

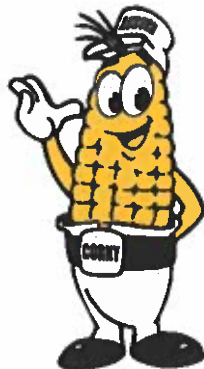
AUBURN

City of

Est. 1947

a great place to be...

Master Plan 2017-2037



Adopted: October 9, 2017

1857
1858



City of Auburn Master Plan 2017-2037

Prepared by City of Auburn Planning Commission in 2016-2017:

Alan Wisniewski, Vice Chair
Betty Owen, Secretary
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Executive Summary

The City of Auburn Master Plan is adopted under the Michigan Planning Enabling Act (MPEA) (PA 33 of 2008). The starting point for the creation of this master plan was the previous master plan adopted in 2011. The information within this master plan indicates a variety of current and projected physical, social, and economic conditions of the city. The features that were evaluated include population and housing demographics, the transportation system, community facilities and services, and the existing land uses in the city.

The city incorporated a master plan open house as part of their public engagement. At the open house, a variety of topics were displayed along with potential recommendations to address them. Members of the public were asked to help the Planning Commission prioritize the different issues and recommendations for the master plan.

Following review of this data, the Planning Commission developed goals, policies, recommendations, and a future land use map to create a vision for the city in the next 20 years. The city is focusing on the commercial and mixed use development along the Midland Road Corridor and increasing of density of the population in appropriate locations. This increase in development should keep the small town feel of the city and protect single-family residences. For industrial uses, it is planned to keep them in the existing industrial area.

This document provides the basis for the City of Auburn Zoning Ordinance. In compliance with requirements of the MPEA the master plan includes a zoning plan that ties the future land use recommendations of the plan with zoning districts of the zoning ordinance.

The implementation plan includes discussion of a capital improvement plan and strategic plan element that identifies the priority implementation activities. The Planning Commission will use this strategic plan as the basis for its work plan over the next three to five years. The plan also looks forward to the five-year review required for all master plans under the MPEA. It includes a process and set of evaluation criteria that the Planning Commission may use to undertake the plan's review. Additionally, there is also criteria for a text amendment to the zoning ordinance or rezoning to change the zoning map.



1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The records should be kept up-to-date and should be easily accessible to all relevant parties.

2. The second part of the document outlines the various methods used to collect and analyze data. These methods include interviews, surveys, and focus groups. Each method has its own strengths and weaknesses, and it is important to choose the most appropriate method for the specific research objectives.

3. The third part of the document describes the process of data analysis. This involves identifying patterns and trends in the data, and then interpreting these findings in the context of the research objectives. It is important to be objective and unbiased in the analysis, and to avoid drawing conclusions that are not supported by the data.

4. The fourth part of the document discusses the importance of communicating the results of the research. This involves writing a clear and concise report that summarizes the findings and provides recommendations for future action. It is important to use plain language and to avoid technical jargon, so that the results can be understood by a wide range of stakeholders.



Chapter 1 Community

Community Description

The City of Auburn is located in western Bay County, east of Midland. It is surrounded by Williams Township. Auburn largely serves as a bedroom community for people who work in the nearby cities of Midland, Bay City, and Saginaw.

Demographics

The demographic section will cover three major social characteristics of the City of Auburn in three sections: population characteristics, housing characteristics, and economic characteristics. The demographic information can help the community identify population trends or needs and address those in its plan. It is important to remember that the City of Auburn is not a stand-alone community. The city has neighboring jurisdictions; each other's actions affect the another. The next closest large city is Bay City, which is used to give context to the City of Auburn's data. In turn, the city is also part of the larger unit of government; Bay County. Data from Williams Charter Township, the City of Pinconning (a city of similar size in the county), Bay County, and the State of Michigan are also shown in some cases for comparison purposes.

Population

Shown in Table 1-1 and Figure 1-1 are the population changes of the City of Auburn, other communities within Bay County, and State of Michigan. The population of the city has generally grown. There was a decrease in the total population in the City of Auburn from 1980 and 1990, which was seen by all the comparison jurisdictions communities as well. Bay City had a continual decline in population from 1970 to 2010. The largest decrease in population was between 1970 and 1980. Williams Charter Township completely surrounds the City of Auburn and reflected similar growth and decline trends as the City of Auburn. The City of Pinconning is located within Bay County had a similar population size to the City of Auburn and had suffered a greater population decline than the other compared communities.

