
City of Au Gres

Master Plan

Adopted by Planning Commission 11/22/15
Adopted by City Council 12/01/15



Master Plan

Update 2015

City of Au Gres

Arenac County, Michigan

Adopted by Planning Commission 11/22/15
Adopted by City Council 12/01/15

This Master Plan represents several months of dedicated work by the elected and appointed officials of the City of Au Gres, staff and consultants. Specifically, the following officials and staff deserve special recognition.

City Council

William Borushko, Mayor
Keith Edmonds, Mayor Pro-Tem
Robert Proulx
Tim Edwards
Joseph Warr

Planning Commission

Tim Kelley, Chairman
Ron Christie
Frans Bouman
Frank Storey
Matt Bussinger
Colleen Rollins
William Borushko, Mayor
LaVern Dittenber

City Manager

John M. Stanley

Planning Consultant



LSL Planning, Inc.

I hereby certify that the City of Au Gres City Council and Planning Commission adopted this Master Plan, in accordance with Section 43 of Michigan Public Act 33 of 2008, as amended. After holding a public hearing on November 22, 2015, the Master Plan was adopted by the Planning Commission.

William Borushko, Mayor

Tim Kelley, Planning Commission Chairman

Date: _____

This 2015 Master Plan Update has utilized the 1999 City of Au Gres Comprehensive Plan prepared by Gove Associates, Inc.



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Chapter 1

Introduction

AUTHORITY TO PREPARE A MASTER PLAN

The City of Au Gres derives its authority to prepare a master plan from the Michigan Planning Enabling Act, Public Act 33 of 2008. Section 33 of the Act states:

A master plan shall address land use and infrastructure issues and may project 20 years or more into the future. A master plan shall show the planning commission's recommendations for the physical development of the planning jurisdiction.

A master plan shall also include those of the following subjects that reasonably can be considered as pertinent to the future development of the planning jurisdiction: agriculture, residences, commerce, industry, recreation, ways and grounds, public buildings, schools, soil conservation, forests, woodlots, open space, wildlife refuges, and other uses and purposes.

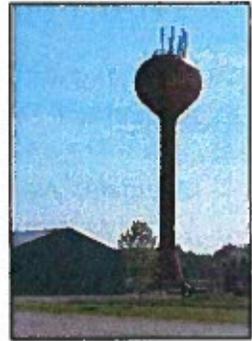
WHAT IS A MASTER PLAN?

The master plan is a document created by the Planning Commission to guide the future growth and development of the community. A sound master plan helps ensure that the City of Au Gres, to be herein referred to as Au Gres or City, remains a highly desirable community in which to live, work, and visit. This can be accomplished by preserving and enhancing the qualities of the community that the residents, businesses, and property owners consider important. The City of Au Gres Master Plan is intended to:

- Present a future land use map that illustrates how the City should develop over time.
- Provide a legal basis for zoning and other regulations for the type, intensity, and timing of development.
- Ensure that as development occurs, the most significant natural features are preserved or enhanced.
- Recommend improvements to the transportation system including traffic management tools to preserve roadway capacity, access management standards, and non-motorized options.
- Address the desires and needs of the residents, businesses, and property owners to preserve and enhance the community and its natural aesthetics.
- Provide a pattern for land use which will provide a sustainable community with a diversified tax base to support the desired facilities and services with reasonable tax rates.

- Provide specific design standards for development and redevelopment throughout the community.
- Coordinate land use recommendations with anticipated land use changes, infrastructure improvements, and surrounding communities.

The City of Au Gres Master Plan identifies and examines a wide range of physical issues including population, housing, land use, transportation, natural features, and community facilities and services. The implications of each are analyzed and translated into a series of goals and policies for the City. This effort culminates in the creation of a master plan, which provides recommendations and implementation strategies for land use, transportation, natural features, and community facilities and services. Because the plan offers a balance between the interest and rights of private property owners with what is best for the future of Au Gres City, this plan should effectively assist City leaders in making substantive, thoughtful decisions for the community.



HOW WILL THE MASTER PLAN BE USED?

The City Council, Planning Commission, Zoning Board of Appeals and the public should continuously strive to ensure effective use of this document and should reference the City of Au Gres Master Plan in order to:

- Understand expectations for the future land use pattern and desired land use types in the community to guide new development and redevelopment.
- Serve as the primary policy guide for local officials considering zoning, land division, capital improvement, and other matters related to land use and development; thus, it provides a stable and consistent basis for decision-making.
- Review development proposals – to confirm the proposal meets the goals and objectives of the City of Au Gres Master Plan.
- Review rezoning requests – to confirm the request is consistent with the City’s criteria to consider rezonings including existing conditions, the Future Land Use Map, the appropriate timing of the change, consistency with the goals and policies of the Master Plan, and potential impacts on the City.
- Provide a basis for amendments to the Zoning Ordinance and Zoning Map - to help realize Plan goals.
- Coordinates public improvements and private development activities to assure the wise and efficient expenditure of public funds.

DIFFERENCES BETWEEN THE MASTER PLAN AND ZONING ORDINANCE

A master plan provides general direction on the city's future development pattern. The plan also provides policies and actions for community leaders to consider. Some of the Master Plan recommendations will be implemented through amendments to the Zoning Ordinance text and map. However, the Master Plan itself does not change the Zoning Ordinance or zoning of any property. Some of the differences between the Master Plan and the Zoning Ordinance are described in Table 1-1.

TABLE 1-1 - MASTER PLAN VS. ZONING ORDINANCE

<i>Master Plan</i>	<i>Zoning Ordinance</i>
<i>Provides general policies; a guide</i>	<i>Provides specific regulations; the law</i>
<i>Describes what should happen over the next 10-20 years, not necessarily the recommended use for today, with updates required every 5 years</i>	<i>Describes what is and what is not allowed today</i>
<i>Adopted under the Michigan Planning Enabling Act (Public Act 33 of 2008), as amended</i>	<i>Adopted under the Michigan Zoning Enabling Act (Public Act 110 of 2006), as amended</i>
<i>Flexible to respond to changing conditions</i>	<i>Fairly rigid, requires formal amendment to change</i>

PLANNING HISTORY

Au Gres City adopted its first master land use plan in 1990. Since adoption of its initial plan, Au Gres City has experienced moderate residential growth. Minor updates in 1999 and 2006 were therefore done. In the coming years, Au Gres City is likely to continue to experience moderate residential growth pressure which could impact local land use activities and the community's small-town character. For these reasons, Au Gres City has undertaken this revision of its Master Plan. Note that the 1999 City of Au Gres Comprehensive Plan prepared by Gove Associates Inc. was used as the base for this 2010 Master Plan update.

FORMAT OF THE PLAN

This Master Plan includes analysis of the following major topics:

- Land Use
- Transportation
- Natural Features
- Community Facilities and Services

Each topic is discussed in individual chapters that begin with an introduction, a discussion of the existing conditions, followed by a summary of key determining factors that influenced the vision and policies for those areas. These include factors determined through generally accepted planning practice. Each chapter then provides broad goal statements that the City hopes to achieve in the next ten to twenty years. The Master Plan is not useful if it does not provide the proper tools and methodology for implementation. Therefore, each chapter outlines specific recommendations and tools for implementation to assist the City in achieving its desired goals. The implementation tables guide local regulators and policy makers toward specific actions that should be taken. They are categorized and prioritized to indicate which actions should be taken in the short-term, which are appropriate for long-term planning, and those that should be continuously pursued.

Chapters
▪ Introduction
▪ Physical Features
▪ Social Features
▪ Community Facilities
▪ Goals and Objectives
▪ Existing Land Use
▪ Future Land Use

WHEN WILL THE MASTER PLAN BE UPDATED AGAIN?

According to Michigan Law, Master Plans must be updated every five years. Amendments can be made on a regular basis as changing conditions dictate. The Future Land Use Plan, which is part of this Master Plan, may be updated more regularly as requests are made for changes in zoning designation. The correct way to deal with a request for such a change is to first examine the future land use designation to see if it matches the requested zoning classification. If it does not, then the Planning Commission should first consider whether conditions or circumstances have changed since the Master Plan was updated that dictate an amendment to the Future Land Use Plan. If conditions have not changed, then the request for a Master Plan amendment should be denied. Likewise, the request for a rezoning (amendment to the Zoning Map) should also be denied. All zoning actions should be based upon the direction of the Master Plan.

Chapter 2

Physical Features

LOCATION

The City of Au Gres is located on flat, relatively open land, in the southeastern portion of Arenac County, on the eastern shore of Michigan's Lower Peninsula. Situated at the mouth of the Au Gres River on the Saginaw Bay (Lake Huron), the development of Au Gres has been influenced by both river and lake. Au Gres is situated on the eastern edge of Au Gres Township adjacent to Sims Township; Turner Township is to the north of Au Gres Township which forms the west boundary; and the Saginaw Bay forms the southern boundary of Au Gres City and Township.

Au Gres is located along US 23, a major north/south transportation route on the eastern side of the Lower Peninsula. The City has a navigable river which provides residents with a number of recreational opportunities as well as safe refuge for boaters on Saginaw Bay and Lake Huron.

The Au Gres Land Use Plan consists of an inventory of human and natural resources within the City of Au Gres, and analysis of those resources in relationship to their impact upon the use of land, and a determination of the highest and best uses of the land within the City in formation of a Future Land Use Plan. Among other things, the Plan will provide a basis for the development of the City, acting as a guide for future development.

NATURAL FEATURES

The air, land, and water resources within the City of Au Gres define the base upon which all man-made activities can occur. The composition of local soils, the predominate vegetation, and the quality and expanse of both surface and groundwater all determine the ability of the City to sustain development. These factors also impact the type and location of development. The following describe these natural elements.

Vegetation - The vegetation of Au Gres varies from open farmland to areas of hardwood trees and emergent vegetation consistent with the presence of wetlands. Much of the land within Au Gres is open, although areas of hardwood trees, shrubs, persistent and emergent mosses and lichens are present. The majority of the wooded property is located in the northern and western portion of the City, with the southern portion of the City covered with emergent plant species typically found in wetlands.



Wetlands/Water Resources - Au Gres is located on the banks of the Au Gres River and along the shore of the Saginaw Bay. The City has about 62.14 acres of water body within its boundaries. The Au Gres River makes up approximately 42.6 acres of Au Gres' total area. Au Gres' location on Saginaw Bay allows for more than 3,800 feet of coastline within the City limits, thus providing the City with an ample supply of fresh water. In addition to the open bodies of water, wetlands occupy a large portion of the City.



Wetlands, as defined by the National Wetlands inventory, are found throughout the City and the area surrounding the City. Within the City there are approximately 280 acres of wetlands, with high concentrations primarily in the southern portion of the City near the mouth of the Au Gres River. Areas northwest and southeast of the City limits also have large tracts of land classified as wetlands. Properties containing wetlands often have development constraints and cannot be approved for construction or development in any form without specific permission of both the Michigan Department of Natural Resources and Environment and the City of Au Gres.

