Employment by occupation for the City of Durand, and surrounding areas is detailed in Table 19. The City is extremely similar in the occupation of its residents to those of surrounding communities. The Census indicates three occupation classifications as being the most common for both the City of Durand and surrounding area residents. These three occupation classifications include the managerial and professional occupation category; service occupations; and farming fishing and forestry occupations. The fewest number of people in all areas were employed in farming, forestry, and fishing occupations. This matches a nationally occurring trend in this employment classification. Those occupations where the City of Durand differed from those of the surrounding communities were sales and office; construction, extraction, and maintenance; and production transportation, and material moving occupations. This latter occupational type was significantly higher than neighboring areas, the county and the State as a whole.

Table 19: Em	plovment b	v Occupation:	2000

Place	Employed civilian population 16 years and over	Management, professional, and related occupations	Service occupations	Sales and office occupations	Farming, fishing, and forestry occupations	Construction, extraction, and maintenance occupations	Production, transportation, and material moving occupations
City of Durand	1,733	446	227	357	11	149	543
<u>Shiawassee County</u> Corunna Perry	1,547 977	370 215	233 173	411 238	6 10	155 152	372 189
<u>Genesee County</u> Linden	1,362	470	145	349	0	219	179
Shiawassee County Michigan	34,205 4,637,461	8,612 1,459,767	5,081 687,336	7,689 1,187,015	292 21,120	4,147 425,291	8,384 856,932

2000 US Census - SF3

#### Table 20: Employment by Industry: 2000

		Shiawasse	ee County	Genesee County		
	City of				Shiawassee	
Industry	Durand	Corunna	Perry	Linden	County	Michigan
Agriculture, forestry, fishing and						
hunting, and mining	11	6	10	8	802	49,496
Construction	79	83	102	130	2,637	278,079
Manufacturing	557	380	227	320	8,845	1,045,651
Wholesale trade	45	36	28	49	870	151,656
Retail trade	243	234	108	197	4,032	550,918
Transportation and						
warehousing, and utilities	66	21	30	45	1,338	191,799
Information	10	32	4	18	499	98,887
Finance, insurance, real estate,						
and rental and leasing	56	81	67	35	1,494	246,633
Professional scientific						
management, administrative.						
and waste management services	51	98	45	114	1,647	371,119
Educational, health and social						
services	310	359	170	297	6,620	921,395
Arts, entertainment, recreation,						
accommodation and food						
services	140	107	81	52	2,166	351,229
Other services (except public						
administration)	131	67	61	73	1,849	212,868
Public administration	34	43	44	24	1,406	167,731

Employment by Industry for the City of Durand and surrounding areas is detailed in Table 20. In most cases, the City is similar in the industry of employment of its residents to those of surrounding communities. However, the Census indicates the manufacturing industry classification as being higher for Durand residents than the other comparable communities. The fewest number of area residents employed were in agriculture, forestry, fishing, hunting and mining; information; and public administration fields.

2000 US Census - SF3

# **INCOME CHARACTERISTICS**

The data presented in Table 21 describes the income characteristics for the residents of the City of Durand. Data for surrounding areas, Shiawassee County and the State of Michigan are also provided for comparison purposes.

This table describes the median household, median family, and per capita incomes, as well as the percent of persons below the poverty line. A household is defined as all the persons who occupy a dwelling unit. Thus, a household may be one person living alone, two roommates, or a married couple with children. A family is defined, as might be expected, as a householder and one or more other persons living in the same dwelling unit who are related by blood, marriage or adoption. The income values are shown in 1999 constant dollars based on the *Statistical Abstracts of the United States* for Consumer Price Index (CPI) values. The CPI is a measure of the average change over time in the prices paid by consumers for a market share of consumer goods and services. This index helps to measure inflation experienced by consumers in their day-to-day living expenses by calculating the cost of market goods based on today's prices.

	Median H	lousehold	Mediar	n Family			% B	elow
Place	Inc	ome	Inc	ome	Per Capit	a Income	Pov	erty
	1989	1999	1989	1999	1989	1999	1989	1999
City of Durand	\$ 36,720	\$ 36,563	\$ 44,921	\$ 43,306	\$ 15,582	\$ 17,273	16.1%	11.3%
<u>Shiawassee County</u> Corunna Perry	\$ 33,872 \$ 42,025	\$ 29,831 \$ 45,179	\$ 41,712 \$ 45,776	\$ 41,705 \$ 48,977	\$ 14,656 \$ 14,792	\$ 17,053 \$ 16,769	9.4% 12.1%	12.0% 5.7%
<u>Genesee County</u> Linden	\$ 52,105	\$ 50,932	\$ 58,681	\$ 57,798	\$ 21,886	\$ 23,620	7.5%	4.6%
Shiawassee County Michigan	\$ 41,387 \$ 42,395	\$ 42,553 \$ 44,667	\$ 47,228 \$ 50,092	\$ 49,329 \$ 53,457	\$ 16,734 \$ 19,344	\$ 19,229 \$ 22,168	10.6% 13.1%	7.8% 10.5%

#### Table 21: Income and Poverty: 1989\*-1999 (\*adjusted for inflation to 1999 dollars)

\*\*All individuals for whom poverty status is determined/percent below poverty level

1990, 2000 US Census - SF3

The City of Durand reported median household and median family incomes in the 2000 Census which were somewhat lower than those of most surrounding communities (with the exception of Perry). These values were also lower than those for Shiawassee County and the State as a whole. Per capita income, however, was higher for residents in the City of Durand than the Cities of Corunna and Linden but still lower than Linden and the County and State.

Table 21 details the percentage of persons below the poverty level (of all individuals for whom poverty status was determined) for the City of Durand, surrounding communities, Shiawassee County, and the State of Michigan. In general, the data indicates that the City has a higher concentration of persons living in poverty when compared to all but one neighboring community, the City of Corunna. Fortunately, however, the percentage of persons below the poverty level has decreased during the last decade for all areas and specifically by 4.8 percent for the City of Durand.

# STATE EQUALIZED VALUE

One indicator of the economic strength of a community is the State Equalized Value (SEV) of property. According to Michigan law, the SEV is equal to approximately one-half of the true market value of real property and certain taxable personal property. The taxable value is used for computation of the tax basis for a community.

#### HISTORICAL DATA

The 2004 equalized value of real property in the City of Durand was \$82,582,880. Relative values have increased, in most categories, over the past five years. However, the percentage value of the total real property for each category has remained somewhat constant with one exception, industrial land, which has declined since 2000. This trend potentially indicates a decreasing tax and revenue base for the City. On average, the real property type exhibiting relatively sustained growth from 2000 to 2004 was the commercial sector, however, this increase totaled less than one percent for the time period.

In 2004, residential real property constituted 71.7 percent of the real property tax base, followed by commercial property at 25.7 percent. Residential land uses appear to be the major component of tax base in the City. Based on the historical development patterns and small town nature of Durand, this trend would be expected to continue into the future.

Year	Place	Agricu	ılture	Comm	ercial	Indust	rial	Resider	ntial	Develo	Developmental		
		SEV	% of Total	SEV	% of Total	SEV	% of Total	SEV	% of Total	SEV	% of Total	SEV	
2000	City of Durand	0	0.0%	15,486,720	24.9%	2,087,110	3.4%	44,609,940	71.7%	0	0.0%	62,183,770	
	Shiawassee County	213,313,400	15.5%	128,692,920	9.3%	26,109,410	1.9%	1,012,072,340	73.3%	0	0.0%	1,380,188,070	
2001	City of Durand	0	0.0%	17,026,680	25.2%	2,170,060	3.2%	48,347,860	71.6%	0	0.0%	67,544,600	
	Shiawassee County	229596700	15.1%	138,899,429	9.2%	29,393,110	1.9%	1,120,135,271	73.8%	0	0.0%	1,518,024,510	
2002	City of Durand	0	0.0%	18,685,860	25.4%	2,145,260	2.9%	52,801,200	71.7%	0	0.0%	73,632,320	
	Shiawassee County	252,320,100	15.1%	157,820,560	9.5%	32,274,410	1.9%	1,225,776,550	73.5%	245,500	0.0%	1,668,437,120	
2003	City of Durand	0	0.0%	19,686,710	25.4%	2,162,360	2.8%	55,810,480	71.9%	0	0.0%	77,659,550	
	Shiawassee County	286,680,300	15.5%	192,238,400	10.4%	31,326,160	1.7%	1,336,551,280	72.3%	688,100	0.0%	1,847,484,240	
2004	City of Durand	0	0.0%	21,195,720	25.7%	2,184,100	2.6%	59,203,060	71.7%	0	0.0%	82,582,880	
	Shiawassee County	312,552,800	15.8%	203,279,570	10.3%	33,039,500	1.7%	1,426,364,160	72.2%	799,800	0.0%	1,976,035,830	

Table 22: State Equalized Value (SEV) - Real Property 2000-2004

Shiawassee County, July 2004

#### SEV Comparison

According to recent State Equalized Valuation assessments, the past five years have been a period of growth for both the City of Durand and Shiawassee County. This growth, however, is at a decreasing rate. The year with the largest increase for the City (9.0 percent) was 2002. The County's greatest gains came in 2003 at 10.7 percent. In terms of property value percentage changes, the County has generally outpaced the City in commercial and industrial properties. County commercial values, on average, have grown at a much faster rate (2.6 percent as compared to 0.76 percent). The County's rate of decrease for industrial properties is also much less than that of the City (-2.9 percent as compared to -5.76 percent). In significant contrast to the rest of the County, the City of Durand does not have any properties classified within the SEV designations as agricultural or developmental lands.



# HOUSING ASSESSMENT

The structural quality of a City's housing stock is a prime indicator of property value, a sign of the overall condition of the City and perhaps the most important factor affecting the aesthetics of the area. Deteriorating homes tend to encourage a "domino effect," propagating additional decline in those homes and buildings that surround them. In Cities where significant numbers of deteriorating homes are present, the improvement of residential structural quality should become a primary concern.

In addition to the community-wide impacts of a deteriorating housing stock, this condition can also have a severe impact on the City's ability to sustain its population and attract new residents. This survey quantifies deterioration of the housing stock in the City of Durand, and will provide the data and background necessary to pursue programs that will help to begin the renovation process

# SURVEY METHODOLOGY

In order to determine City-wide structural quality, a basic "windshield survey" was completed in the summer of 2004. This survey was conducted through a cursory examination of the exterior of each single-family residential structure. The project team looked at a variety of structural elements, including, but not limited to, roof, walls, foundation, windows, doors, porches and steps, chimneys, and lighting when applicable, and assessed each on its own merit.

# **EVALUATION CRITERIA AND STRUCTURAL CLASSIFICATIONS**

The condition of each structural element was analyzed and specific defects were recorded. Significant or threatening structural defects, such as a sagging roofline or bowed walls, were noted as major structural defects. Less critical defects, such as cracks in walls or deteriorating windows and doors were noted as minor structural defects.

For each structure, the number of major and minor structural defects were noted. This information was compiled to determine which of three categories each residential structure should be classified. The following classification system was used:

- 1. Those buildings with no major structural defect and less than five minor structural defects were entered as Standard Structural Quality.
- 2. For buildings with a single major structural defect or more than five minor structural defects, a classification of Deteriorating Structural Quality was recorded.
- 3. Those buildings suffering from two or more major structural defects or one major structural defect and five or more minor structural defects, was noted as Substandard Structural Quality.

# City of Durand Residential Structural Quality Survey Checklist

Major Structural Defects		Minor Structural Defects	
Roof		Roof	
Sagging/missing materials/holes over larger area (>25%) of roof		Less critical sagging/missing materials over small area (<25%)	
Walls		Walls	
Bowed walls/holes or missing material over large area (>25%)		Holes/open cracks/missing materials over small area (<25%) chipping paint	
Foundation		Foundation	
Lack of proper foundation/ foundation walls out of plumb/ holes or missing materials over large area (>25%)		Holes/open cracks, rotted or missing materials over small area (<25%) <i>Windows/Doors</i>	
		Loose, rotted, frames and sills out of plumb/missing, broken panes. Lacking storms and screens	
		Porches/Steps/Eavestroughs and Downsp	oouts
		Rotted, worn, missing material, sagging or out of plumb, or pulling away from building	
		Chimney/Flue	
		Out of plumb, sagging, visible cracks, masonry units	or loose missing
		Porch Light	
		Missing/broken fixture	
Total Major Defects		Total Minor Defects	
Assessment			
Standard: 0 major structural defec Deteriorating: 1 major or 5 or mor	ts and less than re minor structur	5 minor structural defects al defects	

# **Residential Structural Quality Analysis**

For the purposes of understanding area-wide trends, and identifying those blocks and sections of the City suffering from the highest levels of structural degradation, the results of the structural quality survey were applied to the Residential Structural Quality Survey Map in units of blocks, rather than individual parcels. The map looks only at the percentage of homes within each block that are characterized as being either in deteriorated or substandard condition, as those structures and blocks have the most prominent impact on the City of Durand as a whole and are in need of immediate attention. This step is crucial to gaining an understanding of area trends, and offsetting the impact a single deteriorated structure may have on a street or block.

The deteriorated and substandard structures for each block were tabulated and analyzed, and each block was then assigned a classification in the map legend. Separate categories were established to indicate the percentage of deteriorated or substandard homes on each block. For instance, if only one out of 20 homes on a specific block was classified as deteriorated or substandard, then only five percent of the homes on the block are classified as substandard, earning that block the lowest classification. The categories for the analysis are as follows:

- Less than 15 percent of the homes on the block are classified as substandard.
- Between 15 percent and 25 percent of the homes on the block are classified as substandard.
- Between 25 percent and 35 percent of the homes on the block are classified as substandard.
- Between 35 percent and 45 percent of the homes on the block are classified as substandard.
- More than 45 percent of the homes on the block are classified as substandard.

While some of the blocks in the City may suffer from some deteriorating structures, it is those blocks whose housing stock is comprised of greater than 45 percent deteriorating structures that are in the most immediate need of assistance. A copy of the Housing Structural Quality Map is attached at the end of this document.

# **R**ESULTS AND CONCLUSIONS

There are a total of 120 blocks containing single-family residential structures in the City of Durand. The blocks vary in size and density, ranging from small and nearly vacant to larger and built-out. While there are some deteriorating structures present throughout the City, there are clear concentrations of housing stocks at risk.

The highest concentrations of declining housing stock are centered on or near the railway lines which bisect the City. Of the eight blocks categorized as having greater than 45 percent of substandard or deteriorating structures, four are directly adjacent to rail lines. Those areas located furthest from the railroads have the least amount of deterioration. In the Northeast quadrant of the City, for example, only two of the 56 blocks are categorized as having more than 45 percent substandard or deteriorating structures. The vast majority of blocks in this location have less than 15 percent, the lowest category in the study.