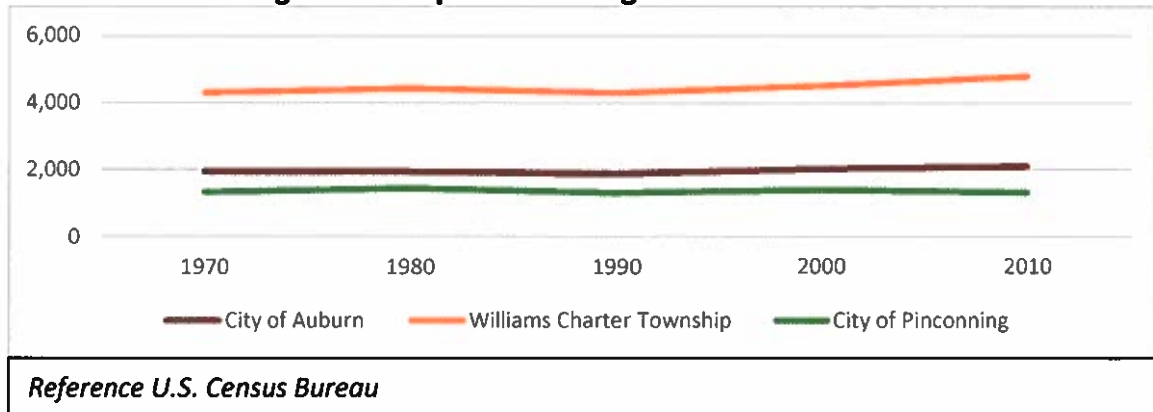
Bay County has experienced a decreasing population between 1980 and 2010. The decrease in population is not as extreme as Bay City. The largest decrease in population was between 1980 and 1990. The State of Michigan showed moderate growth until the period 2000 – 2010; during the period of the "Great Recession".

Table 1-1: Population Changes in Area, 1970-2010

Year	City of Auburn		Bay City		Williams Charter Township		City of Pinconning		Bay County		State of Michigan	
	Pop.	Chng	Pop.	Chng	Pop.	Chng	Pop.	Chng	Pop.	Chng	Pop.	Chng
1970	1,919	-	49,449	-	4,296	-	1,320	-	117,339	-	8,875,083	-
1980	1,921	0%	41,593	-16%	4,414	3%	1,430	8%	119,881	2%	9,262,078	4%
1990	1,855	-3%	38,936	-6%	4,278	-3%	1,291	-10%	111,723	-7%	9,295,297	0%
2000	2,011	8%	36,817	-5%	4,492	5%	1,386	7%	110,157	-1%	9,938,444	7%
2010	2,087	4%	34,932	-5%	4,772	6%	1,307	-6%	107,771	-2%	9,883,640	-1%

Reference: U.S. Census Bureau

Figure 1-1: Population Changes in Area 1970-2010



Breaking down the population based on age helps to evaluate potential needs of the different part of the population. The population is generally equally dispersed among the different age grouping in the City of Auburn (Table 1-2). This is different than to Bay City, where there is a larger proportion of the population that is very young (under 5 years old) and a lower proportion of the population that are senior citizens (over 70 years old). The City of Auburn’s larger share of elderly population may be due in part to the larger share of multi-family housing, which is attractive to many senior citizens, particularly single-person households.

Table 1-2: Population Age Distribution, 2010

	City of Auburn		Bay City		Bay County	
	#	%	#	%	#	%
Total population	2,087	100%	34,932	100%	107,771	100%
Under 5 years	123	5.9%	2,557	7.3%	6,231	5.8%
5 to 9 years	135	6.5%	2,377	6.8%	6,544	6.1%
10 to 14 years	114	5.5%	2,356	6.7%	6,804	6.3%
15 to 19 years	141	6.8%	2,412	6.9%	7,218	6.7%
20 to 24 years	134	6.4%	2,394	6.9%	6,304	5.8%
25 to 29 years	120	5.7%	2,588	7.4%	6,238	5.8%
30 to 34 years	134	6.4%	2,458	7.0%	6,056	5.6%
35 to 39 years	116	5.6%	2,247	6.4%	6,202	5.8%
40 to 44 years	137	6.6%	2,229	6.4%	6,896	6.4%
45 to 49 years	153	7.3%	2,414	6.9%	8,042	7.5%
50 to 54 years	156	7.5%	2,590	7.4%	8,787	8.2%
55 to 59 years	140	6.7%	2,243	6.4%	8,040	7.5%
60 to 64 years	117	5.6%	1,781	5.1%	6,902	6.4%
65 to 69 years	91	4.4%	1,274	3.6%	5,201	4.8%
70 to 74 years	76	3.6%	940	2.7%	3,968	3.7%
75 to 79 years	74	3.5%	691	2.0%	3,019	2.8%
80 to 84 years	65	3.1%	674	1.9%	2,588	2.4%
85 years and over	61	2.9%	707	2.0%	2,731	2.5%

Reference: U.S. Census Bureau

Table 1-3: Median Age, 1990-2010

Year	City of Auburn	Bay City	Bay County
1990	33.8	32.8	33.9
2000	37.2	35.2	38.4
2010	40.9	35.8	41.7

Reference: U.S. Census Bureau

The median age in all of the communities is increasing. Bay County had the fastest growing median age from 1990 to 2010 as a 23 percent increase (Table 1-3). The second largest increase in the median age is the City of Auburn at 21 percent. The median age in Bay City with a 9 percent increase. This trend is being seen across the United States as the baby boomer generation continues to age.