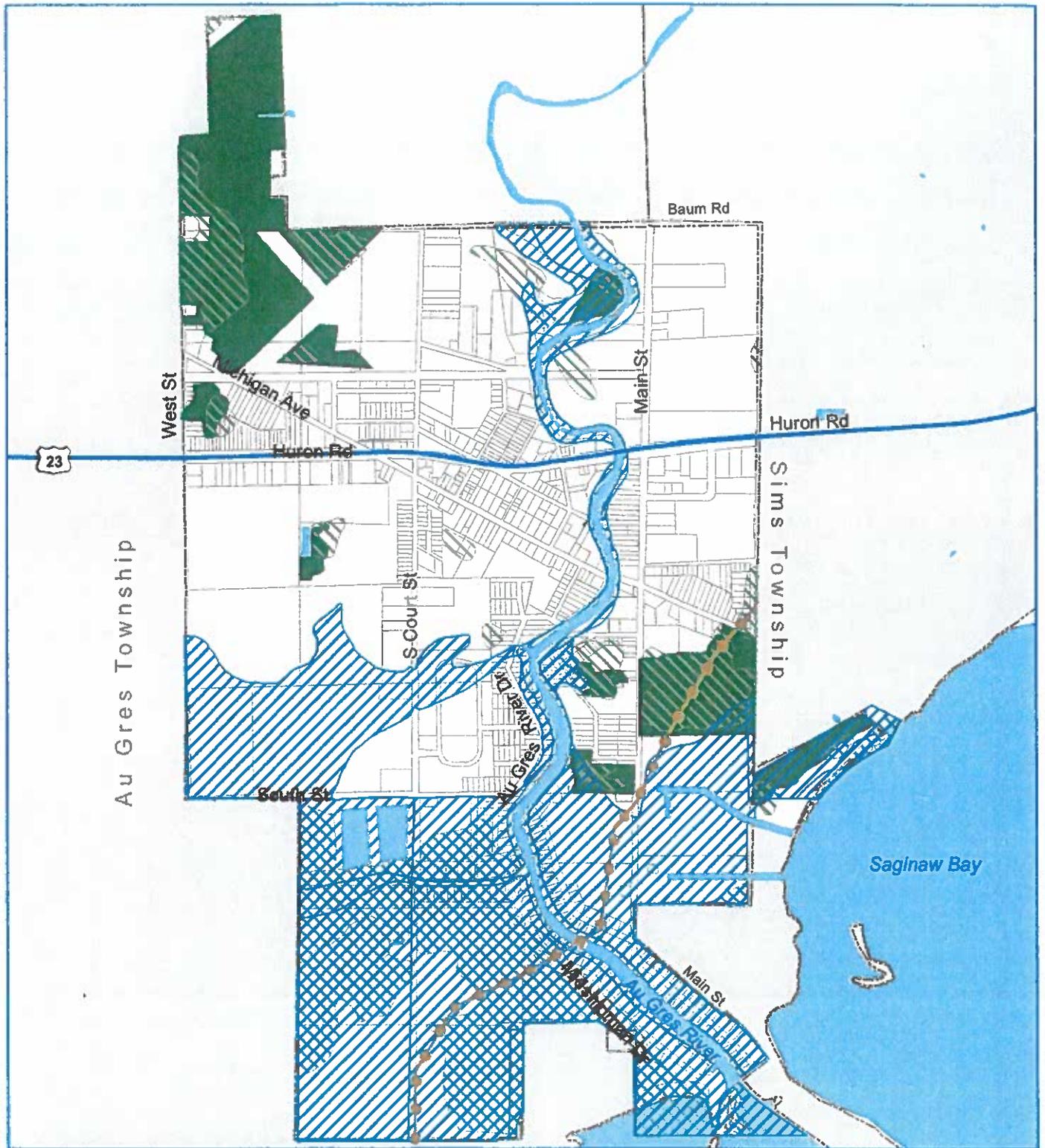
SOILS

Soils are the building blocks that define the types of activities that can be sustained on the land. Soils determine the type of vegetation and drainage that occur naturally. They also delineate the types of crops that can be planted and location and density of buildings, roads, and other man-made structures. Soil classifications (made up of a mixture of basic soil types) have been identified and mapped by the U.S. Department of Agriculture, Soil Conservation Service in the Soil Survey of Arenac County, Michigan. There are several different soils which have been identified and classification including limitations for development, recreation and agriculture. The majority of the soil types are part of the Wisner-Sims Association, which are level or nearly level, poorly drained and very poorly drained soils formed from clay loam.

FLOOD PLAIN

Another limitation to development in the City of Au Gres is the 100-hundred year flood plain. The flood plain occupies 698 acres of land along the Au Gres River and surrounding low lying areas. The flood plain designates areas susceptible to flooding.

The one-hundred year designation means that during any particular year there is a 1 in 100 chance of floods occurring. Commercial, industrial, or residential buildings that are not suitable for open space conservation, recreation or other low impact uses should not occur within the flood plain. While the flood plain is the area designated as susceptible to flooding as a specific elevation, the floodway is that part to the flood plain that contains an active current. That is, it is the watercourse, or the river itself, under high water conditions.



Natural Features

City of Au Gres, MI Master Plan

-  100-Year Floodplain
-  Wetlands
-  Woodlands
-  Coastal Zone Boundary
-  Waterbodies



Adopted 11-22-10
Sources: City of Au Gres, MCGI, ESRI





Chapter 3

Social Features

INTRODUCTION

People are a community's most valuable asset. They are the factor allowing the City to function as a complete unit. This section of the Master Plan provides information about the population, housing, social and employment characteristics of the City of Au Gres. By examining these factors for the City, a clear demographic profile will emerge. Understanding these conditions provides both a valuable insight into potential future conditions and a basis for projecting future needs in housing and land development.

POPULATION TRENDS

The U.S. Census reported that the City of Au Gres was home to 889 people in 2010, representing a 14% decrease from 2000. The City of Au Gres' population increased from 1970 to 2000 before seeing the decrease. The City population has decreased at a larger rate than Au Gres Township's; along with dipping below Arenac County's rate of growth. The City of Au Gres' population increased by 52% from 1970 to 2010, while Au Gres Township's population increased by 46%, and Sims Township increased by 232%.

TABLE 3-1 – HISTORIC POPULATION TRENDS

	1970	1980	1990	2000	2010	% Change 1970 - 2010
City of Au Gres	584	761	838	1,028	889	52%
Au Gres Township	652	911	1,007	1,007	953	46%
Sims Township	330	702	836	1,091	1,095	232%
Arenac County	11,149	14,752	14,906	17,269	15,899	43%

Source: U.S. Census Bureau

The population of the City of Au Gres has also been aging. The percentage of City residents 65 years of age and older increased from 12.5 % in 1970 to 21% in 2000 to 25% in 2010.

HOUSEHOLD COMPOSITION

The number and type of households within the City influence its social and economic dynamics, and consequently impact the quantity and character of land development. Households are the standard unit of measurement for evaluating and projecting the number of housing units and community facility and service needs.

The household composition depends upon the number of people living within a residence, as well as the relationship between them. A household may consist of a married couple with or without children, a single parent with children, two or more unrelated people living in a dwelling and sharing household responsibilities, or a person living alone.

The numbers of households have been increasing in the City of Au Gres. Table 3-2 illustrates the vast majority of the City's population living in households. The table also shows that the relative proportions of family households to non-family households have been shifting slightly towards increases in non-family households, a trend seen in many communities during this time.

TABLE 3-2 - HOUSEHOLD DISTRIBUTION

	2000		2010	
	#	%	#	%
Total Households	468	100%	435	100%
Family Households	285	61%	233	54%
Non-Family Households	183	39%	202	46%
Persons Per Households	2.15		2.00	

Source: 2000 and 2010 U.S. Census Bureau

HOUSING OCCUPANCY

Between 1990 and 2000, the housing stock in the City of Au Gres increased by 92 units. This represents a 14.3 percent increase in the housing stock. The 2000 Census reported that 41 percent of the total housing stock in the City of Au Gres was occupied year-round by the homeowner. This is slightly up from 1990 with 39 percent. The proportion of both the housing stock occupied by renters increased slightly from 19 to 23 percent and the homes occupied seasonally or not at all, decreased from 41 to 36 percent.

TABLE 3-3 – HOUSING UNITS 1990-2000

	2000	% of Total	2010	% of Total	% Change 1990-2000
Year Round Owner-Occupied Units	299	41%	274	46%	-8%
Year Round Renter-Occupied Units	169	23%	161	27%	-4.7%
Vacant or Seasonal Units	265	36%	163	27%	-38.5%
Total Units	733	100%	598	100%	-18.4%

Source: 2000 and 2010 U.S. Census Bureau

HOUSING VALUE

The median value of housing is a good indicator of housing quality, as well as housing demand. In both the City and the County, housing values have increased significantly. Between 2000 and 2010, the median value of owner-occupied houses increased in both the City of Au Gres and across Arenac County increased. For the City of Au Gres and Arenac County, increases in housing value between 2000 and 2010 were 39 and 16 percent respectively.

TABLE 3-4 – MEDIAN HOUSING VALUE

	2000	2010	% Change
City of Au Gres	\$83,200	\$115,800	39%
Arenac County	\$77,700	\$90,200	16%

Source: 2000 and 2010 U.S. Census Bureau

Median contract rent is another indicator of the quality of housing, although it is also dependent upon the availability of supply and the extent of local demand for rental units. Table 3-5 depicts the median contract rents paid to landlords in the City of Au Gres and Arenac County in 2000 and 2010.

TABLE 3-5 – MEDIAN CONTRACT RENT

	2000	2010	% Change
City of Au Gres	\$298	\$306	2.7%
Arenac County	\$317	\$492	55%

Source: 2000 and 2010 U.S. Census Bureau

The median contract rent for the City of Au Gres and Arenac County did not follow the same pattern as the increasing housing values did between 2000 and 2010. The economic recession

that occurred in the latter part of last decade into the early part of this one, shifted some of the emphasis on renting due to the stronger restriction on acquiring financing, which dropped home ownership. Countywide numbers showed a large increase in contract rent paid which is indicative to the rise in rental demand.

HOUSING AGE

Another important indicator of the quality of a community's housing stock is its age. Newer housing units reflect the relative growth and vitality of the community and some older units, however, may have special historic or cultural significance.

The City has a relatively newer housing stock than the County in general. About 50 percent of the City's housing stock has been constructed since 1970. The 1970s and 1980s saw substantial residential building activity in the City. There was a drastic reduction in new construction in the last 10 years due to the recession in the latter part of the last decade. In effect, Au Gres' housing stock is in good condition, as most units were built under adopted building codes.

TABLE 3-6 – HOUSING UNITS BUILT BY TIME PERIOD

	City of Au Gres		Arenac County	
	Housing Units Built	% of Total Units	Housing Units Built	% of Total Units
2005 and later	4	.006	153	1.5
2000 to 2004	36	1.1	601	6.0
1990 to 1999	76	11.9	1532	15.5
1980 to 1989	184	28.9	1385	14.0
1970 to 1979	144	22.6	2,258	22.9
1960 to 1969	75	11.9	950	9.6
1940 to 1959	106	16.7	1,635	16.6
1939 or earlier	10	1.6	1,357	13.7
Total Housing Units	635	100	9,871	100

Source: 2010 U.S. Census Bureau; data is based on sample 2010 U.S. Census Bureau data



POPULATION IN LABOR FORCE

According to the 2010 Census, the City of Au Gres had a total of 799 persons age 16 and older. Of this population, a total of 426 or 51 percent were in the labor force. The City had an unemployment rate of 2 percent which was below Arenac County's unemployment of 6.6 percent.

TABLE 3-7 – POPULATION IN LABOR FORCE

Employment Status in 2000	#	%
Population 16 and older	799	100.0%
In Labor Force	394	49%
Employed	378	47%
Unemployed	16	2%
Not in labor force	405	51%

Source: 2010 U.S. Census Bureau

INCOME

Household income is an important measure of the economic well being of the City of Au Gres. Households are the basic social unit of any community, so the amount of income these households earn determines, to a degree, the quality and quantity of retail goods and services purchased both within the City and the greater market area.