Of the 120 blocks studied and documented, categorization was distributed as follows:

- 67 blocks, or 55.8 percent, were classified as having less than 15 percent of their homes categorized as deteriorating or substandard.
- 18 blocks, or 15.0 percent, were classified as having between 15 percent and 25 percent of their homes categorized as deteriorating or substandard.
- 21 blocks, or 17.5 percent, were classified as having between 25 percent and 35 percent of their homes categorized as deteriorating or substandard.
- 6 blocks, or 5.0 percent, were classified as having between 35 percent and 45 percent of their homes categorized as deteriorating or substandard.
- 8 blocks, or 6.7 percent, were classified as having more than 45 percent of their homes categorized as deteriorating or substandard.



# Percentage of Deteriorating or Substandard Blocks



# DEVELOPMENT NEEDS

Future land use decisions within the City of Durand should be couched with a sound understanding of potential markets within the community. An examination of these existing and prospective markets for residential, commercial and industrial land uses will assist in forecasting possible demand. The City can then respond accordingly in the development of the Future Land Use Map.

Table 1:	Vacant Acreage	e by Zoning	Category
		, .	• •

Zoning	Total Acreage
C-1	0.4
C-2	28.7
IND	58.0
<b>R-0</b>	0.2
R-1	13.7
<b>R-2</b>	77.8
<b>R-</b> 3	129.9
R-M	8.5
Pending	83.9

To better understand current development opportunities, Table 1 details vacant properties within the City and their zoning designations. In addition, the Potential Development Opportunities Map outlines the locations of these properties. To determine the appropriate recommendations for a mix of land uses, the following analysis will be based upon data collected in our 2004 existing land use survey and figures provided by the Urban Land Institute.

Analysis by Wade-Trim and City of Durand Zoning Map 2003

# **Residential Needs**

Residential land uses, including single-family and multiple-family units, currently comprise 26.1 percent of the total acreage in the City of Durand.

A variety of factors weigh in on current housing trends. Typically, in American communities, households are getting smaller. Today's families are not having as many children and the senior population is rising as the baby boomer generation is approaching retirement age. The combination of these factors is beginning to have an impact on the demand for housing throughout society, and the City of Durand is no exception. A typical goal of a future land use plan, with respect to housing, is to promote the diversity of lot sizes, housing types and housing prices. This diversity will help to ensure that current and prospective residents have home choices within the City, favorable to their changing economic situation.

Data in Table 2 summarizes the projected changes to population, persons per household and housing stock through 2020. The Population Profile of the City of Durand predicts that the City's 2020 population to be approximately 4,221 people. Based on this analysis, it is anticipated that a minimum of 315 additional dwelling units will need to be constructed by 2020 in order to house the projected population. As is the case in many other communities, the continual decline in household size is a contributing factor to the need for new housing developments.

Table 2: Housing Projections				
Category	2000	2020	% Change	
Total Population	3,933	4,221 <sup>a</sup>	7.3%	
Persons Per Household	2.55	2.35 <sup>b</sup>	-7.8%	
Total Occupied Housing Units	1,481	1,796 <sup>c</sup>	21.3%	

<sup>a</sup> Average value of population projections

<sup>b</sup> Projection based on 1990 data employing contant percentage of County values.

<sup>c</sup> Based on total population and persons per household.

In addition to estimating the changes in population and household size, it is crucial to calculate how much of the total housing stock will be vacant, for sale, or rent.



According to the Urban Land Institute (ULI), generally five percent of a community's habitable housing stock should remain vacant to provide diversity in housing selection, permit housing rehabilitation, or replacement activities. Vacancy rates at or near the recommended five percent ensure that asking prices for housing are indicative of actual market conditions, while protecting private investment. Vacancy rates below five percent demonstrate a restricted housing environment, affording little opportunity for potential households to be absorbed by available units. The vacancy rate for the City of Durand reported in the 2000 Census was 5.1 percent.

However, when we examine city-wide vacancy rates by owner or renter occupied units (as defined by the U.S. Census), an interesting picture emerges. Rental vacancies average 6.7 percent and are thus considered to demonstrate a greater than typical availability for rental properties. The need for additional renter occupied housing is, therefore, not in high demand. The homeowner vacancy rate however, is only 1.9 percent, thus demonstrating a tight residential market, and the need for greater numbers of single-family residential developments. The population projection for the City of Durand indicated that an additional 315 units will be required to meet future housing needs. It becomes clear that with the extremely low vacancy rate of 1.9 percent, there is a greater need for additional single-family, owner-occupied units.

Between the year 2000 (fiscal) and 2004, the City of Durand issued eight new single-family residential building permits, and two permits for multi-family apartment structures. Each structure contained 12 apartments. Traditionally, Durand has provided a housing market for buyers looking for quality affordable homes. To begin to off-set the small number of new home starts, when compared to potential future needs, the City is working with the development community to create more diversity in residential designs and opportunities. In fact, City staff has begun discussions to design a Planned Unit Development in the southwest section of Durand providing the potential for more diverse housing stock. This new prospective on housing development will allow Durand to position itself as a provider of varying housing styles and value levels to new groups of potential homebuyers.



Existing residential land uses comprise 295.7 acres of the City, or 26.1 percent of the land area. Currently, a total of 401.1 acres of land within the City of Durand are classified as vacant. Of this available land, 313.8 acres are zoned for residential uses (these acreages are inclusive of the planned PUD in the southwestern area of the City). The availability of these vacant acres for residential development should begin to meet the potential future housing needs calculated for the City, in addition to providing a balance of owner-occupied and rental housing options to the residents of Durand. However, it should be noted that with the extremely low owner-occupied vacancy rate reported by the Census, the City should focus its residential development on a single-family, owner-occupied product type.

# COMMERCIAL NEEDS

Commercial uses dictate or significantly impact transportation patterns, residential development patterns, employment levels and tax base. Commercial development is also an essential element of a city's economic base. Commercial establishments provide goods and services to consumers, promote economic stability, and generally enhance the quality of life for area residents. However, if commercial districts are not suitably located, and carefully planned, they can become a disruptive element that ultimately detracts from the larger community. The following analysis details the existing commercial base found in the City of Durand and calculates the likely amount of commercial land that will be consumed by the end of the planning period according to commercial land use standards.

# COMMERCIAL LAND USE STANDARDS

There are many factors that dictate selection of sites for commercial development. In many cases, they respond to preexisting conditions, such as the location of other large retail centers, industrial or residential development, primary transportation corridors or within central business districts. Communities, however, have an important opportunity through the planning process to direct commercial development and concentrate it in those areas most suited for new development or redevelopment. The following criteria are some of the primary methods by which commercial developers select sites:

#### SITE SELECTION CRITERA<sup>1</sup>

- Access (left turns into and out of the site, proximity to traffic lights and/or stop signs)
- Visibility (storefront and store signage from main access route)
- Traffic volume and traffic character (local versus through traffic)
- Street network characterics
- Proximity to demand generators (a demand generator is something that provides a motivaiton or reason for potential shoppers to be in a particular location)
- Population/household characteristics
- Economic characteristics
- Lifestyle trends and purchasing preferences and habits
- Availability and cost of existing space
- Availability and character of appropriately zoned land
- Availability/capacity of infrastructure
- Local business climate
- Competitive environment (store type, location, quality and pricing of merchandise, sales volume)

<sup>1</sup>Derived from Real Estate Development Research, LLC. 2002

Also, there are three primary types of shopping environments: the neighborhood center, community center, and regional center. The standards associated with each center are presented in the following table.

	Typical Shopping Center Standards					
Center Type	Site Size	Composition	Population Base	Service Area		
Neighborhood Center	eighborhood enter 3-15 Supermarket as the principal tenant with other stores providing convenience goods or personal services. Typically GLA of 30,000 to 150,000 square feet.		Trade ares population of 3,000 to 40,000 people	Neighborhood, 5-10 minute drive time, 1.5 mile radius		
Community Center	10-40 acres	Junior department store or variety store as the major tenant, in addition to the supermarket and several merchandise stores. Typically GLA of 100,000 to 450,000 square feet.	Trade area population of 40,000 to 150,000 people	10-20 minute drive time, 3-5 mile radius		
Regional Center	30 - 100 acres	Built around a full-line department store with minimum GLA of 100,000 square feet. Typically GLA of 300,000 to 900,000 square feet.	150,000 or more people	20 minute drive time, 8 mile radius		
Note: GLA represents Source: Urban Land In	Note: GLA represents Gross Leasable Area Source: Urban Land Institute, Shopping Center Development Handbocck, (Washington D.C.) 1999.					

Based on the typical shopping center selection criteria and standards, as well as the current and projected populations and geographic size, the City of Durand can support one such neighborhood shopping center. Many of the other neighborhood service needs could be met by the continued redevelopment and retail focus of the downtown Durand commercial area.

#### **EXISTING COMMERCIAL BASE**

Currently, 52.7 acres, or 5.5 percent of the total land area of the City of Durand is used for commercial development. Of the land zoned commercial, approximately 29.1 acres are currently vacant.

It is important to note that commercial uses come in a variety of shapes, sizes and locales from the large mega-malls down to the local corner conviencience stores. In addition, not all commercial uses are sited within preplanned shopping centers. Special attention must be given to those uses that are freestanding, independent structures, or which are part of "strip centers." Some commercial enterprises rely on passerby traffic, like those uses that are often considered highway oriented businesses, since much of their trade results from exposure and accessibility to passing motorists. While others are more destination based like a specialty store or a functioning traditional downtown commercial area.

Data in Table 3 presents market base standards for many of the typical commercial uses found within a city such as food stores, restaurants, real estate offices, service stations, and hardware stores. With regards to this type of commercial development, the City of Durand has maximized its possible commercial capacity in terms of its existing population base.

Business Category	Needed Population Base	Total Number of Possible Establishments	Current Number of City Establishments	Deficiency
Fried Stance	4 000	0	2	2
Food Stores	4,000	0	2	-2
Drug Stores	9,000	0	2	-2
Liquor Stores	3,100		2	-
Restaurants & Taverns	Varies		15	-15
Laundries (coin-operated)	12,400~	0	1	-1
Dry Cleaners	3,000	1	1	0
Beauty shops	2,100	1	4	-3
Barber Shops	3,300	1	2	-1
Television Repair	5,300	0	0	0
Branch Banks	4,500	0	3	-3
Nurseries	16,200	0	2	-2
Travel Agencies	varies		0	0
Women's Apparel Stores	6,000	0	2	-2
Sporting-Goods Stores	18,000	0	0	0
Books & Stationary	6,500	0	1	-1
Furniture & Home Furnishings	6,200	0	1	-1
Camera Stores	55,100	0	1	-1
Automotive Service Stations	2,800	1	5	-4
Hardware, Paint & Building Supply	8,700	0	2	-2
Convention Hotels	b		0	0
Bowling Alleys & Billiard Parlors	С		0	0
City of Durand Population: 3 933				

#### Table 3: Representative Commercial Uses Enterprized by Type

<sup>a</sup>Figure is approximate, depending on whether residents have their own machines

<sup>b</sup>Not applicable; does not depend on residential population

<sup>c</sup>Current figures not available. Popularity is declining.

(adapted from Darley Gobar Associates)



However, it is important to understand that many of the commercial and retail uses established within the City of Durand draw customers from the surrounding area. As identified by the Typical Shopping Center Standards, the present population base of Durand would not support many of the commercial properties that currently exist. An example of this would be the existence of two nurseries (each requiring a population base of 16,200 people). The largess of commercial development found within the municipal boundaries proves that more than just the City's own population supports the businesses of Durand.

To further establish Durand as a commercial destination area, the City commissioned a Downtown Economic Enhancement Strategy which details Durand's market draw outside of municipal boundaries.

#### CITY OF DURAND DOWNTOWN ECONOMIC ENHANCEMENT STRATEGY

The City of Durand's Downtown Economic Enhancement Strategy is a five part document which details existing conditions, in terms of community assets and areas of activity; assesses the City's place in the larger regional economic market; and, makes recommendations as to how the City may take advantage of its regional draw.

The Enhancement Strategy report differs from this Chapter in that it defines the City's market economy in terms of primary and secondary trade areas which, as economic entities, pay no attention to municipal boundaries. This Chapter, on the other hand, outlines potential commercial needs only within the confines of the current and projected population base of Durand. As established by both the outcomes presented in this Chapter and the Enhancement Strategy report, Durand is realizing its beginnings as a commercial destination. Some of the opportunities outlined in the Enhancement report to capitalize on this

#### **OFFICE LOCATION FACTORS<sup>1</sup>**

- Easy access to customers or clients
- Cost and availability of approprately experience/trained labor in the area
- Cost, functionality, and expandability of available office space (or land suitable for office development)
- State and local business climate
- Quality of life for employees
- Access to higher education
- State and local income and property tax costs, and proximity to cultural and entertainment facilities and shopping (for employees)

<sup>1</sup>Lousi Harris & Associates, <u>Business American Real Estate Monitor</u>, Cushman & Wakefield, Inc. 1988. opportunity include, but are not limited to, maintaining and enhancing the City's existing historical downtown core, restoring and preserving important views from the historical Depot, providing better access to the downtown through the improvement of "gateways," and developing some "destination branding."

# **OFFICE NEEDS**

The pattern of office development in metropolitan areas has changed dramatically over the last 20 years. Office development has shifted away from a focus on downtown areas to a more regional "multiple-nuclei" structure of competing centers. Today, for example, in the Detroit metropolitan region the Cities of Auburn Hills and Troy represent the prestigious locations that are capturing new office development.

The reasons for this transformation vary. To a certain extent, it has followed the out-migration of population away from the large city centers. Developers sought less expensive building sites, which offered regional accessibility and on-site parking convenience for tenants. It is also a reflection of meeting unmet demand, as our local economy continues to change from a manufacturing-base economy to a service-oriented economy. Due to this changing face of office development, the City of Durand is better suited to encourage office growth. Its location along the primary transportation route (Interstate 69) connecting Flint and Lansing and its emerging market draw potential, demonstrates an ability to support this type of development.

Not unlike commercial growth, there are a set of very specific standards that make sites of various sizes and locations desirable to potential office markets. The Office Location Factors outlined on the previous page illustrates some of these criteria.

Data in Table 4 also documents the population base necessary to support different types of office development (doctors, real estate, accounting, legal offices, etc.). As with traditional commercial development, office development needs have maximized their

Business Category	Needed Population Base	Current Number of City Establishments	
Real-Estate Offices	n/a	1	
Accounting Offices	n/a	2	
Doctors Offices	1,000	4	
Legal Offices	6,000	1	
Stock-Brokerage Offices	15,000	1	

#### Table 4: Representative Office Uses Enterprized by Type

**City of Durand Population: 3,933** (adapted from Darley Gobar Associates)

possible capacity in the City of Durand based on existing population. However, as stated previously, Durand appears to be functioning as a more regional market. This conclusion is further supported by the development of more office establishments than would be needed solely for the City's own population base.

# INDUSTRIAL NEEDS

There are 49.0 acres, or 4.3 percent, of the City currently in use for industrial purposes.

# INDUSTRIAL LOCATION FACTORS<sup>1</sup> Easy access to domestic markets as well as suppliers Availability of sites with existing electricity, water, sewage and roads suitable for year-round truck traffic Cost, availability, and skills of labor in the area, and the extent of labor/management problems for unionized labor force Easy access to raw materials State and local business climate Utility costs and capacities Access to higher education State and local income and property tax costs, and proximity to cultural and entertainment facilities and shopping (for employees) 'Lousi Harris & Associates, <u>Business American Real Estate Monitor</u>, Cushman & Wakefield, Inc. 1988.