One major trend that the city may encounter due to the growing elderly population is demand for alternative housing options from a detached, single-family residential home. The “missing middle” is a term used to describe housing such as duplexes, triplexes, and other options than investing in a detached single-family housing unit, which are popular among elderly and younger demographics.

Housing

Table 1-4 identifies the occupancy rate of residence; the breakdown of a renter- or owner-occupied housing units. The total housing units are subdivided into vacant and occupied housing. The City of Auburn has the lowest percentage of vacant housing at 4.6 percent (Table 1-4). This is dramatically lower than Bay City’s vacancy of 9.3 percent. Bay County is also higher (7.5 percent) than the City of Auburn’s vacant housing. The occupied housing is then further divided into owner or renter occupied.

The majority of the three jurisdictions’ housing population is owner occupied, Bay County having the largest percentage of 77.8 percent of the occupied housing stock. The City of Auburn is closer to Bay City’s proportions.

Table 1-4: Housing Tenure, 2010

	City of Auburn		Bay City		Bay County	
	#	%	#	%	#	%
Total Housing Units	960	100.0%	15,923	100.0%	48,220	100.0%
<i>Vacant Housing</i>	44	4.6%	1,487	9.3%	3,617	7.5%
Occupied Housing	916	95.4%	14,436	90.7%	44,603	92.5%
<i>Owner-occupied</i>	633	69.1%	9,836	68.1%	34,685	77.8%
<i>Renter-occupied</i>	283	30.9%	4,600	31.9%	9,918	22.2%

Reference: U.S. Census Bureau

Table 1-5: Number of Occupied Dwelling Units, 1990-2010

Total Housing Units*	City of Auburn		Bay City		Bay County	
	#	Chng	#	Chng	#	Chng
1990	727	-	15,570	-	42,188	-
2000	842	15.8%	15,208	-2.3%	43,930	4.1%
2010	916	8.8%	14,436	-5.1%	44,603	1.5%

Reference: U.S. Census Bureau

The City of Auburn has seen a significant increase in occupied housing from 1990 to 2010 (Table 1-5). The largest increase was between 1990 and 2000 by 15.8 percent. Bay City has seen a continuous decrease in the number of occupied housing units over that time, with the largest decrease between 2000 and 2010 of -5.1 percent. Bay County, as a whole, saw changes similar to the City of Auburn with an increase in occupied housing, where the largest increase is between 1990 and 2000.

Table 1-6: Year Householder Moved into Unit, 1969 or Earlier to 2014

	City of Auburn	
	#	Chng
<i>Occupied Housing</i>	1357	100.0%
<i>Moved in 2010 or later</i>	96	7.1%
<i>Moved in 2000 to 2009</i>	355	26.2%
<i>Moved in 1990 to 1999</i>	449	33.1%
<i>Moved in 1980 to 1989</i>	151	11.1%
<i>Moved in 1970 to 1979</i>	61	4.5%
<i>Moved in 1969 or earlier</i>	245	18.1%

Reference: Estimated from 2009 - 2014 American Community Survey

In the City of Auburn, between 2001 and 2010, there were home construction permits for 33 new homes (Table 1-7). During the same period, there were 20 condo/duplex units that were built. Based on the city's records, there were no new homes, condos, or duplexes built between 2011 and 2015. This may be caused by the after effects of the economic recession and mortgage crisis in the mid to late 2000s. It may also be due to the shrinking number of areas where new homes can be built within the city limits.

The steady increase in the median house values for all three jurisdictions stopped in 2010 (Table 1-8 and Figure 1-2). The largest increase for all of the municipalities were between 1990 and 2000. Between 2010 and 2014, house values dropped, by 24.5 percent in the City of Auburn, 16.2 percent in Bay City, and 13.5 percent in Bay County. The City of Auburn did have the largest increase in values between 2000 and 2010, but also the largest decrease between 2010 and 2014. It should be noted that the 2014 data is actually an average of data from 2009 to 2014 and so may reflect lower values from 2011 to 2013.

Table 1-6 shows the "mobility" of the population; it shows that approximately 67 percent of current households have been in their current residence at least 15 years. Given the fact that only 70 percent of occupied units are owner occupied, who tend to reside in a dwelling longer than renters, the table shows a significantly stable population.