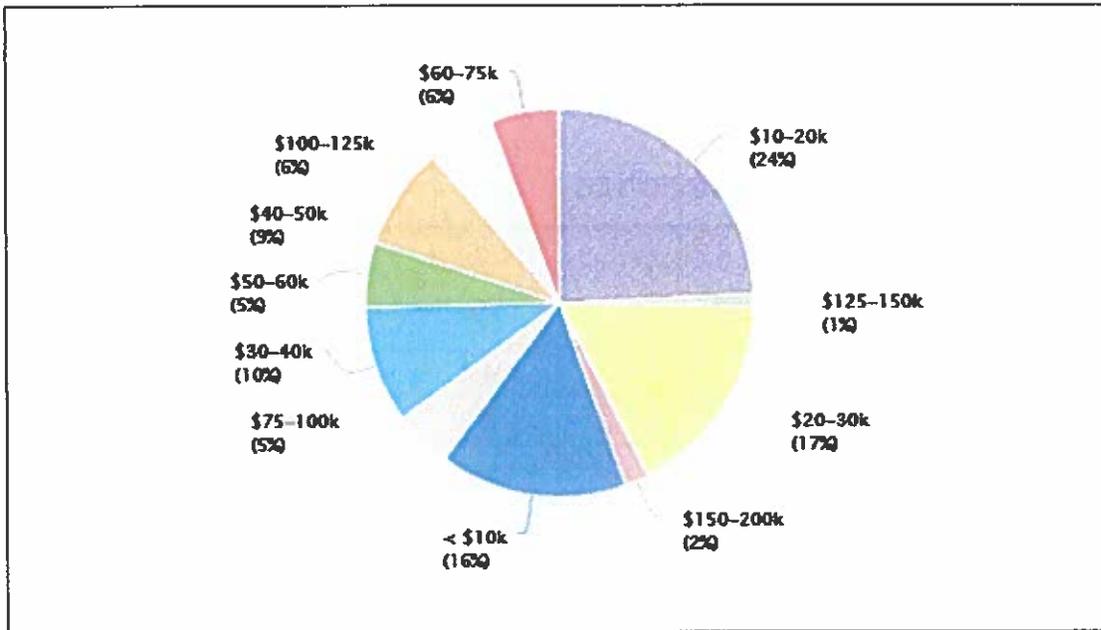
Table 3-8 shows that the median household income in the City of Au Gres in 2010 was lower than that of the County, and decreased from 2000 by 14.6%. This can again be attributed to the loss of population and job creation due to the recession of 2008-2013. The household income in Arenac County increased by 11.2 percent during that period.

TABLE 3-8 – MEDIAN HOUSEHOLD INCOME 2000-2010

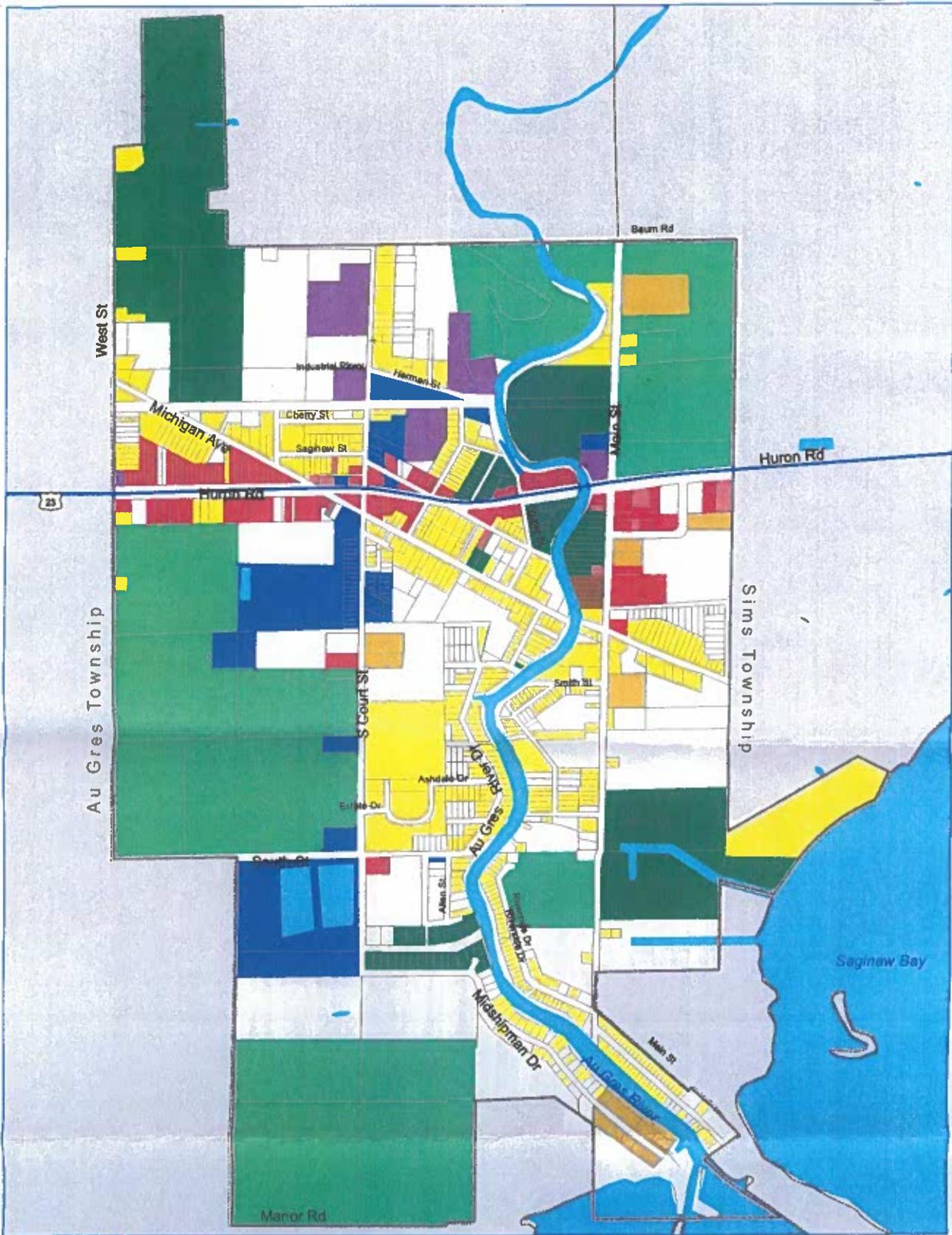
	2000	2010	% Change
Arenac County	\$32,805	\$36,689	11.2%
Au Gres	\$24,511	\$20,924	-14.6%

Source: 2000 and 2010 U.S. Census Bureau

TABLE 3-9 – INCOME DISTRIBUTION 2013



Source: City-Data.com



Generalized Existing Land Use

City of Au Gres, MI Master Plan

- Single-Family Residential
- Industrial
- Multiple-Family Residential
- Public/Quasi-Public
- Manufactured Home Park
- Recreation/Conservation
- Office
- Agricultural
- Commercial
- Vacant
- Waterbodies

This map represents a snapshot of Generalized Land Use in 2010, based on data from previous existing land use maps, aerial photography, and field review. Land uses shown generally follow the land area where a particular use is taking place within a parcel. See the plan text for more details.
 Sources: City of Au Gres, MCGI, LSL Planning

Adopted 11-22-10
 0 0.125 0.25 0.5
 Miles



Chapter 4

Community Facilities

PUBLIC UTILITIES AND FACILITIES

The City is served with a virtually unlimited water supply from Lake Huron via the Saginaw-Midland Municipal Water Supply Corporation pumping station. Parts of the City are without sanitary sewer facilities. Engineering plans have been prepared to permit the construction of sanitary and storm sewers for all areas of the City of Au Gres. This will permit all areas of the City to be developed.

Electricity and gas in Au Gres is served by Consumers Energy. No other utility companies provide those services in the City.

PARKS AND RECREATION

As a community on the shore of Lake Huron, the lake offers many recreation opportunities. For boating facilities on Lake Huron, a large number of docking slips are located in the City's nearby marina locations. The lakeshore offers spectacular views, and the opportunity to participate in water sports. Great fishing is also found in Lake Huron, as well as in the nearby trout streams. Two golf courses opened near the City between 1989 and 1993. Ample hunting opportunities are also found nearby.

Arenac County Historical Museum The Arenac County Historical Museum, 304 E. Michigan Avenue, began its existence in Au Gres in 1984 in the former Au Gres United Methodist Church. It is located on historic Michigan Avenue in downtown Au Gres. The museum has many historical documents of Arenac County, donated by many of its members. New and interesting exhibits are mounted each month, such as rural schoolroom, bedroom and parlor settings, pioneer kitchen, a barber shop country store, lumbering artifacts and commercial fishing equipment. Programs are held throughout the summer and fall months. The museum is open Saturdays and Sundays.

Au Gres City Park and Campground Also known as Riverfront Park, this site is a 23.0 acre park and campground located along the Au Gres River off of Park Street north of US 23. One hundred and nineteen (119) campsites, a children's play area, a boat launch, shower facilities, fishing access, kayak rentals, firewood for purchase, two tennis and two basketball courts, a quarter-mile walking trail with connection to downtown via a pedestrian bridge, and restrooms are located at the site. Ball fields, horseshoe courts, sand volleyball, and open space for multiple uses including a City pavilion and picnic facilities are also located on the northern portion of the park.

Au Gres Industrial Park. The Au Gres Industrial Park is part of a 140-acre site on N. Court Street that previously was the Au Gres Airport. Now owned by the City, the Industrial Park is the

location of a disc golf course with several holes that has seen a rise in use and publicity over the last few years.

Au Gres Kinder Platz Park/Chapel in the Park The Kinder Platz Park is located on historic Michigan Avenue across from the Arenac County Historical Museum. The half-acre park area contains play equipment, site furnishings, grills, picnic tables and lighted walkway to the picturesque Chapel, which is utilized for weddings and other events. The Chapel was a former historic German church that was moved from its location approximately 5 miles away.



Au Gres Bike Path This non-motorized path begins in Au Gres City Park and travels across the pedestrian bridge across the Au Gres River to the Au Gres Community Library and downtown Au Gres. The path also travels south along Main Street to the mouth of the Au Gres River, ending at the Au Gres Boating Access site. The length of this path is approximately 3 miles and is perfect for the walker or biker. It is lighted along the perimeter with site furnishings and trees.

Au Gres River Mouth Boat Launch Site This is a DNR state-owned launch managed by the City of Au Gres and associated with the Harbor of Refuge. It is located at the mouth of the Au Gres River in Sims Township, with docks, a 300-space parking area, restrooms, and a walkway to the end of the break wall. The facility is lighted and can launch eight boats at a time.

Au Gres Harbor of Refuge A 4.3 acre, State-owned marina with 35 boat slips that is set to be transferred to the City of Au Gres. This site has restrooms, showers, parking and greenspace.

Au Gres-Sims School Complex The public school's recreation facilities include football and soccer fields, baseball diamonds, basketball courts, gymnasiums, a running track and play equipment on the 19.2-acre school grounds.

Au Gres Yacht Club This yacht club is located near the end of Midshipman Drive and contains approximately 300 boat slips on the Au Gres River. Most of those are "dock-ominiums", owned by seasonal boaters, with an average occupancy rate of approximately 80 percent. In addition, the club includes a marine store which dispenses gas and diesel and contains party supplies, and a swimming pool and clubhouse for association members.

Bayside Condo Marina This use is located on the Au Gres River south of the Au Gres Yacht Club, this marina contains 38 boat slips and one bathhouse.

Harbortown Marina This marina is located on Main Street near US 23. The marina contains 77 boat slips, a community room, picnic area, restroom, swimming pool, and showers.