The quantity of developed industrial land a community will need in the future is dependent upon its current employment base, infrastructure capacity, local political philosophy, as well as a myriad of other factors industries consider when choosing a location for a new facility. The following information will summarize three methodologies commonly used in estimating future industrial land area needs based on population, land use, and employment density ratios. These methodologies are exclusive of any local determining factors, such as geographic location, existing facilities, transportation access, municipal initiaitve, etc.

The first method, Population Ratios, represents acreage requirements as a proportion of the total population. Data in the Table 5 indicates that a total of 12 acres of industrial land are

Table 5: Po	pulation	<b>Ratios for</b>	Estimating	Industrial	Land	Use

Category	Ratio
Total gross land requirement for all industry:	12 acres/1,000 population
Land requirements for light industry:	2 acres/1,000 population
Land requirements for heavy industry:	10 acres/1,000 population

required for every 1,000 people. The City's projected population in the year 2020 of 4,221 persons would therefore, require 50.7 acres of industrial land. City industrial acreage currently totals 49.0 acres, demonstrating a need for an additional 1.7 acres. The standard then continues to break down this

Joseph DeChiara and Lee Kopplemand, <u>Planning Design Criteria.</u>

requirement by light and heavy industry. The majority of the industrial development in Durand is in the light industrial category, at a current total of 31.4 acres. The Population Ratio method determines that this industrial type only requires two acres per 1,000 population or a total of 8.4 acres for the City of Durand. When examining the current 31.46 acres of developed light industrial lands, the City has more than the recommended amount of this type of development. However, according to this methodology, 42.2 acres of heavy industry would be needed by 2020, constituting an additional 24.6 acres to what is presently in use (17.6 acres). The resulting acreage totals therefore imply the potential for a rearrangement of industrial use types almost entirely within the existing industrial acreage.

#### Table 6: Community Size for Estimating Industrial Land Use

Community Size	Percent Industrial Land Coverage
Small Cities and Towns (under 42,000 people)	8%
Large Cities (over 200,000 people)	12%

American Planning Association, PAS Memo: Land Use Ratios, May 1983.

Estimating needed acreages of industrial land use can also be accomplished by employing Land Use Ratios. By surveying the amount of land devoted to industrial uses in other communities, an average can be calculated and used as a standard for planning purposes. Using this standard, as seen in Table 6, eight percent of the City's land area should be

utilized for industrial development. This equates to approximately 90.7 acres, or an additional 41.7 acres of industrial land. Through a comparision of the Existing Land Use Map and the City's Zoning Map, it was determined that approximately 58 acres of land is currently vacant and zoned industrial. This available acreage could accommodate these greater industrial projections. However, it should be noted that this eight percent value is valid for a city population of up to 42,000 people, which is much larger than even the projected population for Durand.

#### Table 7: Employment/Density Ratios for Estimating Land Use

		-	-		
2000 Existing		Employment	Employment Density	2020	<b>Estimated Additional</b>
	Industrial Acreage	2000	Employee/Acre	<b>Employment</b> <sup>a</sup>	Acreage
	49.00	1,733.00	35.37	1,756.05	1.02

<sup>a</sup> Analysis by Wade-Trim (average rate of change over 3 decade time period - Derived from US Department of Labor: Bureau of Labor Statistics (employment projections). www.bls.gov/emp/home.htm#data. October 2004 Urban Land Institute, Industrial Development Handbook The most accurate means of determining future aggregate industrial land use need is achieved through the application of Employment/Density Ratios. This methodology requires extensive, business

specific, employment data records, as well as total employment data over time. The ratios of employees per acre per industry site are calculated, and then all ratios of each industry type are averaged. The value produced is the average number of employees per net site

acre. This procedure is repeated over time (usually in ten year increments). The increase in employment over a specified time period, divided by the density equivalent for the industry group, equals the amount of land that is required to meet the new (industrial) employment needs.<sup>1</sup> In simpler terms, this ratio compares employment density trends overtime in order to project future needs. Due to the extensive scope of this estimation procedure, the aggregate employment by industry values were derived from the U.S. Department of Labor: Bureau of Labor Statistics values and applied to the above procedure. By this process, the City of Durand would need approximately 1.02 acres of additional industrial development by the year 2020. This aggregate value, however, does not delineate between light and heavy industrial use types.

Presently, only 49 acres of City property is utilized for industrial purposes. There are however, 58.0 acres of vacant land currently zoned for industrial uses. Depending upon the industrial land use methodology chosen, most seem to demonstrate a slight need for industrial growth (1.02-41.7 acres). This estimated future need, however, is satisfied by the current industrially zoned vacant properties within the City.

# **PROPERTY TAX BASE AND FUTURE DEVELOPMENT<sup>2</sup>**

Property taxes, which are imposed on the value of homes and businesses, are the revenue that pays for local government and the service government provides. Benefits like police and fire protection, roads and sidewalks, water and sewer lines to name just a few. However, communities often struggle with the ability to provide these services without the continued increase of property taxes. This can be especially true for financially struggling innerring cities and those bedroom communities that experience only residential development.

While there is no ideal mix between residential and business development, the taxes generated from commercial and industrial properties often comprise as much as half of the cost to provide services to a community. An on-going 20-year study, referenced by the American Planning Association (APA) and conducted by the American Farmland Trust, details the importance of Cost of Community Services (COCS) studies when analyzing land use choices.<sup>3</sup>

COCS studies are a case study approach used to determine the fiscal contribution of existing local land uses. A subset of the much larger field of fiscal analysis, COCS studies have emerged as an inexpensive and reliable tool to measure direct fiscal relationships. COCS studies are a snapshot in time of costs versus revenues for each type of land use. They do provide a baseline of current information to help local officials and citizens make informed land use and policy decisions.<sup>4</sup>

During this 20-year period, 102 communities in 22 states have been assessed using the COCS methodology. From this statistical population median, COCS results have been determined. The cost of providing services to commercial and industrial developments yields \$0.28 for every dollar of revenue (taxes) raised. However, residential development required \$1.15 for that same dollar raised in revenue.<sup>5</sup> In many Michigan communities, residential development can cost up to \$1.50 for every dollar in provided services.<sup>6</sup>

<sup>2</sup>Information presented does not take into consideration DDA/TIF revenue funding mechanisms

<sup>3</sup>American Farmland Information Center. Fact Sheet: <u>Costs of Community Services Studies.</u> American Farmland Trust. August 2004.

<sup>6</sup>Manolatos, Tony. "Suburbs Struggle to Spread Tax Burden," The Detroit News, August 13, 2002.

<sup>&</sup>lt;sup>1</sup>ULI Industrial Development Handbook, 1999.

⁴lbid ⁵lbid

Businesses also pay taxes on personal property, as well as real property. Taxes are assessed on equipment needed to run the business, which increases the overall tax base of the community. Without the development of offices, retail stores, industrial plants, etc., communities that want to add or improve services are often forced to raise taxes, which can hinge on voter approval.

	<b>T D</b>	Cost to Provide		D1//
	Tax Revenue	Services	Total 2003 Cost	Difference
Industrial	\$ 1,506,609.00	\$ 0.28	\$ 421,850.52	\$ 1,084,758.48
Commercial	\$ 14,655,386.00	\$ 0.28	\$ 4,103,508.08	\$ 10,551,877.92
Total	\$ 16,161,995.00	\$ 0.28	\$ 4,525,358.60	\$ 11,636,636.40
Residential	\$ 40,577,369.00	\$ 1.15	\$ 46,663,974.35	\$ (6,086,605.35)
Total	\$ 56,739,364.00		\$ 51,189,332.95	\$ 5,550,031.05

City of Durand Treasurers Office

Analysis By Wade-Trim

According to the existing land use survey conducted in the summer of 2004, the City of Durand had 104.80 acres of developed industrial/ commercial property and 295.7 acres of developed residential property. The fact that the City has begun to show

potential as a regional destination center will help to spur continued growth of commercial, industrial, and residential development. This may therefore help to provide added income to the City's tax revenue. The 2003 tax rolls supplied by the City indicate approximately \$16.1 million in real property taxes collected for improved commercial/industrial properties and \$40.6 million for residential. Real property taxable values were used for this calculation as they are tied to the land use and not personal property. Table 8 outlines the cost to provide services to these properties per the median COCS methodology.

In 2003, it cost the City approximately \$6 million dollars more to provide services to the residential taxpayer than was received in revenue. However, this was recouped by the real property tax gained from the commercial/industrial taxpayer.

Based on the sum of tax dollars paid and the amount of vacant land still available in the City, we can extrapolate the cost to serve this land if it was developed under the current City of Durand Zoning Map. Tables 9 and 10 outline approximately how much real property tax could be collected and the cost to provide needed services.

Table 9: Projected Build Out Revenue

	Total 2003	Developed	Revenue per	Vacant	Total Revenue at Built
	Revenue	Acreage	Acre	Acreage	Out
Industrial	\$ 1,506,609.00	49.00	\$ 30,747.12	58.00	\$ 3,289,942.10
Commercial	\$ 14,655,386.00	55.80	\$ 262,641.33	29.10	\$ 22,298,248.59
Total	\$ 16,161,995.00	104.80	\$ 293,388.45	87.10	\$ 25,588,190.69
Residential	\$ 40,577,369.00	295.70	\$ 137,224.79	313.80	\$ 83,638,506.61
Total	\$ 56,739,364.00				\$ 109,226,697.31

City of Durand Treasurers Office

Analysis By Wade-Trim

From the review of this information, we can see that the current zoning of the City continues to provide a in surplus real property tax revenue. In fact, the year 2003 percentage of revenue received after deducting the cost to provide services mirrors the City at a

#### Table 10: Projected Cost to Provide Service (Build Out)

	Total Build Out Revenue		Cost to Provide Services		Total Build Out Cost		Difference	
Industrial	\$	3,289,942.10	\$	0.28	\$	921,183.79	\$	2,368,758.31
Commercial	\$	22,298,248.59	\$	0.28	\$	6,243,509.61	\$	16,054,738.99
Total	\$	25,588,190.69			\$	7,164,693.39	\$	18,423,497.30
Residential	\$	83,638,506.61	\$	1.15	\$	96,184,282.61	\$	(12,545,775.99)
Total	\$	109,254,142.26			\$	103,348,976.00	\$	5,877,721.31

City of Durand Treasurers Office

Analysis By Wade-Trim

built-out state. Based on the median COCS values to provide services, the City retained about ten percent of the tax revenue generated, which has allowed them to improve some existing services and create new programs for City residents. The built-out scenario, however, provides just under a 5.5 percent difference for the continued fiscal health of the City.

The key is for the City of Durand to find the development balance that will support the services needed for continued residential growth without overburdening the revenue generated. Communities pay a high price for unplanned growth. Scattered development frequently causes traffic congestion, air and water pollution, loss of open space and increased demand for costly public services. This is why it is important for citizens and local leaders to understand the relationships between residential and commercial growth, agricultural land use, conservation, etc., and their community's bottom line. One type of land use is not intrinsically better than another, and COCS studies are not meant to judge the overall public good or long-term merits of any land use or taxing structure. It is up to communities to balance goals such as maintaining affordable housing, creating jobs and conserving land. With good planning, these goals can complement rather than compete with each other. COCS studies give communities another tool to make decisions about their futures.<sup>7</sup>

The City of Durand has been successful in this regard for many years due, in part, to careful land use planning and the tax programs initiated by the City. Recently, the City has implemented some infrastructure and service improvements that have provided a direct benefit to the residents of Durand, for example, some road paving and recreation projects.

# **ECONOMIC DEVELOPMENT TOOLS**

In order to more fully develop the City's economic potential, the following economic development tools have been put in place.

## CITY OF DURAND DOWNTOWN DEVELOPMENT AUTHORITY

The City of Durand Downtown Development Authority, or DDA, was established to promote economic development and foster growth for the downtown area. The DDA has been empowered to utilize tax increment financing to generate financial resources to invest in municipal improvement projects that will beautify, modernize and develop this area to encourage new business development, create new civic facilities, and make the downtown a more pedestrian oriented, viable City destination center.



<sup>7</sup>American Farmland Information Center. Fact Sheet: <u>Costs of Community Services Studies</u>. American Farmland Trust. August 2004.
The DDA, as created under State enabling legislation, includes a Development Plan and a Tax Increment Financing Plan. The Development Plan incorporates physical improvements, potentially including, but not limited to, streetscape improvements, signage, way finding, pedestrian amenities and other commercial improvement programs, as well as promotional and operational improvements such as a business development program. It was the DDA that commissioned the Durand Downtown Economic Enhancement Strategy, intended to guide future downtown initiatives.

The Tax Increment Financing Plan for the DDA is a strategy for the funding and implementation of the improvements set forth in the Development Plan. The Tax Increment Financing Plan established procedures for the capture and expenditure of funds for DDA projects and estimates the projected value of captured taxable dollars available to the DDA for the purposes of planning and long range development.

### Conclusions

The principals employed to reach the conclusions outlined within this Chapter are based on sound planning practices. The results of which indicate the City has growth potential that could be effectively handled by the available land under the current zoning model. However, we need to look beyond standard techniques, statistics, and projections and view the development potential of the City of Durand practically, but with an optimistic perspective.

The City has begun to position itself as a regional market draw. Its traditional downtown commercial experiences, as well as the more service-oriented commercial establishments found in the northwest section of the City are encouraging to continued retail development. The planned unit development in the southwest section of Durand that is currently being conceived, will provide new residential choices to a very tight owner-occupied housing market. This niche residential typology will help to attract a segment of population that is looking for varied housing styles in established communities that can provide essential city services. Finally, the importance of continuing the proactive land planning and fiscal responsibility shown by the City will be needed to support existing services and fund new programs.

While there is no ideal mix of residential and commercial/industrial development, certain trends will provide the City greater financial security to explore future growth markets. Armed with the information gained by sound planning practices and an understanding of potential market demands, a future land use map can be created that will not only guide sustainable growth but that will promote the development goals of the City.



# Goals and Objectives



### COMMUNITY GOALS

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

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

### Goals

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

### **Objectives**

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

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

### **Strategies**

A strategy is a statement that sets forth the specifics for accomplishment of an objective. An objective that requires a series of specific activities to be completed may therefore have multiple strategies attached to it. For instance, an objective relating to area redevelopment may include strategies detailing building procedures, transportation, beautification, etc.

### PUBLIC PARTICIPATION

The process of developing goals, objectives, and strategies for the City of Durand Master Plan involved multiple steps. On February 1, 2005 a community forum was held which provided participants, through a series of presentation and group activities, an opportunity to brainstorm, and voice opinions about current and future City issues and concerns. This activity provided the project team with direct insight about important community interests and a wide variety of points of view. Major themes derived from this workshop include, but are not limited to, transportation needs, housing choice, employment, the downtown, etc. (Please refer to Appendix for complete results).