Table 1-7: City of Auburn Construction Permits

Year	Homes	Condo/Duplex
2000	0	1
2001	4	1
2002	2	2
2003	13	4
2004	3	6
2005	4	0
2006	2	2
2007	1	0
2008	2	2
2009	1	2
2010	1	0
2011	0	0
2012	0	0
2013	0	0
2014	0	0
2015	0	0
<i>Total</i>	33	20

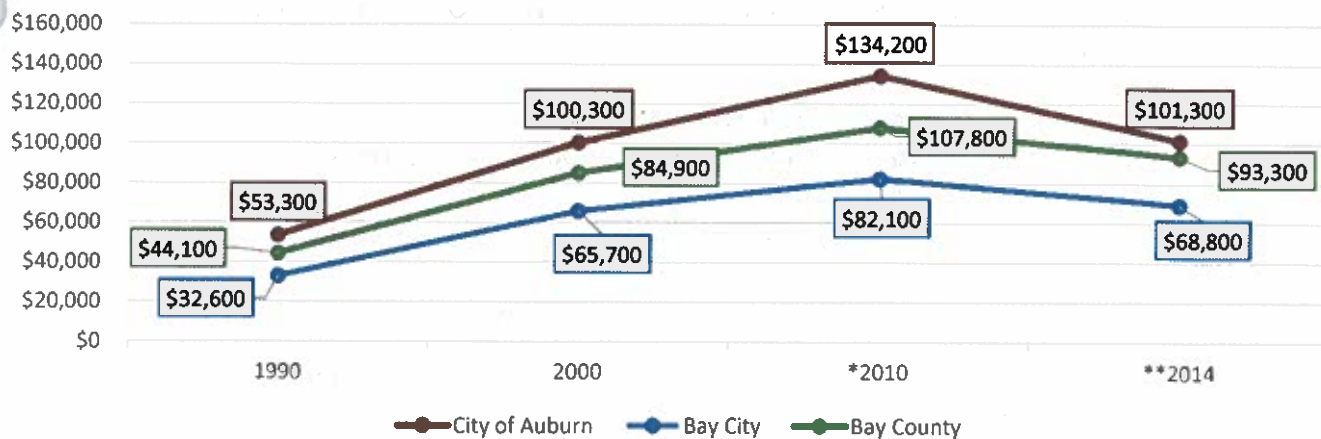
Reference: City of Auburn

Table 1-8: Median House Values, 1990-2014

	City of Auburn		Bay City		Bay County	
	\$	Chng	\$	Chng	\$	Chng
1990	\$53,300	-	\$32,600	-	\$44,100	-
2000	\$100,300	88.2%	\$65,700	101.5%	\$84,900	92.5%
*2010	\$134,200	33.8%	\$82,100	25.0%	\$107,800	27.0%
**2014	\$101,300	-24.5%	\$68,800	-16.2%	\$93,300	-13.5%

*Reference: Census Data, *Estimates from 2006-2010 American Community Survey, and **Estimated from 2009 - 2014 American Community Survey*

Figure 1-2: Median House Values 1990-2014



Reference: Census Data, *Estimates from 2006-2010 American Community Survey, and **Estimated from 2009 - 2014 American Community Survey

Table 1-9: Median Rent Values, 1990-2014

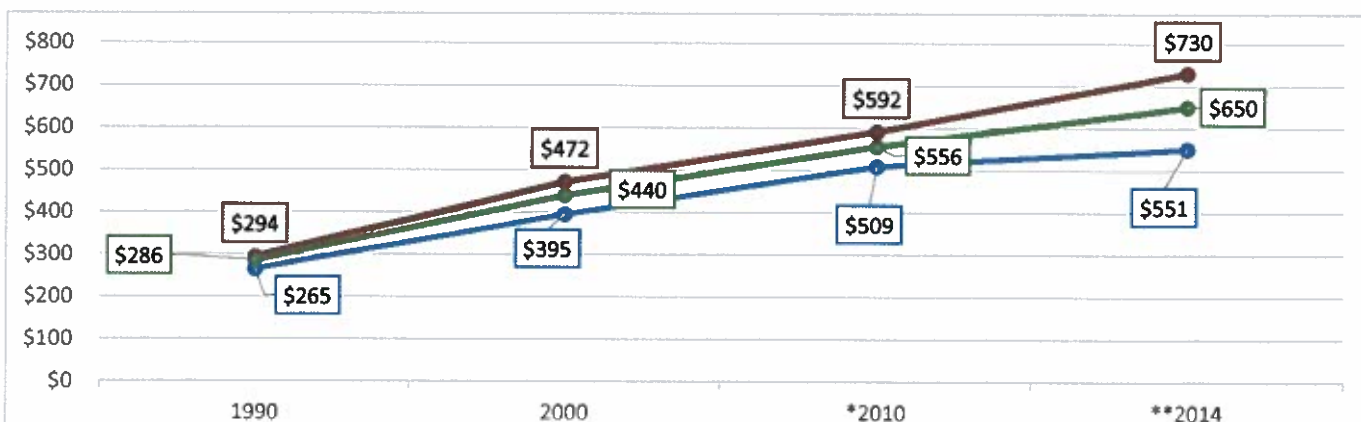
	City of Auburn		Bay City		Bay County	
	\$	Chng	\$	Chng	\$	Chng
1990	\$294	-	\$265	-	\$286	-
2000	\$472	60.5%	\$395	49.1%	\$440	53.8%
*2010	\$592	25.4%	\$509	28.9%	\$556	26.4%
**2014	\$730	23.3%	\$551	8.3%	\$650	16.9%

Reference: Census Data, *Estimates from 2006-2010 American Community Survey, and **Estimated from 2009 - 2014 American Community Survey

The same decrease was not found in the median rent values, seen in Table 1-9 and Figure 1-3. The rental values continue to increase in all three jurisdictions. The City of Auburn is the largest increase from 1990 to 2000 (60.5 percent) and 2010 to 2014 (23.3 percent) out of the other jurisdictions. The largest increase from 2000 to 2010 is Bay City. The City of Auburn also has always had a higher rent value rate

than the other jurisdictions. This trend has been seen naturally as the percentage of households who rent have increased, placing pressure on the number of available rental units.