Huron Breeze Marina This marina is located on the Au Gres River just north of Sager Creek Marina. Huron Breeze contains 31 boat slips and a bathhouse is currently under construction.



Sager Creek Marina This marina is located just north of Midshipman Drive. This facility is also a boat condominium, containing 84 slips along with a bathhouse.

Sleepy Oaks This is a 293-site RV condominium and campground located off Main Street between the Au Gres River and Saginaw Bay. The site has boat access to the bay and also contains a bathhouse, pool, and community center.

Private Facilities Three (3) multi-family developments provide recreation facilities to their residents. Other private facilities that are open to the general public that include a campground, two marinas, and two motels, one with a conference room and one with an indoor pool, and video store.

INDUSTRIAL PARKS

The City of Au Gres has one industrial park located west of N. Court Street. The Au Gres Industrial Park consists of 52 acres with 10 parcels that are ready for immediate development. Thirty-three (33) acres are undeveloped. There are 5 occupants located in the Au Gres Industrial Park.

MEDICAL SERVICES

The primary hospitals serving the medial needs of Au Gres residents are Standish Community Hospital in the City of Standish, and Tawas Saint Joseph Hospital in Tawas City. Ambulance service for Au Gres is provided by Mobile Medical Response. Headquartered in Saginaw, an ambulance is stationed in Au Gres for emergencies. Critical cases are taken to Standish Community Hospital. In 2014, McLaren Bay Region placed a Family Medicine Clinic in the City of Au Gres. Tawas St. Joseph Hospital also has a clinic still in the area. The City of Au Gres also has two physical therapy clinics.

POLICE AND FIRE PROTECTION

The Au Gres-Sims Whitney Fire Department has two station locations including one in the City of Au Gres on North Court Street and Herman Street. The second location is in Whitney Township on US 23 approximately 2 miles south of the Arenac County line. The city location

allows for easy access to both sides of the Au Gres River, providing sufficient fire protection to the Au Gres area. The department has 30 volunteer fire fighters. The City's ISO fire ranking is a Class 6. Fire Department equipment consists of 2000 Pierce 3000-gallon pumper tanker; 2003 Pierce 750-gallon pumper rescue truck with jaws; 2002 and 2004 Brush trucks; 2004 John Deere Gator Brush Rig; 2000 Freightliner 4000-gallon tanker; and 2010 Pierce pumper tanker, 3000 gallons, with 1250 GPM pump.

Police protection is provided by the City of Au Gres Police Department which employs one full-time Chief of Police. The Arenac County Sheriff's Department, located in Standish, and the Michigan State Police Post in East Tawas also patrol and provide assistance to Au Gres in the event additional assistance is needed.

SCHOOLS

The City of Au Gres is served by Au Gres-Sims School District. Total enrollment in the district was approximately 408 students during the 2014-2015 school year. The district has two schools including the high school/middle school and elementary school, which are both located in the City of Au Gres on South Court Street. In 2015, the school district employed 25 teachers. The student/teacher ratio during the 2014-15 school year was approximately 1 teacher per 16 students. There have been many changes to the school district in the last four years. These changes include the addition of The Academy, which offers education and graduation opportunities to alternative learning students, an innovative 1:1 offering of Google Chrome Books to grades 6-12, the under construction renovation of the old high school library into a cyber café that will extend into the old woodshop area.

LIBRARY

The City constructed the new Au Gres Community Library in 2004. The library is a major community resource providing book and media loans, intra-library book and media loans, internet service and meeting facilities. The Au Gres Community Library is part of the Iosco-Arenac District Library that also includes East Tawas Library, Omer Library, Oscoda's Robert J. Parks Library, Plainfield Township Library, Mary Johnston Memorial Library in Standish, Tawas City Library, and Whittemore Library in East Tawas.



TRANSPORTATION

Over 10 miles of State and local streets provides access to homes, businesses, and institutions in the City of Au Gres. US 23 traverses the City as the major east-west route fed by three main north-south streets including West, Court, and Main Streets. This transportation network should meet the needs of various travelers including motorists, trucks, emergency vehicles, bicyclists, and pedestrians. This section reviews recommendations to improve traffic flow and safety for all such users.

The Michigan Department of Transportation (MDOT) classifies streets according to the National Functional Classification (NFC). Street classes are generally designated based on a number of factors such as daily and peak-hour traffic volume, capacity, location in relation to other streets, and the primary traffic served (through or local). The hierarchy recognizes that certain streets are intended to accommodate through traffic at higher speeds and volumes while others are intended to handle local traffic in smaller volumes and at lower speeds. AuGres's streets are classified by MDOT into three primary categories: Principal Arterial (US 23), Major Collectors, and Local Streets.

US 23 The City of Au Gres is traversed by US 23, a key north/south highway (Principal Arterial) which begins at the Ohio/Michigan line and runs north to Standish as an expressway. From there, it follows the Lake Huron shoreline northward through Au Gres and other east coast communities to the Mackinaw Bridge. This highway provides easy access for visitors and links Au Gres residents with other parts of the State. In 2004, MDOT designated US 23 north of Standish to Mackinaw City as a Recreational Heritage Route and named it the "Sunrise Side Coastal Highway," which is aimed at improving access to improvement grants and boosting tourism along the corridor. Along US 23, commercial uses have spawned a large number of driveways where each business has as many as two or three individual driveways, increasing the potential for crashes and congestion.

The Michigan Department of Transportation (MDOT) conducts average daily traffic counts (ADT) on US 23 generally every year. An examination of historic and current MDOT data shows that between 1997 and 2008, traffic along US 23, east and west of the City of Au Gres, has decreased by approximately 20%, likely due to changing traffic patterns, employment, and land use development, and amplified by the recent economic downturn.

For many years, the City has discussed the installation of a traffic signal at the intersection of US 23 and Main Street. This will provide gaps in traffic that will improve access from side streets as well as allow for better pedestrian and cyclist crossings. In the past, MDOT studies have determined that their criteria for signal installation were not met. Traffic volumes in the 3- to 4-month summer period may warrant a signal if it can be designed to not negatively impact the traffic flow along US 23 during the non-summer periods. Current vehicle and pedestrian activated signal technology may make signal installation more feasible than in the past. The City should therefore request periodic intersection traffic monitoring by MDOT to determine if "warrants" are met.

In addition to a possible traffic signal, more extensive changes to US 23 should be studied to make the road more inviting for pedestrians and bicyclists, and better complement the small-town character of the City. Alternatives to be considered include narrowing US 23 from 5 lanes to 2 or 3 lanes, installation of a median, and curb bump-outs at select intersections. Traffic flow and safety for all users can also be improved by better access management as discussed below.

TABLE 4-1 – AVERAGE DAILY TRAFFIC COUNTS FOR PORTIONS OF US 23 NEAR THE CITY OF AU GRES, 1997 - 2009

Segment	Average Daily Traffic (ADT)			Percent Change
	2004	2009	2014	
West of the City of Au Gres	7,200	6,200	6,200	0 %
East of City of Au Gres to Tawas City	6,100	5,200	5,200	0 %

Source: MDOT Statewide ADT Maps

Remaining City Street System Other than the MDOT Principal Arterial (US 23), the remaining streets are classified as Major Collector or Local Streets. These City streets provide access to the land uses in the City and connect Au Gres to other communities in Arenac County:

- Court Street runs north and south and is considered a Major Collector road (north of US-23), connecting the City of Au Gres to other County roads and population centers such as Villages of Turner, Twining, National City in northern Arenac County and Iosco County to the north. Court Street south of US-23 is a Major Street, connecting to Pt. Au Gres.
- West (or Santiago Street) is on the west edge of the City. It is a Major Collector south of US-23, connecting Au Gres to Point Au Gres, and a Local Street running north to other County roads.
- Main Street is a main City Major Street running north and south within the City limits, connecting to City/State Boating Access Site at the mouth of Au Gres River/Saginaw Bay.
- Michigan Avenue is a medium duty street connecting the City of Au Gres to US 23 to the west, and to the Lake Huron shore to the south and east.

The remaining Local Streets in the City provide access to areas within the City including residential neighborhoods. They are low-speed, low-volume and light duty streets. In 2015, South Street running East to West from Court Street to Santiago Road, that adjoins The City of Au Gres to Au Gres Township was paved with asphalt. This was a joint effort with Au Gres Township that was funded in major part to the Saginaw Chippewa Indian Tribe 2% Fund Grants.

Road funding is determined by MDOT under Act 51 of 1951, which designates the ownership and priority of streets. The Transportation Map illustrates the current street system certifications for streets in and around AuGres.

Access Management Along US 23, commercial development has led to a proliferation of driveways (access points), with unconnected parking areas and multiple drives per business, increasing the potential for crashes and congestion through Au Gres. One cost-effective method for improving the corridor is access management, which is a set of techniques used to

The Generalized Existing Land Use Map is a snapshot of the areas of land use in the City in Spring/Summer 2010. The purpose of this map is to provide a foundation for the Future Land Use Map. When the existing and future land uses are compared, the locations where redevelopment or new development is planned are identified. The spatial data is a combination of classifications from the previous plan's existing land use map, review of land use and land cover on recent aerial photography and field checking by the Planning Commission and City Staff. The land use areas on the map illustrate the land area where a particular use is taking place. For example, for smaller or completely developed properties, the areas generally follow parcel boundaries. For larger parcels, the general area developed is illustrated with the remainder shown agricultural or vacant. For example, for a 40 acre parcel with a single home, most of the parcel that is "available" for future development may be shown as vacant.

The City of Au Gres currently occupies a total land area of approximately 1,470 acres or 2.3 square miles, of which approximately 579 acres or 39 percent of the City is developed in some form. The remaining land is occupied by road rights-of-way, wetlands, agricultural land, the Au Gres River, and vacant undeveloped land. Table 6-1 shows the distribution of individual land uses within the City of Au Gres. Much of the undeveloped vacant land in the southwestern portion of the City is located in the 100-year floodplain and unsuitable for development due to the presence of wetlands and floodplain development restrictions.