Following the initial workshop, the project team developed a draft set of goals and objectives based on input from the community, and deductions made as a result of the background studies. These draft goals and objectives were then presented on April 5, 2005, to the Planning Commission. At that time, Commission members were asked to review the draft goals, objectives, and strategies and modify, eliminate, or add their own statements. The final goals, objective, and strategy statements are listed below.

### GOALS, OBJECTIVES, AND STRATEGIES

The following text represents the set of goals (the ultimate purposes or intent of the plan), objectives (means of attaining community goals), and strategy statements (which establish the who, what, when, where, and how of specific actions) that were prepared by the above mentioned community driven process. This process offered planning decision makers an opportunity to intellectualize attitudes and values about community development and, at the same time, establish the parameters around which the Future Land Use Plan will be designed.

Achievement of these overarching goals may be accomplished through the acceptance and adherence to the following objectives and strategies related to community derived themes of housing, transportation, and community assets and services.

### GOALS

- MAINTAIN A HIGH QUALITY OF LIFE FOR BOTH PRESENT AND FUTURE DURAND RESIDENTS THAT WILL MEET THEIR PHYSICAL NEEDS, OFFER VARIETY, CHOICE, OPPORTUNITY FOR CHANGE, AND INDIVIDUAL GROWTH.
- **E**NSURE THE DIVERSITY, STABILITY, AND BALANCE OF CITY LAND USES THEREBY POSITIVELY CONTRIBUTING TO A COMMUNITY WHERE ITS RESIDENTS MAY LIVE, WORK, AND RECREATE.
- PROVIDE FOR A BALANCED APPROACH TO TRANSPORTATION WHICH PROMOTES NOT ONLY MULTIPLE TRANSPORTATION MODES (MOTORIZED VEHICLES, BIKING, PUBLIC TRANSIT, LOCAL/REGIONAL RAIL, ETC.), BUT ALSO INCREASES WALKABLITY THEREBY ALLOWING FOR COMMUNITY-WIDE CONNECTIVITY.
- CAPITALIZE ON EXISTING ASSETS, INCLUDING BUT NOT LIMITED TO REGIONAL LOCATION, TRANSPORTATION ASSETS, AND CITY HISTORY AND CULTURE TO ENCOURAGE AND MAINTAIN BUSINESS INVESTMENT AND SUPPORT A POSITIVE ECONOMIC CLIMATE.

### **OBJECTIVE 1: PROMOTE DURAND AS A COMMUNITY FOR LIFE-LONG LIVING.**

### Housing Strategies

- Promote the development and/or redevelopment of single-family residential areas offering a myriad of living locales, environments, and options, including but not limited to attached condominiums, stacked ranches, townhomes, and traditional single-family detached structures.
- Encourage development of a diverse new housing stock appropriate for a range of ages (individuals, young and growing families, empty-nesters), and income levels.
- Encourage development of residential types which provide services and amenities for an aging or disabled population including independent, assisted, and convalescent living options.
- Encourage and assist with the clean up, renovation and repair of aging residential structures in the City to preserve existing City fabric and quality residential buildings.

### TRANSPORTATION STRATEGIES

- Facilitate development of multi-modal transportation types, including but not limited to pedestrian, rail, and public amenities to provide greater accessibility to the City for all current and future residents.
- Encourage mobility and ease of access by establishing a City-wide transportation network inclusive of traditional and service-based (for example Dial-A-Ride) amenities.

- Further build upon City's rural and rail history as impetus for more regional cultural activities.
- Utilize vacant existing publicly owned structures and areas as catalysts for redevelopment opportunities.
- Allow for controlled and planned growth through continued enforcement of existing zoning and review procedures.
- Encourage creative design and development planning which will produce visual harmony, without monotony, and reflect the City's historic and cultural aesthetic.



**OBJECTIVE 2: FACILITATE DOWNTOWN REVITALIZATION AS A LOCAL AND REGIONAL HUB FOR CULTURE AND ENTERTAINMENT.** 

### Housing Strategies

Encourage continued integration of a variety of residential and commercial types within the traditional downtown area for a true mixed use environment thereby contributing to its image as a unique visitor destination.

### TRANSPORTATION STRATEGIES

- Link outlying City areas with downtown core through a cohesive way-finding program establishing not only transportation continuity but visual clarity for new visitors to the area.
- Provide for alternative transportation measures during cultural and entertainment activities, including but not limited to taxis, shuttles, special train excursions, etc.

### Community Assets and Services Strategies

- Promote and maintain design standards for new development that is complementary to existing sites and structures so as to ensure a high degree of aesthetic quality and the endurance of new construction.
- Facilitate development of new community facilities aimed to engage preexisting • talent as well as draw from the larger creative class.
- Promote revitalization of public spaces to encourage human interaction and allow for ease of use.
- Encourage installation of information infrastructure within the downtown to increase City connections to local and regional amenities as well a generate prestige as a forward thinking destination area.
- Create, promote and distribute a new graphic identity and place name for the Downtown area, including this graphic identity and name on City signage, banners, future facilities, marketing materials, etc.

• Incorporate a regional marketing strategy detailing assets of Durand as a destination community.

**OBJECTIVE 3: ENCOURAGE AND FACILITATE TRADITIONAL AND NONTRADITIONAL ECONOMIC DEVELOPMENT INITIATIVES.** 

### Housing Strategies

- Facilitate development of new housing inclusive of affordable units so as to provide entry housing opportunities for existing area and new business employees.
- Encourage the rehabilitation of residences, both owner and renter-occupied, to further provide varied residential opportunities utilizing the existing housing stock.

### Transportation Strategies

- Improve the image of existing commercial areas as an attractive business location through a series of enhancements to streets, sidewalks, and other infrastructure as well as landscaping and signage in rights-of-way.
- Maximize City utilization of area transportation assets through more regionally oriented transportation decisions, including but not limited to maximization of the City's proximity to Interstate 69, preexisting freight and passenger rail traffic, etc.

### Community Assets and Services Strategies

- Create and maintain a marketing strategy for attracting potential developers and to provide a vehicle for positive self-promotion for the City.
- Develop incentive programs and assistance methods to help foster existing local businesses.
- Facilitate public/private partnerships between the City and developers to spearhead new commercial and industrial developments.
- Coordinate with local and regional economic development and educational authorities to ensure continued provision of needed training programs.



The proposals enumerated above for the City of Durand are guidelines for the future development of the City. If the planning program is to be more than a confusion of varied opinions, then it is essential that these goals and objectives be seriously considered. These statements should be viewed as a starting point for City officials. As the planning process progresses, the goals, objectives, and strategies may be altered and new ones formed. Thus, these recommendations are flexible and need constant attention. It is suggested that the goals, objectives and strategies be reviewed on a regular basis and updated as necessary.



### UTURE LAND USE

The Future Land Use Map is the physical result of the master plan development process. It is designed to serve as a guide for the future development of the City. In the creation of a Future Land Use Plan, it is critical that the current profile of the community is thoroughly understood to better predict future conditions. The preceding chapters of this Master Plan provide the background or basis on which the Future Land Use Plan was developed. In particular, the Future Land Use Map was based upon:

- A review and analysis of existing land use conditions;
- Infrastructure capabilities;
- Analysis of demographic data;
- The goals and objectives developed for the Master Plan; and,
- Public participation.

In a workshop on April 26, 2005, City of Durand residents worked with Planning Commissioners, City Council members, and other community stakeholders to develop a series of draft recommendations to be used in the development of the Future Land Use Map. The workshop consisted of an activity where five small groups were asked to literally "draw" a Future Land Use Map for the City of Durand. The results were then presented to the workshop participants as a whole where each recommendation was evaluated using a series of seven criteria. (Please refer to Plan Appendix for sample evaluation sheet.)

During the group presentation segment, certain themes or ideas often recurred. These included:

- The priority nature of the continued development and redevelopment options for downtown Durand;
- An acceptance of blended or "mixed-use" development types;
- Forward thinking ideas about the incorporation of new land use types not currently present in the City, like a technology-research park;
- A focus on the regional potential for Durand, and;
- A mix and placement of land uses to encourage and retain a multitude of lifestyle options.

Once the evaluations were complete, participants were asked to vote for their overall favorite.

All five maps and their evaluations were subsequently synthesized into two potential future land use alternatives. The two alternatives were derived from the degree of consensus among all five maps, the rank of the map based on the evaluation sheet, and the appropriateness of the land use choice as determined by professional planners. The final two alternatives were then presented to the Durand Planning Commission for further discussion and revision. The Future Land Use Map presented is the result of this process. The total acreage distribution for the Map is summarized in the table on the following page.

The Future Land Use Map equips City of Durand Planning Commissioners, and elected officials, with a literal depiction of the desired land uses throughout the community. The Future Land Use Map, derived from the Goals and Objectives and created through public comment, represents the vision the City of Durand has established for itself for the next ten to 20 years. The Map will be a useful tool on which to base zoning and capital improvements decisions, and will allow for consistent and sound planning in the community. The following text describes the categories found on the Future Land Use Map.

### FUTURE LAND USE CATEGORIES

### SINGLE-FAMILY RESIDENTIAL (DENSE LOTS):

This category includes single-family detached structures used as a permanent dwelling, and accessory structures, such as garages, that are related to these units. Lot sizes generally total less than 10,000 square feet and are characterized by a more traditional urban neighborhood density.

Single-Family Residential land uses comprise the vast majority, approximately 334 acres, or 29.4 percent, of residential types planned within the City of Durand. Continuation of

this land use typology is consistent with and helps to reinforce the historical development trends found in Durand. Thus, the planned areas for single-family residential development reinforce the traditional neighborhoods and community culture found in the City.

### **TOWNHOMES:**

Traditional attached single-family development types including townhouses and duplexes characterize this land use category.

While currently planned only in areas outside Durand (please see below for discussion of Vernon Township planning areas), this land use type accounts for 35.1 acres, or 10.3 percent of the area planned outside the current City boundary. This type of land use is intended to provide a residential product not

Land Use	Acreage	% of Total
Single-Family Residential (Dense Lots)	333.6	29.4%
Multi-Family Residential	42.8	3.8%
Mixed Use	216.6	19.1%
Mixed Use Downtown	16.2	1.4%
Local Commercial	3.2	0.3%
Community Commercial	40.4	3.6%
Regional Commercial	44.8	4.0%
Light Industrial	93.7	8.3%
Heavy Industrial	23.0	2.0%
Office	15.3	1.3%
Technology Research Office (TRO)	17.2	1.5%
Public/Quasi-Public	246.3	21.7%
(rail)	(40.3)	3.6%
Total	1,133.4	100.0%

Table 1: Future Land Use (City-only)

currently present in the community which allows for increased density, transitional spaces, and an alternative housing option to more traditional residential housing stock. Townhomes were specifically planned for the area adjacent to the City's northwestern boundary to provide a transition between large public areas, like the golf course, and the more traditional urban forms within the City.

### MULTI-FAMILY:

This land uses category is defined by the existence of stacked ranches, multi-family apartment structures, manufactured/mobile home parks, and other group living quarters, including such things as independent and assisted living, and convalescent care facilities.

Multi-Family residential uses are generally located along both Monroe Road and Main Street. Other Multi-Family land uses are interspersed within more single-family dominant neighborhoods to provide for a mix of living style types. The areas planned for Multi-Family act as transitional land uses between auto-oriented commercial areas and more traditional residential neighborhoods. This land use accounts for 42.8 acres, or 3.8 percent of future land uses.

### COMMERCIAL:

### LOCAL COMMERCIAL -

The Local Commercial land uses occupy areas that are intended for retail and personal service facilities that accommodate the day-to-day convenience shopping needs of neighboring residential areas. This commercial type includes, but is not limited to: groceries, florists, dry cleaners, drug stores, hardware stores, bakeries, barber shops, day care centers, repair shops, coffee shops, etc.

### CITY OF DURAND

### COMMUNITY COMMERCIAL-

This land use category includes the land area occupied by retail and personal service uses offering commodities which are normally purchased at infrequent intervals, and for which the consumer may typically "shop around." Community Commercial land uses include, but are not limited to: auto repair, gas stations, larger retail strip developments that contain two or more retail/commercial anchors including discount department stores and large-scale supermarkets, day spas, health clubs, jewelry stores, restaurants, book stores, dollar stores, picture framing galleries, car shops, heating and cooling, clothing retailers, funeral homes, office supply, paint stores, upholstery, and produce stores.

### Regional Commercial -

The Regional Commercial land use category is defined by those types of retail that cater to the greater metropolitan region, and are traditionally dependent on major thoroughfare traffic. Examples of this use land use type include: large retail developments that contain two or more retail/commercial anchors, discount department stores, big-box retailers, large-scale supermarkets, automotive sales and service, commercial lodging, building material sales, home furnishings, specialty retailers (home theater, cooking supply,) etc.

Commercial land uses, of all types, are located along primary City transportation routes: the I-69 corridor for Regional Commercial uses, Lansing and Monroe Roads for Community Commercial uses, and Oak Street for Local Commercial uses. Locational attributes, such as these transportation routes, provide access opportunities at various scales, from direct local use to a more regional contact. Commercial opportunities are, therefore, made available to not only the residents of the City of Durand, but to the greater regional community. These commercial areas combine to represent 88.4 acres, or 7.8 percent of planned uses within Durand.

### MIXED USE:

This land use category is characterized by two or more separate land use types that compliment each other and are contained within a single development.

### Mixed Use -

A combination of uses either contained within an individual structure or among structures, generally housing a mix of residential, commercial, office, and quasi-public uses. Street levels are dominated by commercial, retail, and/or office uses with residential spaces on the floors above.

### Mixed Use Downtown -

A combination of uses generally located in a traditional downtown setting. This land use type is characterized by zero lot line setbacks, small lot sizes, multiple stories in height and a more pedestrian friendly orientation. The mix of uses generally includes retail and service facilities that accommodate day-to-day convenience shopping, unique shopping opportunities, office and service establishments, and other residential and non-residential uses. Uses benefit from proximity to one another and may be housed in individual structures having single or multiple uses.

Mixed Use dominates the southwestern quadrant of the City (and the area within the Township to the north along Newburg Road). A second Mixed Use area is located in the area of McBride and Lovejoy, providing a much needed transitional area between the City's downtown core and more business and rail oriented development. These Mixed Use areas account for 216.6 acres, or 19.1 percent of the City future vision.

Mixed Use Downtown is logically located in the area typically defined as "Downtown Durand," and is aimed at reinforcing the existing culture and character of the area and to provide unique opportunities for expanded growth. The Downtown is comprised of 16.2 acres, or 1.4 percent of City.

### **O**FFICE:

Office uses include a myriad of professional services like brokerage firms, medical practices, real estate, accounting, legal services, and other professional service establishments that serve the local population.

This type of land use is planned along Lansing Road just east of Oak Street and will occupy 15.3 acres, or 1.3 percent of Durand's future land use. The location of these office uses is intended to maximize upon a regional draw through their proximity to major local thoroughfares within Durand and Vernon Township, as well as the I-69 transportation corridor.

### TECHNOLOGY RESEARCH OFFICE (TRO):

This use type is characterized by a campus-style environment that enables the development of properties with high tech uses and functions, including light-manufacturing, telecommunications, medical diagnostic and treatment facilities, and office roles. Often uses developed within a Technology Research Park have related operations, which enhances collaboration between uses and strengthens the overall venture.