Figure 1-3: Median Rent Value, 1990-2014



Reference: Census Data, *Estimates from 2006-2010 American Community Survey, and **Estimated from 2009 - 2014 American Community Survey

There is a large amount of “Middle Housing” shown in the City of Auburn when compared to Bay County and State of Michigan (Table 1-10). The City of Auburn has a higher proportion of 2-unit to 10- or 19- units within one building.

Table 1-10: Units in Structure, 2014

	City of Auburn		Bay County		State of Michigan	
	#	%	#	%	#	%
<i>Total housing units</i>	956	100.0%	48,100	100.0%	4,532,719	100.0%
<i>1-unit, detached</i>	621	65.0%	36,905	76.7%	3,262,082	72.0%
<i>1-unit, attached</i>	127	13.3%	1,802	3.7%	211,262	4.7%
<i>2 units</i>	56	5.9%	1,399	2.9%	116,964	2.6%
<i>3 or 4 units</i>	33	3.5%	1,352	2.8%	116,039	2.6%
<i>5 to 9 units</i>	61	6.4%	1,086	2.3%	190,503	4.2%
<i>10 or 19 units</i>	44	4.6%	595	1.2%	163,537	3.6%
<i>20 or more units</i>	14	1.5%	2,395	5.0%	225,494	5.0%
<i>Mobile home</i>	0	0.0%	2,553	5.3%	245,882	5.4%
<i>Boat, RV, van, etc.</i>	0	0.0%	13	0.0%	956	0.0%

Reference: American Community Survey

Chapter 2 Transportation

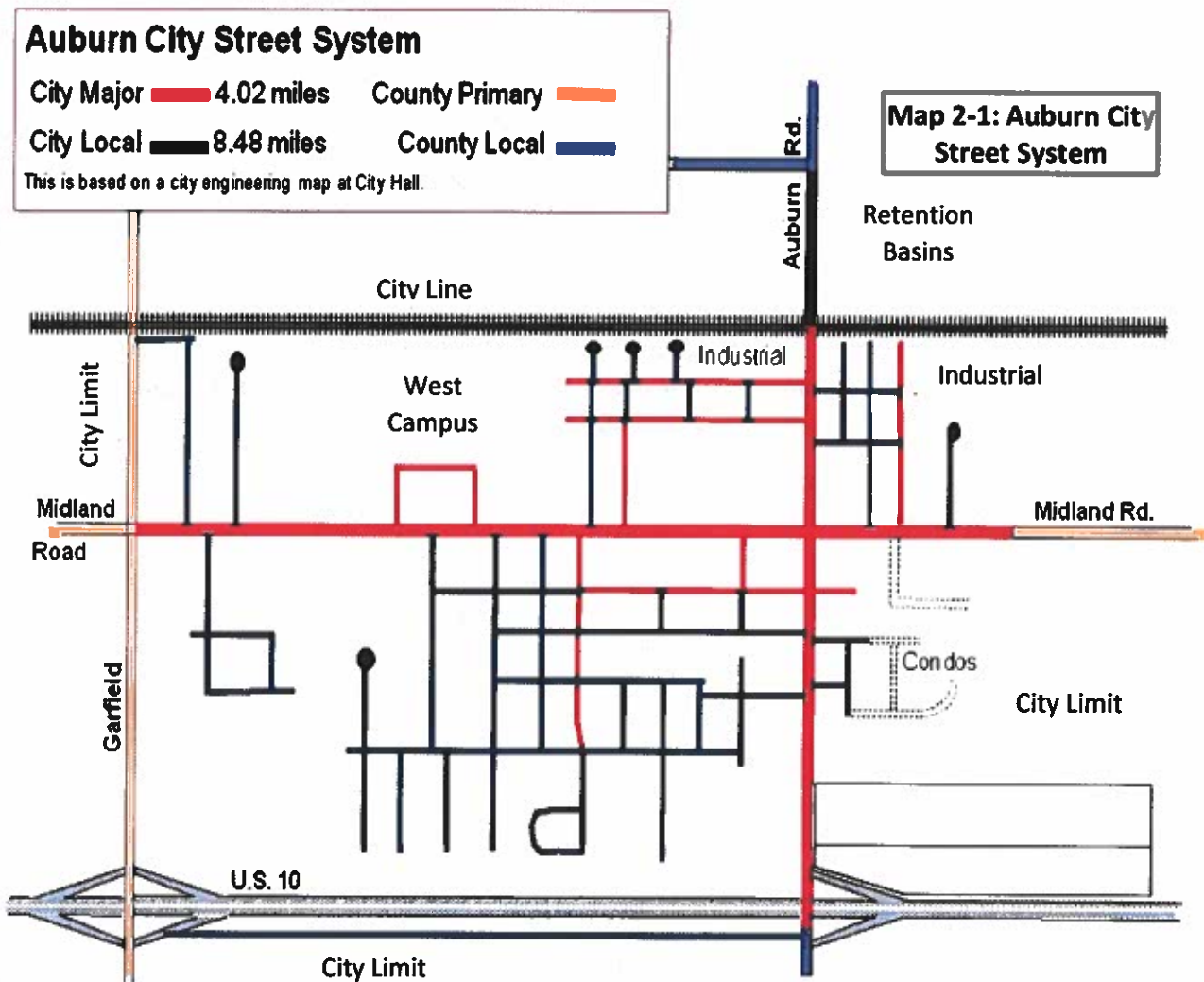
Transportation is an important aspect of any community's development. Historically, the City of Auburn was developed along State Highway M-20 (which is now Midland Road) and the rail line currently owned by the Huron and Eastern Railroad. Today, the city's future development and stability greatly relies on the maintenance and enhancements to the city's transportation system.