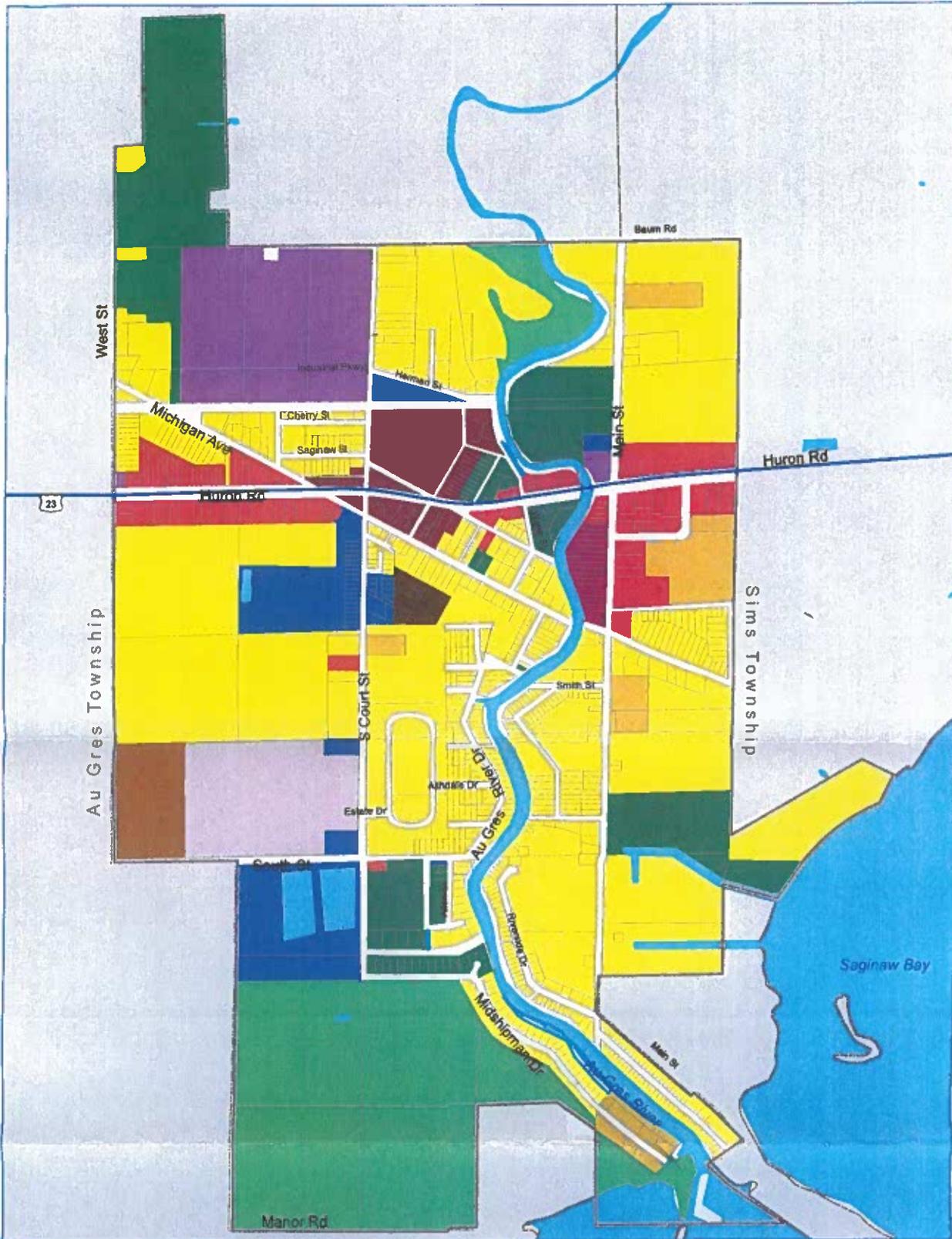
The majority of residential development in the City is along Michigan Avenue and the Au Gres River. Residential use is predominately single-family residential development which comprises approximately 204 acres or 14 percent of the total land area of the City. Au Gres has some multiple-family residential development and a manufactured home park; and these two uses combined make up a small fraction of the total area, with 28.6 acres or 2 percent of the total area of the City.

TABLE 6-1 - EXISTING LAND USE FOR THE CITY OF AU GRES

	Acres	Percent of Total Area
Single-Family Residential	203.7	13.9%
Multiple-Family Residential	26.11	1.8%
Manufactured Home Park	2.5	0.2%
Commercial	45.39	3.1%
Office	4.56	0.3%
Industrial	27.5	1.9%
Recreation/Conservation	185.63	12.6%
Public/Quasi-Public	83.88	5.7%
Total Developed Area	579.27	39.40%
Agriculture	392.07	26.7%
Water and Rights-of-Way	179.95	12.2%
Vacant	318.71	21.7%
Total Area	1,470	100%

Source: LSL Planning, 2010

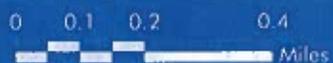
Commercial development, primarily tourist-oriented businesses including gifts, sporting-goods, recreation, motels, and restaurants, and some insurance, real estate, banks, and gas stations, are concentrated along both sides of US-23. Commercial development occupies 45.39 acres or 3 percent of the total area. Industrial land use occupies 27.5 acres (1.9% of total land area), primarily are located in the northern portion of the City, between US-23 and the City limits. Land classified as Recreation/Conservation is concentrated along the Au Gres River and Saginaw Bay and accounts for almost 185.63 acres or 12.6% of the land area. Public and quasi-public uses, such as schools, library, churches, municipal building, and post office, occupy 83.88 acres or 5.7% of the land area.



Future Land Use

City of Au Gres, MI Master Plan

- Single-Family Residential
- CBD
- Multiple-Family Residential
- Professional/Technical Park
- Manufactured Home Park
- Industrial
- Senior Housing
- Public/Quasi-Public
- PUD
- Open Space/Preserve
- Commercial
- Recreation/Conservation



Chapter 7

Future Land Use Plan

The decisions regarding future land use made by the City of Au Gres will have a fundamental impact on the character and quality of life in the community for years to come. Historically, Au Gres has been a fairly quiet community with a limited amount of new development. In the past 10 to 15 years however, the City has experienced modest amounts of residential and non-residential growth. This intensity of growth is expected to continue during the life of this Master Plan and beyond.

During the preparation of this Plan it became abundantly clear that Au Gres residents are concerned about maintaining the quality of their community, particularly the quality of residential life and the community's small-town flavor. This Master Plan is intended to continue the City's efforts to protect and preserve these qualities on which residents place such great value while allowing the City to grow and prosper in a responsible manner.

The Future Land Use Map, which is summarized in this section, is the culmination of the master planning process. The Map and the associated narrative entitled "Land Use Categories" make up the Master Plan. The Master Plan is based upon consideration of the analysis, the trends in development, the results of the critical issues analysis, and the issues, goals, and recommendations set forth in the Plan. It reflects the input of the Planning Commission, the City Council and the residents of Au Gres.

The Future Land Use Map illustrates the desired land uses in the City of Au Gres ten or more years from now. This does not necessarily mean that the City should change its zoning districts immediately to correspond to the Future Land Use Map. Some of the districts will match existing conditions while others will not. What it does mean, however, is that this Future Land Use Map should be a "road map" for the location of land uses in the City over time.

The Future Land Use Map is intended to guide land use decisions in Au Gres and assist City officials with the development of land use regulations. It can be an invaluable tool when used to evaluate requests for rezonings (amendments to the Zoning Map), vacation of rights-of-way or for variances from the Zoning Ordinance. Requests that do not follow the Future Land Use Map should be denied. If City officials wish to amend the Future Land Use Map to reflect changing conditions, then this should be done before a change in zoning is approved and should be based on appropriate research and land use practices.

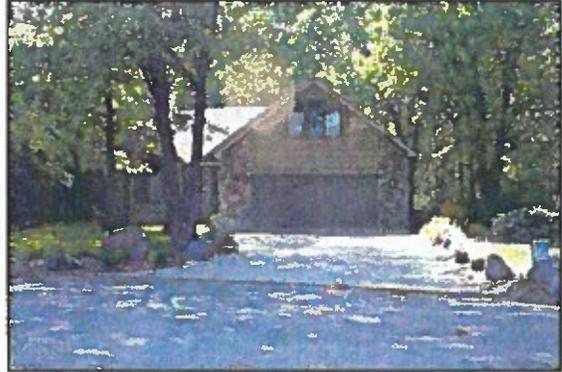
LAND USE CATEGORIES

Single-Family Residential

This designation is intended for single-family residential development with lot sizes that are currently typical of the community. This designation is intended to recognize and maintain the older established residential areas of the City which were developed with a consistent lot size

and development pattern. The grid system subdivision design, architecturally significant homes and smaller urban lots are typical for this designation. The location of new residential development is affected by the presence of wetlands, a 100-year flood zone, and land which is located within the Coastal Management Zone. These three issues play an important role in determining where development cannot take place, and combined reduce the amount of land suitable for future development.

Recommended density for future single-family development is 4 to 5.5 units per acre. This density level is conditioned, however, on the ability of the development to meet all other area requirements without needing variances. It is also the desire to provide new developments that display some of the characteristics of the historic, traditional neighborhoods in the City. New developments that utilize a more traditional, grid pattern and provide common open space can utilize the higher density standard above.



Areas chosen for inclusion in this designation were primarily based on existing housing density; a need to reserve more land for similar development; availability of public sewer and water; and environmental factors which would permit this range of housing density. This designation is consistent with the Plan goal to provide new single-family residential development in the City.

The increase in residential development within the City will have the greatest impact upon the land. The need to accommodate the number of households forecasted to move into, or be created within the City while preserving the wetland environments and open space, will require a new approach to residential development. This approach, while differing from that of previous development practices, should be sensitive to the conditions that have resulted from past development. Although redevelopment of residential property is likely to occur over the next 20 years, the emphasis of this Plan will be on new development.

As an alternative to the traditional linear and subdivided developments that have characterized the distribution of residential activities in the City, "clustered" open space development may be appropriate. This form of development essentially concentrates housing at higher densities and provides for public open space within a designated project area. It is more efficient, aesthetic, and environmentally sensitive than standard subdivision development, which typically allocates the entire development to private lots and easements for streets and sidewalks. A clustered open space development also contains streets and private lots, as well as large open spaces that are allocated to recreation, trails, the protection of unique environmental features, or other natural areas. The same number of lots can be built in a clustered development, as can be found in a traditional subdivision, because the developer is allowed to decrease the lot size as defined in the Zoning Ordinance, thereby increasing the density of the developed portion of the project and creating open/natural/recreation space in the balance of the project.

Future residential development which should take place on land 20 acres or larger should be in the form of cluster development. Two large parcels of land, ideal for cluster development are in the northeastern and southwestern portions of the City. Located in the southwest portion of the City, south of U.S.23 and west of South Court Street, are 95 acres of undeveloped land, and on the northeast corner of U.S. 23 and Main Street are more than 50 acres of undeveloped land.

In order to provide reasonable options for developers or landowners who choose to engage in residential development, this Plan allocates additional acreage within the City exceeding the minimum amount required for such development. This additional acreage is established to allow for the greatest choice of location for development. The Future Land Use Map allocates a total of 576 acres for single-family residential development, 36 acres of land for multiple-family residential development, 25 acres for future manufactured home park development, and approximately 6 acres for senior housing.

Multiple-Family Residential

This designation is intended for multiple-family residential development with a density of up to 14 units per acre. This density level is conditioned, however, on the ability of the development to meet all other area and parking requirements.

Areas designated as Multiple-Family were selected based primarily on existing high density development, close proximity to major thoroughfares and low impact to City streets. Some of the multiple-family residential areas on the Future Land Use Map are expected to include larger complexes while others will be buildings with only three or four units. This designation also furthers the goal of providing for a variety of housing types and values.

It is not the intent of this designation to encourage the conversion of larger, single-family residential structures into multiple-family units. Conversely, new areas designated for multiple-family development should only include undeveloped land areas, not conversion of existing buildings.

Senior Housing

The Senior Housing designation is a specific type of residential development included in the Multiple-Family Residential category. As the City's baby boomers age, there is increased need for various types of housing and care for the aged including independent senior housing complexes and communities; assisted living facilities; convalescent and nursing homes; and continuing care facilities. While all Multiple-Family designated locations can be appropriate for senior housing, specific areas have been identified on the Future Land Use Map based on the proximity to other community facilities and ability to adequately integrate into a single-family residential neighborhood.

Manufactured Home Park

Future manufactured home park development should occur on the 25 acres on the northeast corner of West Street and South Street.

Commercial

This designation is intended for the widest variety of retail and service establishments. Businesses could range from apparel shops, auto service, and restaurants to small commercial strip centers. Locations for this designation are based on collector or arterial frontage; low impact to City streets; proximity to existing commercial developments of a similar type; and compatibility to adjacent uses. For the commercial areas adjacent to US 23, this designation is intended to serve the commercial needs of the motoring public.