Technology Research Office uses (17.2 acres) will benefit from their proximity to the downtown, as well as the railway. Additionally, this type of land use will provide a transitional space between established commercial areas and the more traditionally oriented residential neighborhood. TRO uses have also been planned for those Township areas (100.4 acres) adjacent to the school complex along Lansing Road. Here again, TRO development will be an asset to the community due to its proximity to educational facilities (to the south) and light industrial areas (to the northwest).

### **INDUSTRY:**

### LIGHT INDUSTRY -

This land use is categorized by the existence of wholesale activities, warehouses, light manufacturing, and industrial operations whose external physical effects are restricted to the site and do not have a detrimental effect on the surrounding areas.

Light Industrial locations are located directly adjacent to major transportation corridors. These corridors take the form of both rail and interstate (I-69) thoroughfares and provide much needed access for the movement of industrial goods and services. Light Industrial land uses account for 93.7 acres, or 8.3 percent of future land uses within the City.

### Heavy Industry –

This land use category is characterized by manufacturing, assembling, fabrication, and processing operations whose physical effects (such as odors, fumes, noise, etc.) are felt by the surrounding area. One specific parcel within the City is designated within this district, which is an acknowledgement of an existing land use. If, however, there was a termination of this use, the property would be planned for a Light Industrial activity.

### **PUBLIC/QUASI-PUBLIC:**

This category was established to embrace all developed or undeveloped lands owned by various governmental and public agencies and institutions including school, municipal services, religious uses, and park and recreation properties.

Public/Quasi-Public uses are dispersed throughout the City of Durand and account for 246.3 acres or 21.7 percent of future City development. In addition, 119.3 acres of land outside the City is planned for this use category, specifically as a golf course. (Please see discussion below regarding Township planning areas).

### FUTURE LAND USE OUTSIDE OF CURRENT MUNICIPAL BOUNDARIES

As permitted by the Municipal Planning Act (PA 285 of 1931 as amended):

"The planning commission shall make and approve a master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of the municipality."

### Table 2: Future Land Use (Vernon Township Areas)

Land Use	Acreage	% of Total
Townhomes	35.1	10.3%
Mixed Use	81.0	23.8%
Technology Research Office (TRO)	100.4	29.4%
Regional Commercial	5.2	1.5%
Public/Quasi-Public	119.3	35.0%
Total	341.0	100.0%

Those areas of Vernon Township, immediately adjacent to City boundaries, where a large degree of consensus was derived through the public participation process have been included to a minor degree within the Future Land Use Map. These Township areas were determined to be of importance to the future development plans of the City and thus should be enumerated within the City's own vision. While not currently under City jurisdiction, these parcels should be revisited at such time when significant land use change seems imminent.

Source: City of Durand 2005

### SUMMARY

The distribution of land, as delineated in the Future Land Use Map, helps to more clearly define the development vision and goals for the City of Durand by working toward the following:

- The Future Land Use Map ensures stability and balance of land uses: residential areas, public areas, schools and community facilities, and commercial and industrial land uses.
- Promotes and encourages residential development and retention through the encouragement of different housing types, densities, and locales.
- Facilitates safe and efficient access to all areas, essential services and amenities of the City.
- Facilitates continued local economic development through the use of unique commercial, office, and industrial types which cater to traditional, as well as progressive market types.
- Solidifies and protects the City's identity and culture.



### MPLEMENTATION

This Master Plan, for the City of Durand, contains many land use recommendations that function as benchmarks and provide basic guidelines for making development decisions. The completion of this Master Plan is but one part of the community planning process. Realization or implementation of the recommendations of the Plan can only be achieved over an extended period of time and only through the cooperative efforts of both the public, private, and nonprofit sectors. Implementation of the Plan may be realized by actively pursuing a myriad of topics. These include, but are not limited to, the following action items:

- 1. Continuing public involvement processes;
- 2. Auditing, analysis, revisions, and adoption of existing or new City ordinances or regulations pertaining to continued development and redevelopment within the City;
- 3. Supporting and ensuring enforcement and consistent administration of in-place policies, ordinances and regulations;
- 4. Providing a program of capital improvements and adequate, economical public services to encourage continued community growth; and,
- 5. Developing and then prioritizing municipal programs and joint public/private partnerships.

### **PUBLIC PROCESSES**

Citizen participation and understanding of the general planning process and policies of the Plan are critical to the success of the City's planning program. Durand developed this Master Plan through a process of continual public interaction ranging from regular Planning Commission meetings, to public forums, to an interactive website. This methodology has been successful in developing a Plan which represents the City's hopes and its vision for the future.

In order to provide for this type of continued support, Durand should develop a methodology that will continue to make its citizens aware of the planning process, and the day-to-day decision making which affects implementation of this Master Plan. Lack of citizen understanding and support could have serious implications for the eventual implementation of planning proposals.

Towards that end, Durand must again emphasize the necessity of, and reasons for instituting a planning program. Accordingly, the City Planning Act (Act 168 of 1959 as amended) under Section 10 states that the City Planning Commission "shall promote public understanding of an interest in the plan and shall publish and distribute copies of the plan and of any report, and may employ such other means of publicity and education as it determines necessary." Due to the changes in community development programs brought on by increasingly tight municipal budgets, shifting developer attitudes, and improved citizen awareness, the City may wish to institute a plan of action to accomplish this task. Typical actions may include:

- The preparation of a Master Plan summary brochure for public distribution upon its adoption;
- Educational questions and answer forums specifically relating to development issues;

- Frequent and consistent meetings with neighborhood and business organizations, private sector interest (including developers, real estate professionals, and financial lenders), nonprofit organizations, etc; and,
- Coordination with regional authorities for local input.

Open, coherent, and cohesive public processes allows for stakeholder input and thus those actions, plans, ordinance, etc., which result from inclusion in this process are generally more accepted. Failure of the public to back such things as needed bond issues and continuing dissatisfaction concerning taxation, special assessments, zoning decisions, and development proposals are some of the results of public misunderstanding and rejection due to non-inclusion. On-going programs of discussion, education and participation will, therefore, facilitate the City's efforts with regard to Plan implementation.

### LAND DEVELOPMENT CODES

### ZONING ORDINANCE

Zoning regulations are adopted under the local police power granted by the State for the purpose of promoting community health, safety, and general welfare. Such regulations have been strongly supported by the Michigan courts, as well as by the U.S. Supreme Court. Zoning consists of dividing the community into districts, for the purpose of establishing density of population and regulating the use of land and buildings, their height and bulk, and the proportion of a lot that may be occupied by them. Regulations among different land use districts may be diverse. However, regulations within the same district must be consistent throughout the community.

The intent of zoning is to assure the orderly development of a community. Zoning is also employed as a means of protecting property values and other public and private investments. Because of the impact which zoning can have on the use of land and related services, it should be based on the community's master plan.

A stable, knowledgeable Planning Commission is critical to the success of the zoning process. The Commission's responsibilities include long-range plan formulation and the drafting of appropriate, reasonable zoning ordinance regulations designed to implement Plan goals and objectives.

### Review of Existing Zoning Code

The City of Durand adopted its most recent Zoning Ordinance in February of 2004. Zoning Ordinances are not static documents and, thus, must be strategically amended to reflect changes in community needs, conditions and/or City policy. Typically, at the end of a master planning process, amendments to zoning text are often required to support the newly developed long-range plan. A cursory review of the present Durand Zoning Ordinance, as adopted in 2004 and subsequently amended, suggests a need to address the following specific issues:

• Review of existing residential zoning classifications to evaluate pertinent differences between and among districts; specifically with regard to overall definition, lot sizes, and development densities. Many of City's Goals, Objectives, and Strategies detail residential typologies and use varieties not necessarily allowed under the restrictions within existing residential zoning classifications.

- Give consideration to the addition of new districts and to the possible refinement of other existing zoning categories for the inclusion of more flexible mixed-use regulations. For instance, the City's Zoning Ordinance currently provides for minimal residential and business mixed-use opportunities under the Central Business District (C-1) classification. Revisions to this District, which might include mixed-use development types like live-work units, would provide much needed support for Plan goals and future land use decisions. In addition, the District boundaries should be reviewed to ensure they reinforce the Future Land Use Map recommendations.
- Attention should also be paid to the City's industrial district classification for inclusion of regulations pertaining to those uses defined by the Technology Research Office (TRO) category of the Future Land Use Plan.
- The City's current Planned Unit Development (PUD) district is intended to permit flexibility in the regulation of land development including innovation, economy and efficiency in land use, natural resources, open space, housing, and employment for Durand residents. These land use goals closely mirror the City's Master Plan aspirations as delineated within its Goals and Objectives. To further enhance this type of development opportunity present within the PUD structure, the City may want to include additional incentives for developers, such as density bonuses for public amenities, affordable units, additional landscaping, etc.
- Incorporate techniques such as overlay districts to address specific conditions found within the City. For example, design guidelines for the traditional downtown district. Adoption of an overlay district will help to preserve the unique character of downtown Durand; complement the existing architectural character; further enhance the pedestrian orientation of downtown; and, coherently communicate the community's vision for downtown Durand.

### **OTHER ZONING TECHNIQUES**

There are a variety of zoning approaches and techniques which may be employed to help assure that Durand remains an attractive community in which to live, work, and play. These techniques acknowledge the critical role of both City officials and staff in enforcing the provisions of the local zoning ordinance. Two key tools available to City officials seeking to assure quality development are special approval use procedures and zoning agreements (commonly referred to as conditional zoning) as established by PA 579 of 2004.

### Special Approval Uses

Some land uses are of such a nature that permission to locate them in a given district should not be granted outright but should only be approved after assurances that the use will meet certain specified conditions. These types of land uses are called special approval, conditional approval, and/or special exception uses. The City currently uses this flexible zoning process to permit uses of land by following special procedures, including a public hearing and site plan review, to ensure the compatibility of the use within the vicinity in which it is to be located. This technique is based upon discretionary review and approval of special land uses. The site development requirements and standards upon which these decisions are made are specified in the ordinance as required by State law. However, the City may wish to consider a review of these conditions to ensure that they are meeting the needs of the community. Additional reasonable conditions may be attached, including provisions that would promote the use of land in an environmentally, socially, and economically desirable manner. As a second means of affecting the development process, the City of Durand should investigate and consider the addition and potential use of zoning agreements as specified in PA 579 of 2004. This Act provides for additional processes within the rezoning process, specifically:

- (1) An owner of land may voluntarily offer in writing, and the city or village may approve, certain use and development of the land as a condition to a rezoning of the land or an amendment to a zoning map.
- (2) In approving the conditions under subsection (1), the city or village may establish a time period during which the conditions apply to the land. Except for an extension under subsection (4), if the conditions are not satisfied within the time specified under this subsection, the land shall revert to its former zoning classification.
- (3) The city or village shall not add to or alter the conditions approved under subsection(1) during the time period specified under subsection (2).
- (4) The time period specified under subsection (2) may be extended upon the application of the landowner and approval of the city or village.
- (5) A city or village shall not require a landowner to offer conditions as a requirement for rezoning. The lack of an offer under subsection (1) shall not otherwise affect a landowner's rights under this act, the ordinances of the city or village, or any other laws of this state.

Due to the recent nature of this Act, no case law exists to understand how the courts will react to this type of development. While traditional zoning has been strongly supported by the Michigan courts, as well as by the U.S. Supreme Court, conditional zoning is too new. Still, this is a land development tool available to the City and its use should be considered when presented by a land owner. However, great care should be taken to ensure the contract meets the needs of the City and that it can be supported by the Master Plan and local ordinances.

### SUBDIVISION REGULATIONS

When a developer proposes to subdivide land, he or she is, in effect, planning a portion of the City. To assure that such a development is in harmony with Plan objectives, the subdivision or re-subdivision of residential or nonresidential land must be guided by the City in accordance with the Land Division Act (formerly the Michigan Subdivision Control Act, Act 288, P.A. 1967, as amended).

Several direct benefits accrue from the regulation of subdivisions by a local unit of government. By requiring the subdivider to install adequate utilities and improved streets, purchasers of the lots are not later burdened with unexpected added expenses. A subdivision without adequate physical improvements is detrimental not only to itself, but it also reduces the opportunity for reasonable development of adjacent parcels. In addition, long-range economy in government can be realized only when adequate improvements are provided by the subdivider.

As a part of its review of proposed subdivisions, the Planning Commission will need to focus on such features as the arrangement and width of streets, the grading and surfacing of streets; the width and depth of lots; the adequate provision of open space; and the location

of easements for utility installations. The Planning Commission's role within the subdivision review process is to ensure the protection and implementation of the goals and policies outlined in the Master Plan.

### **ENFORCEMENT**

The ultimate success of a community's zoning ordinance, subdivision regulations, or other regulations depends on effective administration and enforcement. If administrative procedures are lax, or if enforcement of regulations is handled in an inconsistent sporadic manner, the result will be unsatisfactory at best. The City of Durand Zoning Ordinance states that enforcement shall be the responsibility of the Building Official or his designee. The Building Official is, therefore, responsible for carrying out zoning/development related functions, including building inspections, ordinance administration, and community/ developer interactions. Each of these functions requires a substantial investment of time. If sufficient time is not made available to carry out these critical functions, they may only be accomplished in a cursory manner. Therefore, the City should continue to assertively support its in-place review and administration procedures so that these essential day-to-day functions will receive the professional attention they require.

### CAPITAL IMPROVEMENTS PROGRAM

The term "capital improvements" is generally intended to embrace large-scale projects of a fixed nature, the implementation of which results in new or expanded public facilities and services. Such items as public building construction, park development, sewer installation, waterworks improvements, street construction, land acquisition, and the acquisition of certain large-scale pieces of equipment (graders, sweepers, trucks, etc.) are included in the Capital Improvements Budget.

Few communities are fortunate enough to have available at any given time sufficient revenues to satisfy all demands for new or improved public facilities and services. Consequently, most are faced with the necessity of determining the relative priority of specific projects and establishing a program schedule for their initiation and completion. The orderly programming of public improvements is to be accomplished in conjunction with long-range planning.

In essence, the Capital Improvements Program is simply a schedule for implementing public capital improvements, which acknowledges current and anticipated demands and which recognizes present and potential financial resources available to the community. The Capital Improvements Program is a major planning tool for assuring that these projects proceed to completion in an efficient manner. The Capital Improvements Program is not intended to encourage the spending of additional public monies but is simply a means by which an impartial evaluation of needs may be made. The program is a schedule established to expedite the implementation of authorized or contemplated projects.

Long-range programming of public improvements is based upon three fundamental considerations:

- 1. The proposed projects must be selected on the basis of community need;
- 2. The program must be developed within the community's financial constraints and must be based upon a sound financial plan; and,
- 3. Program flexibility must be maintained through the annual review and approval of the capital budget.

The strict observance of these conditions requires periodic analysis of various community development factors, as well as a thorough and continuing evaluation of all proposed improvements and related expenditures. It is essential that, in the process of preparing and developing the program, the Planning Commission be assigned a role in reviewing project proposals to assure conformity with the City of Durand Master Plan and to make recommendations regarding priority projects and appropriate methods of financing.