Existing System

The City of Auburn is bordered by U.S. 10 along its southern boundary and the Huron and Eastern Railroad along most of its northern boundary. U.S. 10 is a federal highway, which provides access to I-75 to the east and U.S. 127 to the west, shown in Map 2-1.

The city's transportation system was developed in a grid fashion consistent with the rectangular survey method.

North South Thoroughfares: North/South travel through the city is served principally by Auburn Road (known as Nine Mile Road outside of the city.)



Auburn Road is an all-weather road, which intersects a partial interchange on U.S. 10 that provides a westbound U.S. 10 exit ramp and an eastbound U.S. 10 entrance ramp. Auburn Road also provides trucking access to the grain elevators and certified trucking scales primarily used for agricultural purposes.

Auburn Road also provides access to the historic “downtown” of Auburn, which was centered around the Auburn Road and Midland Road intersection.

One mile further west is Garfield Road on the western city limits. Garfield Road is also an all-weather road, which provides access to a full interchange on U.S. 10. The city’s Commercial Business Zone begins immediately adjacent to U.S. 10.

East West Thoroughfares: The primary east/west thoroughfare within the city is Midland Road. Midland Road is an all-weather road which was rebuilt from Garfield to Price Street in 2000. The city’s Business Zone runs virtually the length of Midland Road.

Road Classification – Major

The city has 12.5 miles of roads/streets as reported in a 2009 certified map. Road classifications assist planners in determining approximate land use and zoning standards along each route. Adherence to capacity and design standards help to preserve the public’s involvement within the road system. For the purpose of this report, the roads within the City of Auburn will be classified “Major” or “Local” as they are by Act 51, administered by the Michigan Department of Transportation (MDOT):

- Act 51 classifies roads according to use and volume in order to provide communities with funds for road maintenance.
- Act 51 classifications are also used during grant review procedures to determine eligibility for State and Federal Transportation Funds.

Major streets within the city are roads that provide the main traffic route for high volume traffic flow. Major streets collect traffic flow from local streets and provide access to county and regional arterials. The city has a total of 4.02 miles of major streets as identified in Table 2-1.

Table 2-1: Major Street System

Major Street	From/ To
Auburn Road	U.S. 10 to the railroad tracks
Bryant Blvd.*	Midland Rd to school
East & West Elm Street	Price Street to City Hall
Garfield Road**	U.S. 10 to railroad
Grant Street	Auburn Road to high school
Green Street*	Noel Way to Bryant Blvd.
Macomber Ave.	Auburn Road to high school
Midland Road	East City limits to Garfield Road
Noell Way*	Green St. to Midland Road
Park Street	Midland Road to railroad
Price Street	Midland Road to Ruth Street
Roberts Street	Midland Road to W. Elm
Whittemore Street	Midland Road to Macomber Ave.

Note: *Bryant, Green and Noell constitute a loop off of Midland Road into the Western Campus.

**Actually a county primary road and mileage is not included as Auburn’s.

Road Classification- Local Streets

Local streets provide access to individual properties with limited continuity and mobility. Local streets are designed for low traffic volumes and speeds.