It is not the intent of the City to allow commercial land uses to sprawl throughout the community. General commercial development is expected to be focused outside the central business district, on the northeast and southeast corners of the intersection of US 23 and Main Street, and in the form of infill development along US 23 between the western and eastern City limits. Uses should be oriented toward automobile service, commercial activities, including “chain” fast food restaurants and motels, and similar uses. Professional offices are also appropriate for this area. This corridor should be well controlled with limited access points, landscaping, signage standards and, where possible, off-street parking in the rear of commercial properties.

CBD

The CBD is intended to be a pedestrian-oriented commercial area that is generally bounded by Court Street, North Herman Street, Mackinac Street and US 23, is intended to function as a traditional “hometown” business district, providing a central “sense of place”. This area should contain a mixture of traditional retail and service businesses, office space, some residential and restaurant/tourist oriented businesses. It should be an area of relatively higher intensity activity and be pedestrian friendly. In general, commercial development should be strictly controlled relative to access, landscaping and parking, keeping the safety of users of US 23 and the commercial businesses in consideration prior to all development.



This designation is intended for a blend of retail, office, and service establishments. The focus of this designation should be entertainment, specialty retailing, small offices and government buildings. Residential uses (primarily apartments) also fit into this mixture of uses and help to create activity after the businesses have closed. Higher site design standards should be implemented for this designation because it is a strong focal point for the City.

Professional /Technical Park

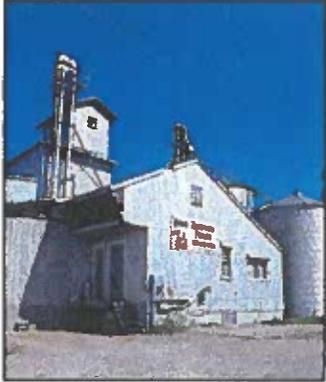
Land use in the Professional/Technical Park designation should be limited to professional offices and research related uses. This designation is designed to concentrate on professional office and low-impact higher tech industries within one area of the City where such uses will not

conflict with surrounding activities. Doctors, attorneys, and other such professionals will be accompanied by research and technical professionals such as medical researchers, engineers and architects. This area will allow for the concentrate of professionals in Au Gres, allowing the City to become a professional and technical center within Arenac County. This area will encompass approximately 50 acres and be developed as a planned professional/technical center, with long-range, incremental lot improvements made over time.

The Professional/Technical land use designation will not be transportation dependent but rely rather on electronic communication as its business "platform". The City should strive to create a small-town environment that is conducive to high tech/professional businesses through quality housing, functional yet unique commercial activities and "first-rate" public services and facilities.

Industrial

This Plan intends to concentrate new industrial activities within the City's industrial park. Existing industries located in various areas of the City should be relocated to the industrial park. Au Gres currently has more than 52 acres of land which is zoned for industrial use, much of which is undeveloped. Industrial development will be limited to the northern section of the City, west of Court Street and north of the Saginaw-Midland Water System right-of-way.



Recreation/Conservation

The Michigan Recreation Plan standards suggest that some 12 acres of various uses should be devoted to recreation per 1,000 residents. With more than 146 acres of land set aside for recreation/conservation and an additional 74 acres classified as public/quasi-public, the City has a substantial amount of area designated for recreational uses. However, since the City's economy is partially dependent on tourism and recreation, additional land for recreational opportunities should be considered as those opportunities arise.

Open Space/Preserve

Almost 300 acres of land in the City of Au Gres are comprised of wetlands or may be located in the 100-year floodplain. This area will remain undeveloped and act as a preserve or additional open space.

Planned Unit Development (PUD)

The Planned Unit Development designation is intended for the property on the west side of Main Street, south of Huron Road and including the Harbortown Marina and Harbor Mobile Court manufactured home park. The PUD classification would promote a mixture of residential and



recreational land use opportunities integrated into a coordinated development. The City will encourage redevelopment of this area under the PUD option which includes a rezoning of the properties. A planned unit development will offer flexibility, coordinated development, protection of natural features, and a mixing of compatible residential and recreational uses that will compliment and offer connections to the surrounding downtown and commercial and residential areas.



RELATIONSHIP BETWEEN MASTER PLAN AND ZONING ORDINANCE

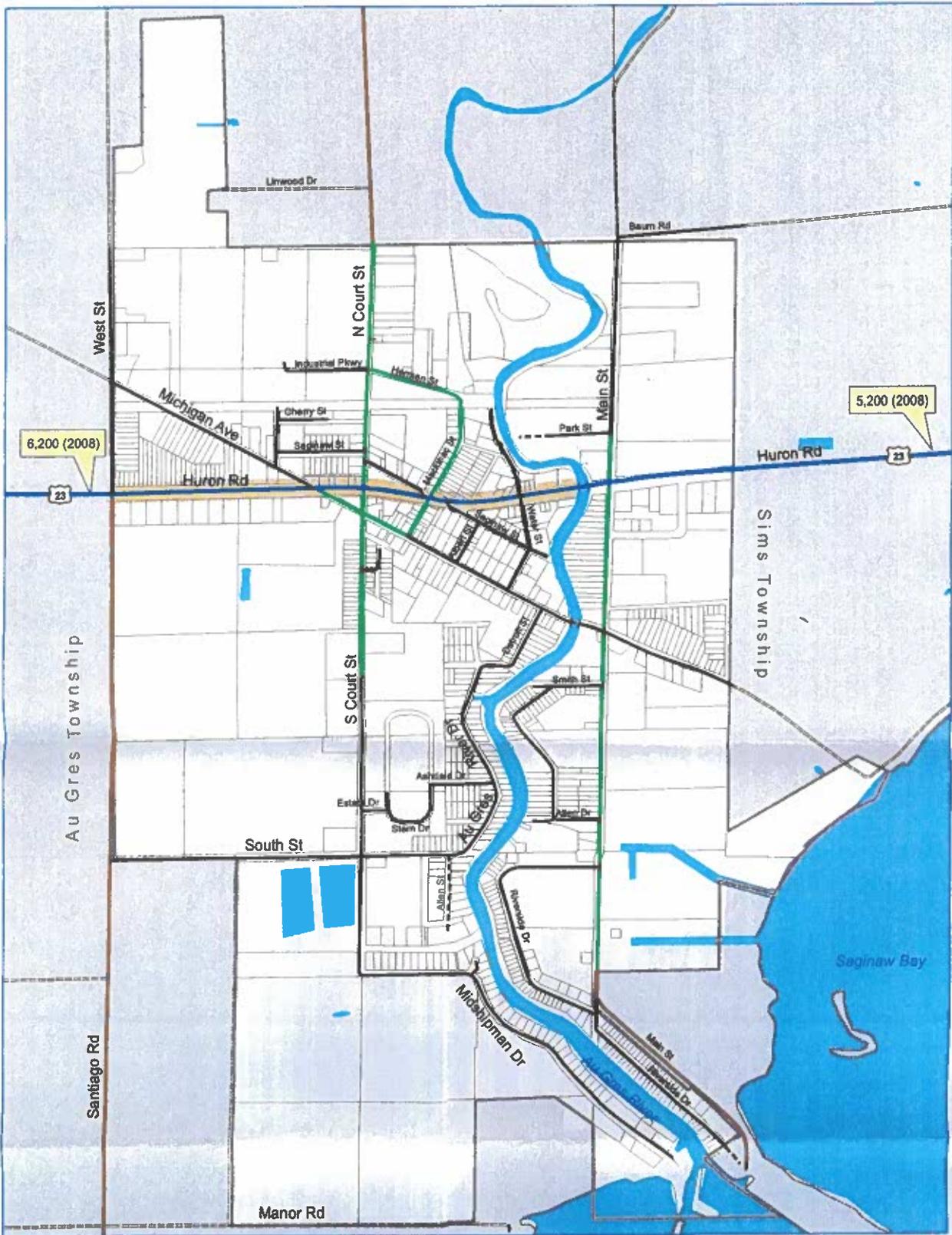
Michigan Public Act 33 of 2008 (the Michigan Planning Enabling Act) requires Master Plans to identify the relationship between its future land use designations and the community's zoning ordinance districts.

Master Plan Designation	Corresponding Zoning District	Relationship between Master Plan and Zoning Ordinance
Single-Family Residential	R-1 One -Family Residential R-2 One- and Two-Family Residential District	The Plan designation and zoning districts allow low density residential uses, along with other residentially related facilities which serve the residents in the district.
Multiple-Family Residential	R-3 Multiple-Family Residential District.	The Plan designation and zoning district allow a range of residential uses, including single-family, two-family and multiple-family residential in areas zoned R-3.
Senior Housing	R-3 Multiple-Family Residential District	The Plan designation is a specific type of multiple-family residential development that is addressed in the R-3 District.
Manufactured Home Park	R-4 Manufactured Home Park District.	As stated in the Master Plan, the R-4 district is intended to provide specific areas for high quality manufactured home residential developments that are served by necessary community services, and otherwise capable of protecting the health, safety and welfare of the residents
Commercial	C General Business District	The Commercial designation and C General Business District are intended to provide for diversified general business types, including larger-scale highway commercial and tourist-oriented uses. Most of these uses are intended to be situated along US 23 on the west and east sides of the City.

Master Plan Designation	Corresponding Zoning District	Relationship between Master Plan and Zoning Ordinance
Central Business District (CBD)	TC - Town Center District	The CBD designation applies to downtown Au Gres, primarily intended to be developed as a pedestrian-friendly business and commercial area. The Town Center District is intended to encourage a lively social environment and economically viable downtown with a wide variety of uses in a pedestrian-oriented, unified setting with shared parking and public amenities. The Town Center District permits a variety of commercial, administrative, financial, civic, cultural, residential, entertainment and recreational activities in an effort to provide a harmonious mix of activities.
Professional/Technical Park	PT Professional Technical District	PT Professional Technical Master Plan designation and Zoning District are intended to provide a working environment conducive to research and development, office, and specialized light manufacturing and blends into the surrounding community with minimum impacts.
Industrial	I Industrial District	The Industrial designation is intended primarily for manufacturing, assembling, and fabrication activities including large-scale or specialized industrial operations. The I Zoning District permits the manufacturing, processing, packaging, assembly, treatment and compounding of semi-finished or finished products from raw materials as well as from previously prepared material.
Public/Quasi-Public	Various	The PQ Plan designation allows a variety of public, education, institutional and recreational uses. These uses are scattered around Au Gres and are allowed in various zoning districts.
Open Space/Preserve	Various	More than 299 acres of land in Au Gres may have wetlands present or may be located in the 100-year floodplain. This area will remain undeveloped and act as a preserve or additional open space.

Master Plan Designation	Corresponding Zoning District	Relationship between Master Plan and Zoning Ordinance
<p>Recreation/Conservation Open Space/Preserve</p>	<p>CR Conservation/ Recreation District</p>	<p>The Recreation/Conservation and Open Space/Preserve designations and the Conservation/Recreation District are intended to preserve the natural resources and unbuildable wet areas of the City of Au Gres. These resources provide for the visual and recreational enjoyment of the City's residents by providing "pockets" of open space and preventing ecological and aesthetic damage that may result from unwise and disorderly development.</p> <p>Almost 300 acres of land are wetlands or are located in the 100- year floodplain. This area will remain undeveloped and act as a preserve or additional open space.</p>
<p>Planned Unit Development (PUD)</p>	<p>Various</p>	<p>Article 17 <i>Planned Unit Development (PUD)</i> of the Zoning Ordinance details the standards and procedures for PUDs in the City of Au Gres. Refinement of this article to include non-residential zoning districts should be considered.</p>





Transportation

City of Au Gres, MI Master Plan

- ACT 51 Certified Roads**
- City Major
 - State Trunkline
 - County Primary
 - County Local
 - City Local
 - - - Not Certified
 - Access Management Focus Area
- 6,200 (2008) 2008 MDOT Average Daily Traffic

Adopted 11-22-10
 Based on survey conducted in Spring 2010
 Sources: City of Au Gres, MCGI, LSL Planning



reduce the overall number of access points and improve the spacing between them, especially those close to signalized intersections. Numerous national and statewide studies demonstrate that access management can reduce the potential for crashes, and help preserve the street's ability to carry traffic. When implemented, access management often significantly reduces the number and likelihood of access-related conflicts, improves traffic flow and solidifies a corridor's business sustainability and non-motorized safety.