### CITY PROGRAMS AND PARTNERSHIPS

Durand's Master Plan has focused on providing an overall recommended pattern for future land uses in the City. At the same time, however, it also has identified a number of programs and services that will be important for the successful implementation of the Plan's goals. These programs and services include, but are not limited to: residential rehabilitation, a comprehensive way-finding program, alternative transportation options, marketing opportunities for the downtown, etc. To accomplish these goals, City leaders, in conjunction with City staff, should begin to develop criteria and priorities for such efforts including the provision of technical assistance and coordination of project funding. However, in this time of diminished revenue from local, State, and Federal sources, communities such as Durand can no longer rely solely on these traditional funding sources. Therefore, more regional funding options and public/private partnerships should be pursued. Potential partners may include the Michigan Economic Development Corporation (MEDC), Michigan State Housing Development Authority (MSHDA), charitable foundations, business associations, Durand Area Schools, chambers of commerce, Shiawassee County, regional redevelopment authorities, and public investors.

### **PLANNING EDUCATION**

Planning Commissioners should be encouraged to attend planning and zoning seminars to keep themselves informed of current planning issues and learn how to better carry out their duties and responsibilities as a Planning Commissioner. These seminars are regularly sponsored by the Michigan Association of Planners (formerly the Michigan Society of Planning), Michigan Downtown Association, and the Michigan State University Extension Service and are valuable resources to the Durand Planning Commission.

### **REVISIONS TO THE PLAN**

The plan should be updated periodically. Any extension, addition, revision, or other amendment to a basic plan shall be adopted under the same procedure as a plan or a successive part of a plan under the procedures stated in Michigan Public Act 285 (1931, as amended). However, for an amendment other than a revision of the plan, both of the following apply:

- 1. The 65-day comment period otherwise provided for a planning commission, regional planning commission, or public utility shall be 40 days.
- 2. The 75- to 95-day period otherwise provided for county planning commission or a county board of commissioners shall be 55 to 75 days.

At least every five years after adoption of the plan, the Planning Commission shall review the plan and determine whether to commence the procedure to amend the plan or adopt a new plan. These reviews are necessary in order to be responsive to changes in growth trends and current community attitudes on growth and development within the City.

## Special Studies



### Lansing Road Sub-Area Plan

### INTRODUCTION

In addition to the policy direction provided through future land use classifications, it is often necessary to study specific areas of the City that may require unique land use strategies and recommendations. These strategies may include such things as neighborhood sub-area plans, downtown development plans, natural resource preservation plans, and transportation corridor plans.

The Lansing Road Sub-Area necessitates further detailed study, due to its advantageous location adjacent to the Interstate–69 interchange, its planned future development, and its importance as a gateway area for Durand. The Lansing Road Sub-Area is generally comprised of those parcels wholly fronting on Old M-71, Lansing Road, and Monroe Road from the I-69 Interchange to Durand Road (see Sub-Area Image on following page).

In addition to the development opportunites presented by the Sub-Area's location, this Plan must also be cognizant of the area's proximity to downtown Durand. Any and all recommendations made, therefore, reflect the City's intention to ensure continued downtown development and the minimization of any adverse impacts from the Sub-Area's regional commercial development.

Currently, the Sub-Area is comprised of a mix of commercial, office, industrial and public land uses. Many of the uses in this area are dependent on freeway travelers for patronage including, but not limited to, such things as fast food restaurants and gas stations, while others attract residents from the broader region such as automobile dealerships. The interchange area is also an employment focal point, featuring office and industrial uses. The existing business within the Sub-Area offer an opportunity for future redevelopment should the opportunity arise. Several vacant properties are found within the Sub-Area, with a particular concentration of vacant land located on the north side of Old M-71. These vacant parcels present a strong opportunity for new development along the Lansing Road corridor.

As described above, the purpose of this section of the Master Plan is to provide uniform strategies and recommendations for the development and/or redevelopment of the Lansing Road Sub-Area. This course of action aims to accomplish the following goals:

- 1. Prepare for anticipated future development;
- 2. Ensure development occurs in a consistent and coordinated manner;
- 3. Preserve corridor safety and efficiency; and,
- 4. Enhance the corridor's existing character, recognizing its importance as the gateway to Durand.

The envisioned regional commercial area should, therefore, be a cohesive whole, whether developed singly or as a series of individual development projects. Rights-of-way, structural design, landscaping, lighting, signage, and pedestrian amenities must be consistent within the confines of the Sub-Area. Therefore, the following strategies will provide a means to establish a regional commercial typology whose aesthetic not only complements the existing City character but is also appropriately designed with overall Lansing Road corridor.

Various recommendations for the Lansing Road Sub-Area are presented below and are grouped in two broad categories: Site and Architectural Design and Access Management.

### SITE AND ARCHITECTURAL DESIGN

The American landscape is evolving at an ever-increasing rate. In recent decades, development of new homes, businesses and offices, fueled by technological advances and a favorable economy, have created an unprecedented era of construction nationwide. In many cases, a rush of economic development has overwhelmed environments, and in so doing has created an unplanned, unmanageable, and unattractive built environment. This Sub-Area Plan is an expression of potential efforts by the City of Durand to affect the evolving built landscape in a positive and meaningful way. This document will, therefore, help to empower the community to seek a higher standard of design and a more sustainable standard of construction for commercial development within the Sub-Area; while keeping intact a respect for the creativity and ingenuity of the development community. Thus, this Plan will contribute clarity, guidance and insight with regard to the design of regional commercial properties within this area of Durand.

As previously mentioned, the Durand Sub-Area is uniquely positioned for more regionally oriented commercial development. Therefore, the urban design of any new commercial site should be considered just as important as the actual mix of uses and their economic viability. The framework upon which this urban design is implemented will provide the needed continuity, legibility, and cohesiveness for successful development and growth.

### SITE DESIGN

• Vehicles (Parking and Circulation)

Parking for commercial areas should be clustered into smaller shared lots. These lots should be central to the overall development and, if possible, be surrounded on no less than two sides by the individual structures, to provide efficient pedestrian access from business to business, to ensure that parking spaces will be close enough to adjacent buildings so as to permit pedestrian access, and to assist in the creation of usable, partially enclosed, aesthetically pleasing outdoor spaces.



Parking areas should be shielded from rights-of-way, adjacent non-commercial development, and pedestrian pathways by decorative masonry walls not less than 30 inches in height, or opaque landscape screening sufficient to prevent glare from automobile headlights and screen parked cars from view.

Long rows of cars should be minimized, and should be broken up by intermittent landscaping islands, pavement texturing, or the use of curvilinear rows and vehicular circulation lanes.

Pedestrians (Amenities and Circulation)

Pedestrian pathways should be covered along front façades by way of individual awnings or the integration of arcades, to permit efficient, all weather pedestrian circulation from business to business throughout the commercial area.





Pedestrian pathways through vehicular parking areas should be clearly defined by striping, textured surfacing (such as brick), bollards, or should be isolated from automobile travel lanes by a landscape buffer, curb, and gutter.

Sidewalks should be encouraged along internal street frontages. All sidewalks or other pedestrian pathways should be connected to all commercial structures and through parking areas. A full barrier-free pedestrian pathway system should be provided to permit efficient circulation to and from parking areas and from business to business without requiring the use of an automobile.

Site Orientation

Regional commercial development in the Sub-Area should incorporate outdoor spaces containing benches, trash receptacles, landscaping, instructional signage, and partial shelter (such as a gazebo or awning). These spaces should be characterized by some type of defining central amenity, such as a fountain, clock tower, or public art. Commercial uses including utilization of outdoor spaces should be encouraged to locate adjacent to and interplay with the open space areas to encourage public use of the space and the evolution of them as useful, viable public places.



It is not essential that the primary structural entrances be situated toward the interior street network. The façades serving as the "front" of the building shall be those façades housing the primary pedestrian entrances to tenant units. This façade should include any proposed wall signage, the highest grade materials and design of all walls, and should generally be designed to cater to and interact with the pedestrian atmosphere and adjacent parking area. The circulation lanes of the parking areas should be located adjacent to the front façades, should be characterized by benches, street trees, trash receptacles, high quality materials, textured pedestrian crossings, and pedestrian scale



lighting. The desired effect of such an arrangement is to reinforce a consistent sense of place within individually developed commercial structures.

In cases where a customer entrance is required at the rear of a building, the standards of the rear façade equal the quality of design and materials of the façade facing the front, as defined above.

Façades facing the primary internal rights-of-way should be treated equally with regard to quality of design and materials as the "front" façade (that façade housing the primary customer entrances); this shall not prevent the designer from selecting and emphasizing side or even rear façades as the "front."

### Curbside Features

Extensive use of street trees and curbside landscaping should characterize any development within the Sub-Area.

Creative application of alternative paving materials for sidewalks and other pedestrian pathways at curbside should be strongly encouraged. Brick and stone sidewalks or pathways, which convey a sense of quality and permanence, should be utilized.



Ground-mounted mechanical equipment should be located in a rear or side yard, and should not be visible from the primary "streetside" façade, or from any other side determined to be the "front" façade (containing the primary customer entrances). Roof mounted mechanical equipment, screened from view, is preferred. Utilities should be located underground or in a rear yard.

Fences and Walls

If fencing is required along curbside for any reason, decorative brick, wrought-iron or similarly high-quality fencing should be used.

In no case should chain link fencing be used in any circumstance. In cases where fencing is required for security purposes in a rear or side yard, in any area not immediately visible from the street, opaque wood or similarly decorative fencing may be employed;



however, high-quality decorative iron fencing should remain the preferred alternative for any application visible from a right-of-way.

Employment of 30-inch decorative masonry walls to define a deliberate outdoor space between a front façade and the pedestrian pathway at curbside is encouraged.

Lighting

Site lighting along circulation lanes adjacent to the front façade (having the primary customer entrances) should be addressed toward the pedestrian, and should be designed at a pedestrian scale.

Public spaces should be illuminated by low-intensity, decorative fixtures no taller than 15 feet in height.

Designers should apply a greater number of lower-intensity, lower height lighting fixtures in parking area applications, in lieu of fewer, high-intensity pole-mounted fixtures. All lighting must be shielded and downward-directed to minimize glare.

Wall-mounted lighting sconces should be employed along building façades to illuminate entrances and pedestrian pathways.







### ARCHITECTURAL DESIGN

• Style

Style should in no case be limited to any specific architectural style, i.e., Craftsman, Victorian, Second Empire, Bavarian, Tudor, etc. However, styles chosen for inclusion within the Sub-Area should remain consistent with and reflective of the intent and aesthetics of these guidelines.

Use of carefully chosen architectural details, such as cornices, brackets, and awnings should be encouraged.

Substantial structural elements should be made prominent in building design to provide relief to large walls, create visual interest, define entrances, and convey a sense of permanence.

- Rear Façade

Façades not having primary customer entrances, not facing a right-of-way, and not facing a central parking area should be designed with similar care and attention given to primary façades, if not equal in terms of grandeur or material choice. In cases where the rear façade contains a secondary customer entrance, that entrance should be made a primary point of interest on that façade and should avoid the appearance of a service or maintenance entrance.

Ground mounted mechanical equipment may be located along any façade, not having primary customer entrances, not facing a right-of-way, and not facing an adjacent parking area, but should be screened from view by a decorative masonry screen wall extending no less than six inches in height higher than the tallest point of the equipment to be screened. The screen wall should be comprised of masonry materials mimicking or complementing those used in the primary structure.



Building Materials and Colors

High-quality masonry building materials should make up all wall surface area for the façades containing primary customer entrances, facing a right-of-way, or facing a parking area, not including windows. Decorative masonry materials include, but are not necessarily limited to, brick and stone. Wall area of façades not falling into these categories should consist of no less than 50 percent decorative masonry materials; the balance of wall surface area should be made up of wood siding or shingle (shakes), or a combination of wood and synthetics; however, synthetic materials should not exceed the guidelines set forth below.



Synthetic materials may be applied, but should be limited to no more than 25 percent of the building surface area, not including windows of any façade other than those containing primary customer entrances, facing a right-of-way, or facing a parking area. Synthetic materials include, but are not necessarily limited to, EIFS, dryvit, vinyl siding, sheet metal or imitation masonry materials (plastics, fiberglass, imitation stone, etc.). Building material colors should primarily consist of neutrals and natural tones, again consistent with the aesthetic and intent of these guidelines. Masonry materials should be left with a natural finish whenever possible.

### Roof Style and Materials

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Unembellished flat or decked roofs should not be encouraged. Where practicable, pitched roof styles, with gabled, hipped, or gambrel should be applied. In the case of a large, cluster commercial center, a decked roof may be employed, provided that substantial care is taken to limit the effect of a long, unbroken roofline. This can be accomplished through use of false gable ends, varied rooflines, pediments, and other features that are installed intermittently along street side façades, façades facing a parking area, or façades containing customer entrances.

Roof materials should be chosen with respect for building sustainability and durability. For pitched roofs, in no case should extreme colors or materials be chosen so as to preclude the reinvention of the building as another use at a later date. Standing seam metal, "scalloped" or other dimensional, commercial grade shingle, slate, or simulated slate roofing in neutral colors should be preferred in these applications.



### Windows

No less than 50 percent of the ground floor of a façade of a building containing any customer entrances should be composed of windows and doorways.

Use of single, large pane windows with little or no architectural detail is not as desirable as a series of vertical windows, separated by individual casements and details.

Use of mirrored, reflective or opaque black glass should not be permitted, particularly along a right-of-way façade, or a façade containing any customer entrances, where interaction with the right-of-way or circulation lane environment is a primary purpose for the requirement of substantial window area.

### Entrances

Pedestrian entrance styles should be varied. Entrances should reflect the tenant contained therein and should serve to differentiate one unit from another. Defining architectural characteristics, such as pediments, lintels, surrounds, or columns should be employed in various, but familial combinations to draw



attention and lend importance to customer entrances. The entrances should be focused upon to serve as primary defining characteristics which help minimize the appearance of a single commercial building.

Entrances and pedestrian areas under awnings, or other shelters should be lighted with limited but appropriate fixtures for safety, preferably recessed ceiling-mounted lights or wall sconces.

Doors should be composed primarily of glass; however, doors partially constructed of wood or other decorative materials so as to make the doorway a unique and inviting architectural characteristic of the building should be encouraged.

Signage

Building architectural style often dictates the preferred location for signs. These locations should be used whenever possible. In addition to façade location, other placement concerns should be stressed, including but not limited to,



 The size of signs shall be in proportion to the size allotted for their placement

- Pedestrian scale and oriented signage is encouraged
- Repetitious signage information on the same building frontage should be avoided, regardless of the sign area square footage allowed in the zoning code

Signs should contain only the name of the business and/or its logo. Signs containing any additional advertising should not be encouraged. All sign text should be designed to fit properly within the sign location space. The number of lettering styles that are used on the sign should be limited in order to increase legibility and aesthetic quality.