Table 2-2: Local Street System

Local Street	From/ To
Appaloosa Pass	Hackney Trail to Mustang Lane
Auburn Road	Railroad tracks to North Union
Braun Street	Southlawn Drive to Ireland Street
Burgess Street	Darley Street to St. Louis Court
Church Street	Auburn Road to Southlawn Drive
Countryview Lane	Hemingway Street to railroad
Darley Street	Auburn Road east to end
Edward Street	Midland Road to Ruth Street
Fisher Road	Auburn Road to Garfield Road
Francis Court	Grant Street to railroad
Francis Street	Midland Road to Grant Street
Hackney Trail	Palomino Way to Appaloosa Pass
Hemingway Street	Auburn Road to Park Street
Ireland Street	Braun to end
Jaycee Drive	Auburn Road to eastern boundary
John K. Drive	Shady Lane to Tianna Court
Kent Street	Auburn Road to Shady Lane
Maple Street	Midland Road to end
Moll Street	Midland Road to end
Mustang Lane	Auburn Road to Appaloosa Pass
Nobel Street	Auburn Road to Park Street
Nuffer Street	Grant Street to Macomber Avenue
Palomino Way	Mustang Lane to Hackney Trail
Patricia Street	Ruth Street to Braun Street
Patterson Street	Elm to Church Street
Price Street	Ruth Street to Sunshine Court
Ren-Shar Drive	Midland Road to Ruth Street
Roberts Street	From south of Ruth to north of Kent & from Church Street to W. Elm Street
Ruth Street	Roberts to end
Shady Lane	Ruth Street to Edwards Street
Short	Shady Lane to Ruth Street
Southlawn Drive	Midland Road to Braun Street
St. Louis Court	Auburn Road to Burgess Street
Sunshine Court	At south end of Price Street
Sycamore Lane	Midland Road to end
Tianna Court	John K. Drive east to end
Virginia Street	Ruth Street to Braun Street
Weber Street	Auburn Road to railroad
Whittemore Court	Grant Street to railroad
Whittemore Street	Midland Road to Grant Street
Widmer Court	Grant Street to railroad
Widmer Street	Macomber to Grant Street
West Elm	Ren-Shar Drive to Price Street

Transportation Services

Along with the highway and street system, Auburn has access to an international airport, seaport, rail transport, and bus service.

- **Airport:** The MBS International Airport, located in Freeland, 5 miles south of Auburn, is the fourth busiest airport, in terms of commercial use, in Michigan. MBS is a tri-government facility operated by the City of Midland, City of Saginaw, and Bay County.
- **International Seaport:** A customs port of entry located 9 miles east of Auburn is connected by pipelines, rail, and limited-access highways.
- **Rail transport:** Huron and Eastern Railway Company is a spur line that services the city's grain elevators and Dow Corning and Dow Chemical to the west. Amtrak Passenger Service is available in Flint (approximately one hour away).
- **Bus Service:** Bay Metro Transit Authority is available within the City of Auburn. Greyhound Passenger Service is available in Saginaw and Bay City.

Chapter 3 Community Facilities and Services

Auburn's community facilities include a wide array of city services, parks and recreation opportunities, educational services, as well as religious organizations.

A community's facilities and services are important to the quality of life a community can provide for its residents. The range and complexity of municipal facilities and services are directly proportionate to the municipality served. Therefore, the growth and stability of any governmental unit is interdependent on the continual maintenance and improvement of facilities and services, such that it keeps pace with and does not hinder growth by exceeding or lagging resident needs.

This section will discuss the following categories of facilities and services:

- Governmental Facilities
- Educational Facilities
- Religious Facilities
- Essential Services and Utilities

Governmental Facilities

City Hall

City Hall is located at 113 E. Elm Street. City Hall currently houses the offices of all administrative functions within the city as well as storage area for the city's Department of Public Works (DPW) equipment. City commissions and boards meet within the City Hall Meeting Room. Voting for national, state, county, city, and school board ballot issues are cast within the City Hall Meeting Room.

Post Office

The Auburn Post Office is located at the Auburn Square retail center on Midland Road. The Auburn Post Office provides postal service to the city as well as a large rural area which makes up the 48611 zip code. The zip code covered about 36 square miles and covered 2,287 mailboxes in 2008.

Education Facilities

Four schools are in the City of Auburn for a total 2009-2010 enrollment of about 2,723 students.

Western High and Western Intermediate School

The integrated school complex is part of the Bay City School District. The campus is located on an approximate 120-acre site on W. Midland Road within the City of Auburn. The campus serves western Bay County. Between 2006 and 2008, the school district added 14 new classrooms to the middle school. In 2009, work was completed on the expansion of the high school facility, including new science labs.

Auburn Elementary

This school is located on the corner of W. Midland Road and Moll Street. It is also part of the Bay City School District and was extensively renovated in 2001 at a cost of \$4.3 million. The project provided a new library, cafeteria, offices, computer lab, an art/music classroom, and many other improvements besides the expansion of over 18,000 square feet.

Grace Lutheran School

This K-8 school has been in operation at 303 Ruth Street since 1960. Just outside of Auburn, Trinity Lutheran Church, St. Anthony’s Catholic Church, and St. Joseph Catholic Church offer educational programs also.