In Au Gres, the City should work with MDOT to close, consolidate, and redesign access as developed areas (the "Access Management Focus Area" on the Transportation Map). The City should coordinate with MDOT for decisions on location and number of new access points as part of a site plan review and major changes in use.

The City should look at opportunities to close driveways that are too close to intersections or other driveways. In addition to proper spacing, access points should be aligned with driveways on the opposite side of the street (also called the offset) or provide as much offset spacing as possible to reduce the potential for left-turn conflicts that cause congestions and crashes.

The MDOT "Access Management Guidebook" can be used as a resource to aid in the access plan review process. To provide legislative backing for the techniques listed above, an access management ordinance should be established to establish specific standards for access spacing and design applied to site plan reviews for properties along US 23.

Non-motorized Transportation (Complete Streets) A safe, attractive and convenient non-motorized transportation network of streets, trails, and sidewalks welcome and encourage pedestrian and bicycle travel. Research consistently shows that providing safe and attractive non-motorized networks is the most effective way to encourage walking and bicycling, for recreation and transportation. It can also increase property values compared to neighborhoods without sidewalks. A non-motorized system offers a number of benefits including healthier residents, an alternative means of travel for a wide range of residents, and a tourism draw. In the past 5-10 years the City of Au Gres has made notable improvements to the non-motorized transportation system by adding sidewalks and bike paths.

The City intends to continue expanding its non-motorized transportation system of walkways, sidewalks and bike paths for the benefit of all residents and visitors. Non-motorized facilities and improvements to existing non-motorized facilities that should be undertaken in the future including the following:

- Sidewalks on streets that currently lack them.
- New street crossings for pedestrians and cyclists, including mid-block crossings. Explore the possibility of additional pedestrian/bike crossings on US 23.



- Shared use paths for pedestrians and cyclists.
- Pathway links between neighborhoods, to schools and other community facilities, to natural areas and the harbor area.
- Trails and greenways, including the establishing of green corridors for wildlife habitat.
- New bike lanes and reconfigured street lanes to add bike lanes.
- On-going maintenance and installation of directional/identification signs.

These improvements will help the City attain its goal of creating a non-motorized network that serves all residents and neighborhoods. Specifically, the proposed network will have the following outcomes:

1. All parts of the City will be accessible via non-motorized facilities.
2. Reliance on the automobile and the costs related to their operation will be reduced.
3. “Complete streets” will be created to safely and effectively serve the needs all users.
4. There will be greater returns on the investment associated with the road system. Paved surfaces of some road segments will be available to non-motorized use, through the introduction of bike lanes within reconfigured traffic lanes or widened shoulders.
5. Access to public open spaces, commercial and non-commercial uses, institutional and government facilities etc. will be enhanced.
6. There will be increased opportunities for recreation and fitness activities through walking, biking, and access to parks and recreation.
7. Non-motorized connections will be created between neighborhoods.
8. Interconnected routes will make it possible to travel across the City.

IMPLEMENTATION

This chapter provides an overview of the community facilities in the City of Au Gres. The City’s municipal facilities (water, sewer, streets and buildings) are periodically evaluated for needed maintenance and improvements. The City has a separate Capital Improvements Plan that has recently been updated that provides more detail regarding the funding and timing of these improvements.

Chapter 5

Goals and Objectives

A primary purpose of a master plan is to give direction about the future use of land in a community. For the plan to work effectively, it must reflect the views of the people who live and own property there. This involves obtaining a consensus on a wide variety of issues and discussing and agreeing on solutions. A common set of goals and recommendations are then developed that express these desires and how they can be attained.

Goals are statements on general issues and problems needing to be addressed in the community. Recommendations are actions that allow the goals to be met. To be effective, the Au Gres Master Plan must include goals and recommendations that reflect the community's desires, while balancing the rights of individuals and reflecting the technical evaluation carried out in preparing the Plan.

The goals and recommendations set a course of action that will contribute to the future well-being of the community. They vary in complexity and are often interrelated or complementary. Therefore, it is important that they are viewed collectively and not individually.

The following goals and recommendations give the Au Gres Master Plan the direction to guide the community in addressing present and future issues such as, retaining the character of the community, protecting the environment, accommodating new growth, and improving the quality of life offered in the City.

Goals

A goal statement indicates what is to be accomplished pursuant to each issue identified above it. In addition, goal statements give the Planning Commission an agreed upon framework by which the planning process is to follow.

Objectives

In the early stages of master plan development, it is beneficial to develop and have available a set of general goals to follow. As the plan develops, however, there becomes a greater need to become more specific in how the various goals will be addressed. Objectives indicate how each of the goals will be attained.

COMMUNITY CHARACTER

Goal #1 Maintain the small-town character that makes Au Gres a unique and great place to live by encouraging quality development.

Objectives

1. Concentrate commercial development in areas of existing commercial development, preventing it from sprawling into residential neighborhoods.

2. Promote residential development patterns that preserve farmland, wetlands, and open spaces by utilizing creative site plan concepts and cluster development designs.
3. Water and sewer services should be planned to provide for managed growth of the City and should not extend beyond the City limits without annexation of the property to which utilities are being extended.
4. Maintain the compact small-town environment by using vacant and/or underutilized space in the downtown area.
5. Establish site and building design guidelines to ensure that new development is of high quality, both in appearance and function.
6. Provide the necessary tools to effectively enforce the laws and codes relating to zoning and property maintenance.
7. Update the zoning ordinance design regulations to reflect the quality of development desired in the City.

Goal #2 Establish and effectively enforce land use control mechanisms and building codes to promote a safe and attractive community.

Objectives

1. Ensure regular review of existing ordinances to ensure they are effectively addressing local needs and conditions.
2. Review and adopt applicable and beneficial innovative land use control techniques as they are legislated.
3. Provide adequate staff to enforce the established building and zoning codes.
4. Maintain an up-to-date zoning ordinance that reflects current trends in land use and development.

Goal #3 Provide for recreational facilities and open space development which will offer the community a wide variety of recreational opportunities.

Objectives

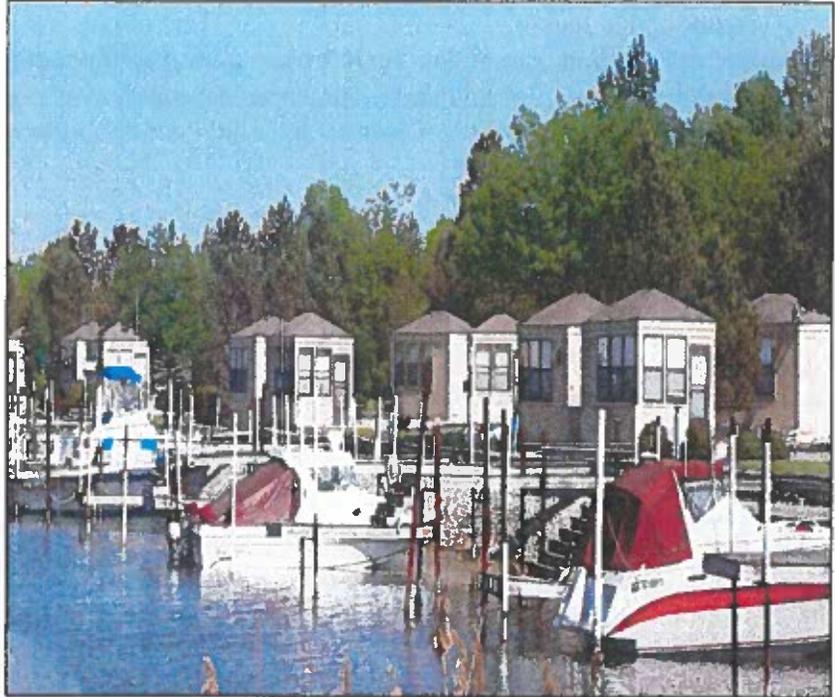
1. Continue to improve and enhance the Au Gres City Park and Campground.
2. In residential neighborhoods, develop neighborhood parks or “tot lots” in the Au Gres River Road and Allen Court areas where the community deems necessary.
3. Maintain an up-to-date Parks and Recreation Master Plan and continue to implement its recommendations.

HOUSING

Goal #1 Encourage innovative housing development that will retain the small-town character of the area within a quality living environment.

Objectives

1. Promote single-family development on land that is best suited for such residential development.
2. Promote innovative land use control mechanisms that promote clustered/open space residential development.
3. Discourage additional “dockominiums”, as the City already has an ample supply.
4. Designate areas where concentrations of mobile and manufactured homes may take place.
5. Locate residential development where public services and facilities such as sewer, water, and streets exist or their expansion would be efficient and economical.
6. Control distribution and development of residential land uses of all densities within agricultural and open space areas.



Goal #2 Offer a mix of housing options for residential neighborhoods including opportunities for affordable residential development that will contribute to the quality of life offered to current and future residents.

Objectives

1. Encourage housing opportunities for a variety of preferences, lifestyles, and household types at appropriate locations.
2. Encourage a mix of dwelling types and densities, which are adequately supported by available infrastructure and services.
3. Attract development that offers affordable and appropriate housing for seniors.
4. Promote maintenance and rehabilitation of existing housing and residential neighborhoods.
5. Maintain an environment that encourages pride of ownership and contributes to an affordable and easily marketable housing stock that helps in making Au Gres an attractive place to live.
6. Require high standards of housing development so that attractive neighborhoods, good housing design and construction, privacy, and access to usable and convenient open space are achieved.

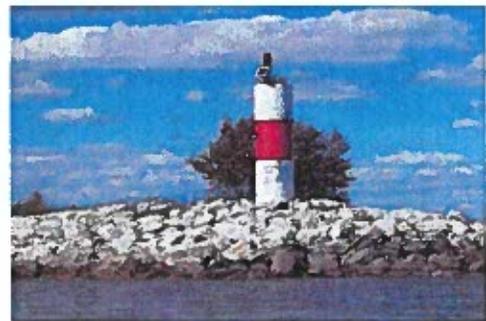
7. Consider incentives such as planned development districts and flexible zoning to offer developers opportunities to provide an affordable mix of housing, through a variety of densities, housing unit types, and size of housing units.
8. Stabilize residential areas by preventing the encroachment of incompatible land uses into residential neighborhoods and eliminating non-conforming uses.
9. Buffer single-family residential areas from other uses, including medium and high density residential uses.
10. Provide zoning incentives such as a planned development district and/or density bonuses for the creation of additional senior housing that meets growing future demand.
11. Support the creation of residential units on the upper floors of commercial buildings in downtown Au Gres.

ENVIRONMENT

Goal #1 Preserve the City of Au Gres' significant open spaces and wetlands that contribute to fish and wildlife habitat and the City's character.

Objectives

1. Identify wetland environments to promote preservation of this natural feature.
2. Identify areas that are suitable or unsuitable for development.
3. Preserve areas unsuitable for development for open space preservation.



INDUSTRIAL

Goal #1 Encourage light industrial manufacturing within the City to add stability to the local tax base and local economy and allow for the healthy growth of the community.