If sign illumination is necessary, preferred lighting types include:

- External spot or flood lighting from shielded unobtrusive projection light sources
- Back-lit, halo-lit illumination or reverse channel letters with halo illumination

Visible raceways and transformers for individual letters should be discouraged. If raceways, etc., are necessary, they should be as thin and narrow as possible and not extend in width or height beyond the area of the sign's lettering.

Similar to building color, signage colors should primarily consist of neutrals and natural tones, whenever possible.

### **DESIGN VIGNETTES**

The following pages provide some design vignettes for the Lansing Road Sub-Area Plan. The intent of these designs is to illustrate the development potential within the Sub-Area based on the guidelines established herein. It is not intended to outline specific outcomes. PUBLIC SPACES ILLUMINATED BY PEDESTRIAN ORIENTED LIGHTING FIXTURES Building style not Limited to any one ARCHITECTURAL TYPE YET STILL CONSISTENT ACROSS ALL STRUCTURES

> CIRCULATION LANES ADJACENT TO "FRONT" FAÇADES



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DECORATIVE WROUGHT IRON FENCING, MASONRY WALLS, AND PEDESTRIAN PATHWAY TO DEFINE A DELIBERATE OUTDOOR SPACE

Use of architectural details including awnings and cornices

Commercial interplay with adjacent open spaces encourages viable Pedestrian Centered open spaces

PEDESTRIAN AREAS CLEARLY DEFINED UTILIZING SPECIALIZED MATERIALS "Front" and side façades treated equally with regard to building materials, pedestrian orientation, and design



### SIDEWALKS ALONG ALL STREET FRONTAGES

Boulevard entrance with use of Landscape islands and curvilinear TRAFFIC LANES



### Access Management

Access is the ability to enter or leave a public street, roadway or highway from an abutting property or another public street, roadway, or highway. The *Michigan Access Management Guidebook* identifies access management as:

"A set of proven techniques that can help reduce traffic congestion, preserve the flow of traffic, improve traffic safety, prevent crashes, preserve existing road capacity and preserve investment in roads by managing the location, design and type of access to property."

This section of the report summarizes the basic access management techniques and potential actions that should be considered for application within the Lansing Road Sub-Area. These techniques are easily applied in the design of new access ways, but can also be gradually implemented for existing roadway features within the Sub-Area.

### NUMBER OF ACCESS POINTS

The inadequate spacing of driveways and other access points has a negative impact on traffic flow, ease of driving, and crash potential. Therefore, the number of access points from the primary road to a development should be limited to one in most cases. Certain high traffic generating developments, parcels with road frontage widths greater than 500 feet, and parcels fronting more than one street may be given consideration for an additional driveway.

Multiple closely proximate curb-cuts occur, for example, along Lansing Road, just east of the I-69 interchange, specifically in the area of the Old M-71 intersection. Any further development within this area should, therefore, be cognizant to limit the number of new access points. A central, boulevard access point is encouraged for the consolidated development of the available properties located immediately adjacent to Interstate-69.

### **DRIVEWAY SPACING FROM INTERSECTIONS**

Establishing a minimum distance between a driveway and an intersection can decrease the likelihood of crashes and minimize the conflicts between driveway traffic and intersection traffic. Inadequate clearance between driveways and intersections creates many conflict points within too small an area. Driveway to intersection spacing guidelines preserve good traffic operations at intersections, as well as the safety and convenience of access to corner properties. Factors affecting safe distance between the driveway and intersection include the posted speed limit, type of roadways involved, and whether or not the intersection is signalized.

Reasonable driveway/intersection spacing guidelines, provided by the Michigan Department of Transportation (MDOT), for a posted speed of 30-35 mph are 230 feet of distance from a signalized intersection to an adjacent driveway, and 85 feet from an unsignalized intersection to an adjacent driveway. The spacing guidelines for speeds at or greater than 40 mph are 460 feet from a signalized intersection to an adjacent driveway, and 170 feet from an unsignalized intersection to an adjacent driveway.

As the primary intersection for access into the proposed regional commercial site is the Old M-71/Lansing Road intersection, any and all new driveways should follow MDOT requirements.

### DRIVEWAY SPACING FROM OTHER DRIVEWAYS

Establishing minimum spacing between driveways reduces the number of access points that a driver must monitor, thus improving overall traffic flow and safety. Adequate driveway spacing is also important for ensuring safe stopping distances, clear vision and adequate room for acceleration and deceleration. MDOT provides guidelines for driveway spacing based on the speed limit of the road as follows:

Speed Limit (MPH)	Driveway Spacing (Ft.)
25	130
30	185
35	245
40	300
45	350
50+	455

Certainly, for parcels in the Sub-Area with inadequate road frontages, the recommended spacing will be hard to implement, even as sites redevelop. In such cases, shared access points to limit unnecessary driveways should be encouraged

### **RESTRICT DRIVEWAY TURNING MOVEMENTS**

In order to separate conflicting turning movements, driveway movements could be restricted. Use of "right in", "right out" or "left turn only" movements through use of channelizing islands can be effective. This is very beneficial where the use of right in/right out driveways on corner properties can cut down on left turns at intersections. These types of restricted access movements should, therefore, occur at the major gateway point to the larger regional commercial development so as to minimize unwanted traffic interaction.

### IMPROVE DRIVEWAY GEOMETRY

The throat or width of a driveway opening should not be excessively wide or narrow. Driveway openings that are too wide may be a safety concern because they do not encourage controlled flow for entering and exiting vehicles. Throat length should also have enough depth to stack outgoing vehicles, and allow entering vehicles into the site. Finally, all driveways should meet major roads at a 90 degree angle to ensure site visibility for drivers. Old M-71 is the primary source of access for the lots within the Sub-Area Plan. Currently, the roadway bisects Lansing Road at a difficult angle. The ability to realign Old M-71 where it meets Lansing Road may need to be reviewed.

### **ENCOURAGE SHARED ACCESS**

An excellent way to limit access points is to encourage shared access between businesses. Shared access is predicated upon a written easement from all affected property owners, and can be implemented between existing businesses or during the site plan approval process for new development. In the case of a new development adjacent to a vacant property, a future shared access arrangement can be established by the owner through an easement to be provided to future adjacent uses. Consolidated and cohesive development is the goal of the City through this Plan and, therefore, shared access points are highly encouraged.

### DRIVEWAY OFFSETS

Offset design involves driveway alignment on opposite sides of the road. Poor offset distances can create safety problems if vehicles attempt to angle to an opposing driveway across the road. Left-turn lock ups can also occur with improperly offset driveways. According to MDOT, the recommended offset distance between access points on opposite sides of the roadway ranges from 255 feet for a 25 mph speed limit to 750 feet for a 50 mph speed limit. If these offset distances cannot be met, the next most desirable design is to directly align access points thus eliminating the offset distance completely. Due to the length of Old M-71, aligned driveways may be more practical and will lessen potential adverse traffic contacts at major access points for this site.

### INTERNAL CIRCULATION AND ALTERNATIVE ACCESS

Contraction of the second seco

A unified internal circulation network connecting several parking areas could reduce the total number

of driveways needed. Removal of these driveways, with the use of a shared driveway, or alternative access through side streets would reduce conflict points. Internal circulation should be designed for smooth traffic flow and to accommodate appropriate stacking lengths.

As described previously, the unique road geometry offered by Old M-71 presents potential issues for traditional site design. In order to maintain an overall cohesive design aesthetic and provide for comprehensive access management, any and all development to occur within in this area should utilize internal circulation. This transportation method should include both primary routes between individual development sites, as well as between primary and secondary parking areas.

### FRONT AND REAR SERVICE DRIVES

Use of frontage roads, service drives, and rear access drives are an excellent example of the implementation of good access management. The frontage road and rear accesses can serve numerous parcels, eliminate the need for multiple driveways, and offer a safe and efficient means of access. In the case where service drives are desired, but adjacent properties have not yet developed, the site should be designed to accommodate a future service drive through arrangements such as written easements. In the interim, temporary access drives may be permitted for individual properties until the adjacent development occurs and the service drive is complete.

### Mapping


# LIST OF MAPS

MAP 1 - REGIONAL LOCATION

MAP 2 - COMMUNITY CHARACTER AND HISTORIC PROPERTIES

MAP 3 - EXISTING LAND USE

MAP 4 - REGIONAL LAND USE

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MAP 5 - COMMUNITY FACILITIES

MAP 6 - TRANSPORTATION NETWORK

MAP 7 - ROAD CONDITIONS

MAP 8 - ENVIRONMENTAL RESOURCES

MAP 9 - HOUSING STRUCTURAL QUALITY

MAP 10 - POTENTIAL DEVELOPMENT OPPORTUNITIES

MAP 11 - FUTURE LAND USE

MAP 12 - LANSING ROAD SUB-AREA





#### Legend





CITY OF DURAND Master Plan Update





National or State Registered Historic Site Historic Downtown Area



X

Potential Area of Residential Significance

Source: Wade-Trim Field Survey of June 2004 and Michigan State Historic Preservation Office.

Railroads Parcel Lines Major Roads **Rivers and Streams** Municipal Boundary



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#### Agricultural

Single-Family Residential

Multi-Family Residential

Local Commercial

Community Commercial

Regional Commercial



Mixed Use

Office

Source: Wade-Trim Field Survey of June 2004.



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CITY OF DURAND MASTER PLAN UPDATE

Public Quasi-Public Parks

> Railroad Properties Vacant/Open Space

Light Industrial

Heavy Industrial

Railroads
Parcel Lines
Major Roads
Rivers and Streams

Municipal Boundary





Mixed Use

Office Light Industrial Heavy Industrial Public Parks **Railroad Properties** 

Quasi-Public

Vacant/Open Space/R.O.W.

Railroads Parcel Lines State or U.S. Highways **Rivers and Streams** Municipal Boundary

One Mile Buffer from City

Data source: Within line derived from Wade-Trim field survey; outside of line derived from Vernon Township Master Plan.

Source: Wade-Trim Field Survey of June 2004, and Vernon Township Master Plan, 2003.



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Public Facilities
Quasi-Public Facilities
Parks and Recreation Facilities
Water Lines
Sewer Lines
Storm Sewer Lines

Source: Wade-Trim Field Survey of June 2004 and City of Durand.

25251 Northline Rd. Taylor, MI 48180 www.wadetrim.com

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Railroads

Parcel Lines

Major Roads

**Rivers and Streams** 

**Municipal Boundary** 



#### Traffic Signals:

- Stoplight Blinker
- Stoplight Full
- Signalized R.R. without Gate
- Signalized R.R. with Gate
- X Rail Crossing Stop Sign

Source: Wade-Trim field survey of June 2004. Michigan Geographic Roads Framework, Michigan Geographic Data Library, 2003.

 Road Class and Ownership:

 State Trunkline

 County Primary

 County Local

 City Major

 City Minor

Passenger Train Station (Amtrak)
 Railroads
 Parcel Lines
 Rivers and Streams
 Municipal Boundary



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#### Traffic Signals:

- Stoplight Blinker
- Stoplight Full
- Signalized R.R. without Gate
- Signalized R.R. with Gate
- 🔀 🛛 Rail Crossing Stop Sign

Road Conditions:\*

New/Like New

Good

Fair

Poor

Gravel

Abandoned R.O.W.

\*See text for explanation of road condition categories.

Railroads Parcel Lines State or U.S. Highway Rivers and Streams Municipal Boundary

Source: Wade-Trim field survey of June 2004.



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- 10 Foot Contour Lines Lowland Hardwood
- Central Hardwood

Wooded Wetland

Shrub/Scrub Wetland

Houghton-Carlisle-Adrian Soil Association

Conover-Brookston-Parkhill Soil Association

Contaminated Site
 Leaking Underground Storage Tank (LUST) Site
 Railroads
 Parcel Lines
 Major Roads
 Rivers and Streams
 Municipal Boundary

Contour Source: USGS Topographic Maps provided by Michigan Geographic Data Library (MiGDL), 2000. Land Cover: MIRIS Land Use/Land Cover, 1978, updated by 1998 Aerial Photos. Soils: STATSGO Soils Data provided by MiGDL. Contaminated Sites: Michigan Department of Environmental Quality



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#### Percentage of Housing Structures Rated Deteriorating or Substandard by Block:\*



\*See text for definitions of "standard", "deteriorating", and "substandard" structures. Note: A housing structure is defined as a single or multiple family housing structure located independently on a parcel. Source: Wade-Trim field survey of June 2004.



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Zoning Classifications for Vacant Properties





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Single-Family Residential (Dense Lots)

Multi-Family Residential

Mixed Use

Mixed Use - Downtown

**Regional Commercial** 

Community Commercial

Local Commercial

Office

Source: City of Durand/Wade-Trim



Adopted: December, 2005 \taylor\projects\dur6123\01t\gis-data\projects\FLU.mxd Light Industrial

Heavy Industrial

Public/Quasi-Public Technology Research Office (TRO) Mixed Use (Vernon Twp.)

Town Homes (Vernon Twp.)

Public/Quasi-Public (Vernon Twp.) Technology Research Office (TRO) (Vernon Twp.)

Regional Commercial (Vernon Twp.)



Railroads Parcel Lines Major Roads Rivers and Streams Municipal Boundary





#### Lansing Road Sub-Area

Roads

Railroads

**Rivers and Streams** 

Municipal Boundary

Aerial Imagery: 1998 Digital Orthopoto Quads, Michigan Center for Geographic Information



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# Appendix

## DOCUMENTS LIST

- Draft 12/2002: "How to Write a Historic District Study Committee Report" Courtesy of Michigan Department of History, Arts, and Libraries State Historic Preservation Office
- 2. Goals & Objectives Forum Results: Tuesday, February 1, 2005
- 3. Future Land Use Forum Results: Tuesday, April 26, 2005
- 4. Future Land Use Map Evaluation Form
- 5. Local Historic Districts Act (Public Act 169 of 1970) -Courtesy of www.MichiganLegislature.Org

### "How to Write a Historic District Study Committee Report": DRAFT 12/2002

#### PURPOSE OF THE REPORT

The purpose of the historic district study committee report is to establish the legal basis for the creation of a local historic district. Historical data about a proposed district is collected, analyzed, summarized and presented in the report in a clear and concise manner to illustrate the historic significance of a district. The report should justify why a local historic district is being created and establish the boundaries for the district. The report serves as a source of information for a variety of audiences including:

- the historic district commission as it fulfills its duties as the regulatory body for the district
- planners when decisions on development projects are made within the community;
- professional consultants hired to do historic reviews for federally funded projects; and
- teachers and others in the community interested in using the information to create educational programs about a community's heritage.

#### COMPONENTS OF THE REPORT

Section 399.203 of Public Act 169 of 1970 (PA 169), as amended, *Michigan's Local Historic Districts Act*, requires that a historic district study committee report contain, at a minimum, six (6) items: 1) the charge of the committee; 2) the composition of the committee membership; 3) the name of the proposed historic district(s); 4) the written and visual boundaries of the district; 5) the history of the proposed district; 6) the significance of the district that relate to that significance. Over the years, the State Historic Preservation Office has found it appropriate to include additional information in the report and in August 2002, the Michigan Historical Center established criteria that requires the following information to be included in the historic district study committee report: a boundary justification, a list of historic and a list of non-historic resources in the district, photographs of the resources highlighted in the report, the total count of the number of resources in the proposed district and percentage of historic to non-historic resources. Below is an explanation of the type of information it would be helpful to include in each component of the report.