Objectives

1. Establish planned industrial sites with public services and amenities that will contribute to the quality of the built environment.
2. Promote Au Gres' location, workforce, friendly atmosphere, and infrastructure to recruit new industry into the area.
3. Draft site design standards within the City's Zoning Ordinance to adequately protect adjacent land uses.

COMMERCIAL

Goal #1 Allow a level of retail and commercial development appropriate to meet the existing and future needs of the community while providing an adequate supply of goods and services at a fair price, in convenient locations.

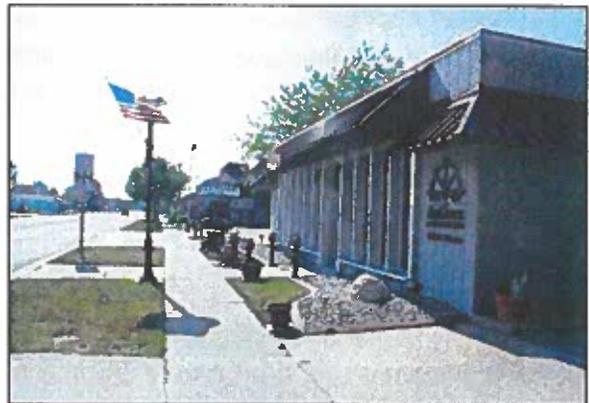
Objectives

1. Concentrate commercial development to enhance the density/mass of activity in and near the central business district.
2. Direct commercial facilities to be developed in clusters, allowing goods and services to be concentrated and convenient to one another.
3. Establish a mix of retail and service commercial businesses that complement each other and attract consumers from within and outside the City.
4. Promote pedestrian-scale commercial development in the central business district.
5. Promote high-quality standards for new commercial developments, including building design, signs, lighting, parking and loading facilities, access design, and landscaping.
6. Redevelop land that is occupied by marginal buildings and uses to benefit the downtown area.
7. Restrict the construction of new pylon/pole signs and encourage the use of monument signs.

Goal #2 Create a lively downtown environment that has a good variety of businesses and maintains the historical character and aesthetics of the City.

Objectives

1. Promote the revitalization of downtown Au Gres through the attraction of businesses and uses suited to that area. This area is intended for a blend of retail, office, and service establishments. The focus of this district is entertainment, speciality retailing, small offices and government buildings. Upper floor accessory residential uses may also fit into this mixture to help create activity after the businesses have closed.
2. Discourage the relocation of local (e.g. Au Gres offices), state and federal (e.g. post office) institutional uses to outside the downtown.
3. Encourage auto-oriented and suburban-type retail developments on larger sites outside of the downtown. They need larger sites to accommodate development requirements and typically need parking in front and to the side of the building. Those uses are better suited in the General Commercial designation rather than the downtown and they should be redirected there.



4. Promote community events in the downtown area as a way of attracting business and attention to downtown shops.
5. Promote visual and physical assets, such as landscaped walkways, streetscapes, a city clock and public art, along US 23 to encourage traffic to stop and visit downtown businesses.
6. Continue to enforce maintenance and design codes, and improve or restore the façades of buildings in the downtown area.
7. Screen parking and loading/unloading areas with attractive landscaping and decorative features such as fencing and walls.
8. Institute a sign program that reflects the historic character of downtown.
9. Create additional outdoor seating areas for local restaurants and businesses.
10. Encourage the retention of residential neighborhoods in the vicinity of downtown Au Gres as a source of customers; to add vitality to the downtown; and to provide convenient services to those residents.

Goal #3 Encourage the widest variety of retail and service businesses to locate in the US 23 commercial corridor, outside downtown Au Gres. Businesses could range from auto-service and restaurants to small commercial centers. They are primarily intended to serve Au Gres area residents, visitors and tourists.

Objectives

1. Require that auto-oriented businesses and suburban-type retail developments locate in the General Commercial designation rather than downtown and consider existing operations as nonconforming situations.
2. Screen parking and loading/unloading areas with attractive landscaping and decorative features such as fencing and walls. Encourage the use of a variety of plantings on each site so that all developments do not have the same appearance.
3. Promote high-quality standards for new commercial developments, including building design, signs, lighting, parking and loading facilities, access design, and landscaping.

TRANSPORTATION

Goal #1 Maintain Au Gres' reputation as a great place to live and create a distinct system by which City entrances and roadways are unique and characterized by local color and history.

Objectives

1. Identify key entryways into the City and prepare plans for improvements that address signs, landscaping, and land use. Pursue stronger gateway image development for all corridors into the City to inform and welcome visitors.
2. Expand efforts to establish attractive entryways into the downtown on US 23.

3. Develop a streetscape master plan for the US 23 corridor that, among other matters, explores and addresses:
 - a) potential landscape improvements on public lands;
 - b) a specific gateway plan for the north and south US 23 entrances into the City;
 - c) potential enhancements to certain private properties, as an effort to identify how the properties can be improved for the benefit of the land owner.
4. Institute a consistent wayfinding program that will enhance the character of Au Gres, while providing directions to businesses, community facilities, and parks.
5. Screen parking and loading/unloading areas with attractive landscaping and decorative features such as fencing and walls. Encourage the use of a variety of plantings on each site so that all developments do not have the same appearance.
6. Continue to require sidewalks in front of any new developments or major redevelopments.
7. Require future residential developments to be served by a grid road system that is integrated with the City's existing road system.



Example of future residential development.

Goal #2 Provide a “complete streets” system that balances transportation needs for all types of travel (motorists, trucks, emergency vehicles, pedestrians, and bicyclists) for users of all ages and abilities (students, seniors, seasonal visitors).

“Complete Streets” are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Objectives

1. Ensure a local road and street network that provides efficient access to businesses and residents with minimum changes to land use and the natural environment.
2. Provide safe, aesthetically designed pedestrian sidewalks in downtown Au Gres.
3. Work with the Michigan Department of Transportation (MDOT) to identify possible locations for additional pedestrian crossings on US 23, including additional signalized crossings.
4. Work with MDOT to revise US 23 to develop a more pedestrian-oriented central business area. Options to be considered include reducing the fire lanes to 2 to 3 lanes, at least for certain segments; reduce lane widths to accommodate on-street bike lanes and curb bump-outs; and provide on-street parking and enhanced landscaping.
5. Continue to implement a non-motorized pathway system, separate from the traveled thoroughfares, that is continuous and links residents to existing pathways, community facilities, schools, businesses, landmarks and adjacent communities.



6. Encourage alternative modes of transportation (including pedestrian, bicycle, ride sharing), where practical, utilizing design that promotes, rather than prevents, their use.
7. Encourage non-motorized transportation links between commercial and residential areas.
8. Link new subdivisions with existing residential areas to form neighborhoods, including street and pathway connections. Require pedestrian paths to be installed within all new residential developments and to link residents to other components of the City's non-motorized transportation system.
9. Ensure adequate provisions for the on-going maintenance of pedestrian pathways.
10. Off-street parking areas serving commercial, industrial, multiple-family and condominium residential developments and recreation centers in the City should be of adequate size and developed in a manner that is aesthetically pleasing.
11. Coordinate long-range traffic projections and programming of needs with MDOT, Arenac County, and adjacent communities.
12. Require traffic impact studies, where deemed necessary, as part of the development review process for compliance with accepted standards and to determine improvements needed to offset the direct impact of a development.
13. Ensure roadway systems are appropriate for designed speeds and the character of the residential neighborhood.
14. Apply contemporary access management standards, including spacing of driveways and intersections, minimum sight distances, and use of shared access systems, to help preserve road capacity and improve safety along main corridors.
15. Work with MDOT to create an access management plan for the US 23 corridor to provide guidance on improving safety and preserving street capacity. Standards in the MDOT Access Management Guidebook should be applied. Gradually the City should reduce the number of access points, especially near intersections, through site plan review as uses change, expand or new development occurs. Shared access between neighboring properties should also be promoted.
16. Periodically request the MDOT conduct a traffic signal warrant study at the US 23 and Main Street intersection, as a way to relieve congestion and create gaps for vehicles entering the street, particularly during summer months. The need for convenient pedestrian crossing along US 23 should be part of the warrant consideration. Potentially a traffic signal could be actuated, whereby the signal is only activated when there is traffic waiting along Main Street.
17. Link parking areas and provide shared access points to reduce the potential for crashes, promote more efficient traffic flows, improve the aesthetics of the streetscape, and promote safe travel between different businesses.
18. Encourage the use of shared parking lots, where appropriate, by businesses or uses that have different peak parking demands.

PUBLIC SERVICES

Goal #1 Continue implementing public services and facilities to meet the needs of the community.

Objectives

1. Ensure adequate land is set aside for future community facilities.

2. Provide affordable and efficient water, storm, and sanitary sewers that are easily expanded and modified to meet the needs of a changing population.
3. Provide phased placement of utilities (infrastructure) that are concurrent with residential, commercial and industrial development. The City's infrastructure shall not extend beyond the City limits without annexation of property which the infrastructure is intended to serve.
4. Promote a variety of youth, senior, and family recreation activities and services, including a community center.



Chapter 6

Existing Land Use

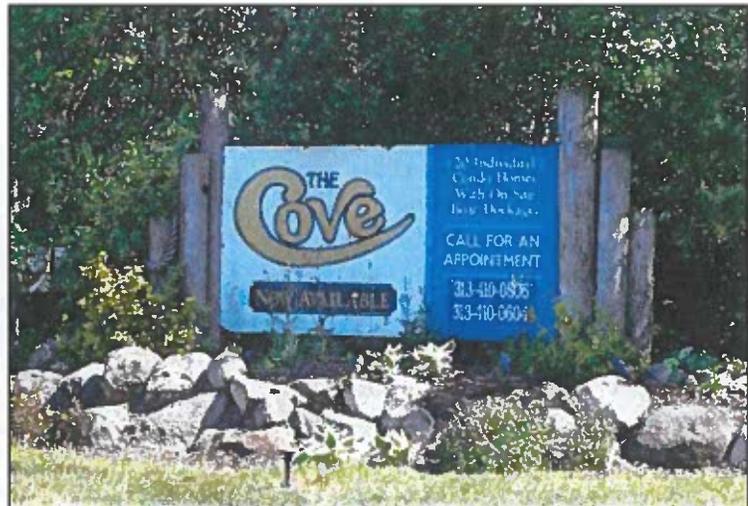
EXISTING LAND USE

For a city to plan for its future, it is necessary to inventory and analyze the existing land uses found in the community. The existing distribution of land use, in conjunction with population growth, community goals, regional trends and a variety of other factors will influence how the City of Au Gres will develop over the next 10 years.

LAND USE CLASSIFICATIONS

For better understanding of a land use map, it is necessary to establish land use classifications that describe the various land uses. The following describes the categories used to develop the land use inventory.

Single-Family Residential An area in which single-family detached dwelling units, attached dwelling units including duplexes, or single-family detached manufactured dwellings on a single parcel are located. All units in this category are built on foundations or basements using traditional building methods.



Multiple-Family Residential An area where one or more buildings contain three or more dwelling units. This includes apartments, townhouses and multiple-family condominiums

Manufactured Home Park An area designated for the placement of manufactured homes for occupancy that meets the minimum design requirements of the Mobile Home Commission Act.

Commercial This classification includes areas with or without structures where goods are distributed or services are provided. The category includes areas in which retail and wholesale goods are sold, personal or business services are provided. All structures, adjacent lands and parking area dedicated for the use of employees and customers of such commercial establishments are also included in the category.

Office This category consists of land devoted primarily to non-retail office space. These office uses are aggregated into several or more parcels.