#### CHARGE OF THE COMMITTEE

The local unit of government, through a resolution, must appoint the members of the historic district study committee. In the study committee report, the charge should contain the following information:

- Name of the municipal body that appointed the historic district study committee
- Date the resolution to appoint the historic district study committee was adopted
- A short verbal description of the general geographic area the committee was asked to study

#### COMPOSITION OF COMMITTEE MEMBERSHIP

The name of each study committee member should be listed in the report. Because PA 169 requires that the majority of study committee members have a "demonstrated interest" in historic preservation, it is a good idea to show how committee members fulfill this requirement by listing their historic preservation interests and affiliations. This need not be a lengthy description. For example, the study committee member list could look something like this:

John Doe, member, Elk County Historical Society LeeAnn Pratt, architect, Smith and Wells, Inc. Tom Baker, property owner, Lincoln Heights Historic District Sue Richards, planner, Elk City Eileen Jones, compiled a comprehensive history of Elk City for the city's Centennial celebration Brian Harris, member, Elk County Historic District Commission

Todd Baron, archaeologist, Elk College

#### The Historic District(s) Studied

This is simply the name(s) given to the proposed district(s) that result from the study. For example, "Elk Park Historic District" or the "Adolph Stephenson Farmstead Historic District." District names are typically based on the historic name associated with the property or area.

#### THE BOUNDARIES OF THE PROPOSED DISTRICT(S)

PA 169 requires that the study committee report include both a written boundary description and a visual depiction of the boundary on a map. The purpose of the maps is to enable readers of the report to determine which individual properties in a given area are or are not included in the district. Thus, the maps should be of a level of detail and quality where this can clearly be seen. Sometimes, more than one map may need to be included in the report.

#### Verbal Boundary Description

The verbal boundary description should be a legal description of the district boundary. The description should be written so that federal, state, and city planning agencies or a property owner can clearly identify the district's limits and what properties are included in it. Depending on the size of the district the verbal description of the district could be:

- Legal parcel number
- Block and lot number
- Metes and bounds, or
- Dimensions of a parcel of land, reckoning from a landmark, such as a natural or cultural feature. The description should begin at a fixed reference point and then follow the perimeter of the district, including dimensions and directions.

While parcel numbers can be used, we do not recommend that they be the sole source of identification for the district. Parcels can be merged or eliminated which can cause confusion when trying to identify a district's boundaries in the future. If parcel numbers are used, we recommend also including a metes and bounds description of the district's boundaries.

#### Visual Boundary Description

The visual boundaries of the proposed district should be clearly and boldy drawn on a map so they are easily distinguishable in the original report and on any copies that are made of the map(s). The final map should be of a size and format that will allow it to be bound within the body of the report: 8  $\frac{1}{2}$  by 11 inches for most districts or 11 x 17 inches with 2 vertical folds for larger districts. Each map should include all of the following:

- Name of the proposed district
- Name of the community and county
- Date the map was created
- Key identifying any symbols used on the map
- North arrow
- All streets in the proposed district with their names clearly labeled
- Street addresses for all properties in the proposed district
- Lot Lines
- Footprints or an outline representation (rectangles or squares) of the individual resources surveyed in the proposed district
- The boundary of the proposed district clearly drawn in a bold line on the map.

For larger districts, a series of maps may be required, one that shows the location of the proposed district within the community and others that show smaller areas of the district in more detail. For example, if you are designating a large district that includes 200 residential properties and a park, you would include an overview map of the whole district that shows its location within the larger community; a series of maps each showing a portion of the district and enabling the reader to see street addresses and number, until the entire district has been depicted; and a site map of the park indicating the location of existing historic features, such as paths, fountains, historic plantings, and monuments. For a farmstead, it may be necessary to draw a site plan to indicate where historically significant features such as orchards, farm fields, silos, barns and outbuildings are located in relation to the farmhouse.

#### **BOUNDARY JUSTIFICATION**

The report should include a boundary justification that addresses each directional boundary of the proposed district. Boundaries should be justified by using three guidelines: geographical features, the historic significance of the district, and/or the integrity of the resources in the proposed district. An example:

"The northern district boundary is the Bendy River; the eastern boundary is I-59 which, when it was constructed in 1957, bisected the original plat for the neighborhood; Elm Street was chosen as the southern boundary because it marks a change in housing types from a concentration of early 20<sup>th</sup> century two-story frame houses to the north and a neighborhood of post-World War II brick ranch houses to the south; Green Street was chosen as the western boundary as there is a significant loss of material integrity in the resources beyond this point."

For a single resource property you may simply state something like, "The boundaries are those of the original lot platted in 1882."

#### HISTORY OF THE PROPOSED DISTRICT

The purpose of the history is to place the district and its resource(s) within its historic context at the local, state, and national level, as need be. The historic context is simply a compilation of the significant time periods, the significant people, and the important trends that shaped the development of the proposed district. The history should be based on facts that can be documented through primary and secondary sources. Beware of including oral traditions that have been passed down for generations but that cannot be substantiated. When writing the report, existing resources in the district should be linked directly to the district's historic significance. Here is a shortened example of a history statement for a residential district.

"In the early 1900's Middletown became a center for the development of the early automobile. Travis Jones, who's Jonesmobile became the most popular car in America between 1910 and 1930, built a factory at 915 Washington Boulevard in 1910 (demolished 1977). The construction of the factory resulted in a boom in population for Middletown as workers left the surrounding farms to take advantage of the high wages offered in the Jones factory. To house these workers, the Oakdale neighborhood was constructed by Dorian Blue, a prominent real estate agent in the city. The Oakdale neighborhood is made up of single story, gable front frame houses that line Oak, Elm, Water and Front Streets between Washington Boulevard and the Green River at the southeastern corner of the district. The homes have little ornamentation but are distinguished by their pressed tin roofs. This was the first subdivision developed in Middletown in response to the needs of the rapidly expanding automobile industry.

In addition to the Jones factory, two other car manufacturers built plants in Middletown between 1904 and 1930. The Casey Steam-Powered automobile was only in production for two years (1904-1906) and did not have a big impact on the development of the automobile or the city of Middletown. However, its founder, James Casey, become Vice President of Jones Automobile in 1912 and was responsible for the design of the company's most popular car, the Model B. Casey was also a founding member of the Good Roads Movement in Michigan and worked to develop a paved highway between Middletown and Detroit. While the Casey factory building no longer exists, James Casey's commanding stone Colonial Revival home designed by Grand Rapids architect Samuel Osgood, is located at 12 Addison Street. Addison Street is the stately avenue of estate homes that fronts the Bendy River on the western edge of the district. Casey Park, located in the northeast section of the district was created on land donated to the city of Middletown by James Casey in 1923. Casey hired the nationally known landscape architect, Jens Jensen, to develop the plan for the park."

If individual properties in the district are significant because of a specific architectural style, they should be discussed in terms of similar resources in the proposed district or in the community overall. You do not need to write lengthy descriptions of architectural styles. Instead, provide the distinguishing characteristics of the specific property that shows how it is representative of the style. An example:

"The Ira George House at 15 Lincoln Avenue is an excellent example of the Italianate style. The 2-story structure has a square floor plan and is distinguished by its decorative fulllength front porch, cupola, round arch windows and large, ornamental roof brackets. This high style structure is one of only 6 Italianates found in the district and the only one constructed of brick. "

Do not fall into the trap, as many communities do, of only explaining the significance of the proposed district in terms of its architecture. It is important to include information on the significant people and events that shaped the district as well.

PA 169 states that the report must highlight individual resources within the proposed district. We recommend that you include a representative example of *all* the property types found in the district. For example, if a predominately residential district includes a school, church, park or commercial structure, these resources should be highlighted in the report along with a variety of the residential homes. Be sure that you include representative examples of the property type found in the majority in the district—don't just concentrate on the unique or special properties. For example, if the majority of the homes are bungalows or simple upright and wing homes, include one or more as representative examples in addition to highlighting the high style or more unusual resources—don't just focus on the district's high style architecture.

#### STATEMENT OF SIGNIFICANCE

Each resource needs to be evaluated using the evaluation criteria for the National Register of Historic Places. There are four primary criteria:

Criterion A: Association with Significant Events Criterion B: Association with Significant People Criterion C: Design/Construction Significance Criterion D: Information Potential

In the report, state the criteria that the district meets (it may be more than one) and how it meets the criteria. For example, "The Oakville District is significant under National Register Criterion A for its association with the developing automobile industry; Criterion B for its association with early automobile pioneer and former Michigan Governor John Doe who lived there from 1897 to 1922 and Criterion C as a representative example of late 19<sup>th</sup> century vernacular architecture."

#### **PHOTOGRAPHS**

Remember when taking photographs of resources in the district that you are documenting the way the district looks at the time it was established. This visual record will become a useful tool for the historic district commission when they are reviewing proposed work to a property. They will be able to tell what alterations already existed at the time the district was created. Be sure the resource is unobstructed by trees or cars and that architectural details are clearly visible in the photograph. Photographs should be oblique shots that encompass 2 sides of the building. For multiple resource districts, take at least one photograph of each individual resource. If there are other features on a property that contribute to its historic significance such as a carriage barn, entry gateposts, a historic fence or garden, photographs should be taken of each feature, if possible. Representative streetscape shots should also be taken to show how the resources relate to each other in terms of set back, vegetation, etc. For single resource districts, we recommend documenting all exterior elevations of the building as well as any special or outstanding features.

#### **RESOURCE COUNT AND PERCENTAGE**

Historic resources are typically those that are 50 years of age or older, unless the resource is proven to have exceptional significance. Historic resources must retain their integrity— the physical features that represent the period in which the property was built and/or its period of historic significance. Integrity is determined by looking at seven qualities: location (is the property on its original location), design, setting, materials, workmanship, feeling, and association (with people and events).

Each resource in the proposed district should be evaluated to determine if it is a historic (contributing) or non-historic (non-contributing) resource. To make that determination look at the resource in terms of how it relates to the historic context that was developed, the National Register Criteria for Eligibility and the resource's integrity. PA 169 requires that a percentage of historic to non-historic properties be developed. It is a good idea to include this in the study committee report to show the study committee has met this obligation.

#### LISTS OF HISTORIC AND NON-HISTORIC PROPERTIES

It is recommended that a list of the historic properties by street name and address and a list of the non-historic properties by street name and address in the district be included in the report. This will greatly facilitate the use of the report by the historic district commission, building officials, and local planners. It will also enable residents to know if a particular property qualifies for preservation tax credit incentives.

#### **BIBLIOGRAPHY**

Each report should include a bibliography of the historic resources used to develop the history of the district. The bibliography can be presented in any standard, accepted format such as the *Chicago Manual of Style*.

#### GOALS & OBJECTIVES FORUM RESULTS: TUESDAY, FEBRUARY 1, 2005

#### TEAM 1

#### Theme - Downtown Enhancement

 Recruit unique businesses for downtown and renovation of district (3 Votes)

Theme - New Transportation Ideas (2 Votes)

- Intercity transportation
- Taxis trolleys rail excursions
- Using Durand as hub

Theme - Culture and Entertainment

- Amphitheater
- Radio Station (6 Votes)

#### Theme - Family Oriented

- Organized balanced
- Activities for all ages

#### Theme – Regional Draw

Recreational facilities and entertainment (1 Vote)

Theme – Variety of Housing

- Condos apartments affordable senior housing
- TEAM 2

Theme – Entertainment Build amphitheater

- Theme Industrial Enhancement w/ Technology Park (1 Vote)
- Distribute marketing materials explaining opportunities (1 Vote)

Theme – Parks & Recreation

• Tear down Arthur Lucas and convert to neighborhood park

Theme – Downtown Enhancement (6 Votes)

- Attractive facades, landscaping
- Develop residential stretch of Saginaw Street to connect it to downtown

Theme – Community Involvement

- Information blitz
- Use media as a resource

#### Front Photograph: DURAND, M - A of Timesrow ... Here Today (

Front Photograph:

Wish you were here

as the pictu

Wish you were here: Kiddo - You won't believe how much our home town has changed!! If we'd known all this was happening... we wouldn't have novied away. The Industrial Brie is full & the City is building a new one... for technology. The Parks are beautiful and they building a new arena for our Pro-Hockey team. The schools are rated so high now... can't wait to see you at the class revni of 4 show you

P.S. I'll meet you downtown @ Starbucks!









Theme - Maintaining Rural Identity

#### Schools

TEAM 3

Theme – Renovation

- Tear down eye-sore (ie old mill property)
- Old junior high renovated

Theme – Attracting New Families

• New Housing (9 Votes)

Theme – Job Opportunities (3 Votes)

• Develop Industrial Park

Theme – Transportation Options

- Increased access to expressway and more train routes to/from Durand
- Keep green space and concentrate growth around City

#### TEAM 4

Theme – Balance of Land Uses (1 Vote)

Comprehensive Zoning Plan enforced

Theme – Education

Teachers living in school district

Theme - Diversity of Job Opportunities - New Industry

 Continuing to work with SEDF, purchase more property

Theme – Here to Stay – Sustaining Families (7 Votes)

they have high with their earlythering .

Wish you were here

• More cultural & recreational opportunities

Theme – New Medical Opportunities (1 Vote)

More doctors/clinics (1 Vote)



#### Future Land Use Map

<u>Evaluation Summary</u>				
	Map 1	Map 2	Map 3	Map 4
Votes by Evaluation Sum	7	4	6	

GROUP 1



Map 5

3

3



GROUP 2





GROUP 3

GROUP5



GROUP 4

MASTER PLAN UPDATE

## City of Durand Master Plan -Evaluation of Future Land Use Map Alternatives

SCORE: **3** = Future Land Use Map Meets or Exceeds Criteria

2 = Future Land Use Map Moderately Meets Criteria

1 = Future Land Use Map Does Not Meet Criteria

PLAN CRITERION	SCORE		
Centers of desirable growth (development and redevelopment) are geographically identified.			
Strikes the proper balance between land use classifications to promote balanced growth while still preserving existing City character			
Ensures a mix of residential housing types that are pedestrian-friendly and help to define neighborhoods.			
Offers appropriate locations and ample opportunities for office, commercial and industrial growth to further the economic vitality of the City.			
Allows for the possibility of mix-use developments (concentrations of civic, institutional, commercial and residential activities)			
Provides a pedestrian connection between neighborhoods and public services like schools and parks as well as commercial and downtown areas			
Conveys the desired future growth pattern of the City.			

#### TOTAL SCORE



Bay City, MI 800.322.4500 989.686.3100

Cleveland, OH 216.363.0300

Detroit, MI 313.961.3650

Flint, MI 810.235.2555

Gaylord, MI 800.968.4440 989.732.3584

Grand Rapids, MI 616.363.8181 800.931.9135

Indianapolis, IN 317.829.5881

Livonia, MI 734.432.3100

Pittsburgh, PA 412.454.5566

Tampa, FL 813.882.8366

Taylor, MI 800.482.2864 734.947.9700

Traverse City, MI 800.968.6660 231.947.7400