Table 3-1: Local School Enrollment History

School↓ Enrollment⇒	In 2000-01	In 2009-10	Change
Western High School	1,414	1,300	-8%
Western Middle School	892	878	-1.5%
Auburn Elementary	416	515	+24%
Grace Lutheran	75	30	-40%
Nearby Auburn:			
Auburn Area Catholic Pre-K to 5th grade	~125	50 K-12 29 pre school	~-37%
Trinity Lutheran Pre-K to 8th grade 662-4891	~85 K-12 25 pre school	58 K-12 19 pre school	-32%

Additional Educational Services:

Colleges/Universities

Auburn residents are offered a number of higher learning opportunities near the city. Specifically, there are six area colleges and universities including Central Michigan University, Northwood University, Saginaw Valley State University, Delta College and Davenport University. In addition, nearby Midland is home to a private research institute for professional development, the Michigan Molecular Institute.

Bay County Library System

The Auburn Area Branch of the Bay County Library System came into existence in 1973 and the current 15,000-square-foot building opened on January 15, 2004. The branch offers a varied collection of general interest books, CDs, magazines, audio books, DVDs, and videos for all ages, as well as a community room which is available for meetings of area groups and organizations. Also available is access to the internet and several online databases.

Religious Facilities

Auburn is home to four churches within the city, and another three are located just outside of town. Auburn’s central location within the Tri Cities also provides easy access to a very broad choice of churches and worship centers.

In town:

- Auburn United Methodist Church
- First Baptist Church of Auburn
- Grace Lutheran Church
- Tri County Worship Center Church

Just outside of city limits:

- St. Joseph Catholic Church- ½ mile east of Auburn
- St. Anthony Catholic church- 1 mile west of Auburn
- Trinity Lutheran Church – at Salzburg and Seven Mile

- Knights of Columbus Council 3590 – Garfield Road, adjacent to Auburn

Essential Services/Utilities

Infrastructure

One hundred percent of the infrastructure needs are being met in Auburn.

Water

The City of Auburn water system consists of over 11 miles of water service lines. The city purchases treated water from the City of Midland via a 12-inch service line. In 2010, the City of Auburn averages approximately 211,000 gallons of usage per day. That compares to an approximate usage of 164,472 gallons per day in 1994. That is an increase of 28 percent in 13 years. The city is well-positioned to handle future growth as detailed here in the master plan.

Sanitary Sewer System

The city maintains its own sanitary sewer collection system and one lift station. The system collects wastewater and links to the Bay County Sewer and Water wastewater treatment plant. Wastewater is recycled at the treatment plant through a stringent process, involving physical and biological processes that remove waste products from the water before it is discharged into the Saginaw River. The process and discharge is strictly regulated and monitored by State and Federal law. The capacity of the current system needs to be clarified to ensure that future development does not exceed that capacity.

Storm Water Collection System

The city's storm water collection system is separate from the sanitary sewer system and is constructed primarily under city streets. The city's storm water system collects precipitation runoff from rooftops, streets, yards, and parking lots and discharges it to local rivers, streams, and drains.

Specifically:

- There are no significant drainage issues with the success of the City of Auburn retention pond on the city's north side.
- Water pressure and volume has been improved recently and are adequate for needs, although tests would be required to confirm health of hydrant water supply.
- Sewer lines have been visually inspected and are in good condition. The last inspection was completed in 2006.
- Street condition is excellent for 90 percent of streets. There are four streets that will need reconstruction or repaving. The most expensive project in these 2010 estimates would be the reconstruction of Elm Street at \$225,000.
- High-speed internet is available in Auburn through Charter Communications and AT&T.

Police

The Bay County Sheriff's Department is contracted to provide a deputy to the City of Auburn and Williams Township. The department is dispatched to emergencies by Bay County Central Dispatch.

Fire Department

The Auburn/Williams Fire Department is located on W. Midland Road, approximately .3 miles outside the city limits. The department has approximately 36 volunteer firefighters. The department maintains the following equipment:

- 2012 Ariel Ladder Truck
- 2005 CSI-Spartan Squad
- 2000 Pierce Pumper
- 1999 Ford F350 Responder Truck
- 1992 Pierce Engine

Department of Public Works (DPW)

Housed within City Hall, the DPW has four full-time employees. The DPW is responsible for the following activities:

- Building and grounds maintenance
- Water and sewer main repair
- Servicing of water meters
- Brush and leaf pickup
- Street sweeping and repair
- Snow removal and salting
- Installation and repair of drainage systems

Administration

Auburn has four administrative employees. A full-time City Administrator, a full-time City Clerk, a full-time Deputy Treasurer, and a part-time Treasurer.

Chapter 4 Existing Land Use

Current Land Use

How property is zoned and how it is actually used is never quite the same. That is probably true for all communities, whether it is because of a lack of development or re-development. The map gives a sense of present use in Auburn, although the actual use for any one lot is based on the tax records. The existing land use inventory in 2016 was based on the previous existing land use map, done in 2010, and used aerial interpretation to confirm land uses of the properties in the city. Map 4-1 show the different classifications used to categorize properties. The land use classifications include, agricultural, single family-duplex residential, multi-family residential, business, industrial, public/quasi-public, vacant or fallow, and roadways. The difference between the previous existing land use categories include separating single and duplex residential and multi-family residential, adding vacant or fallow as a classification, and adding roadways as a classification. The map also identifies land uses that are currently vacant.

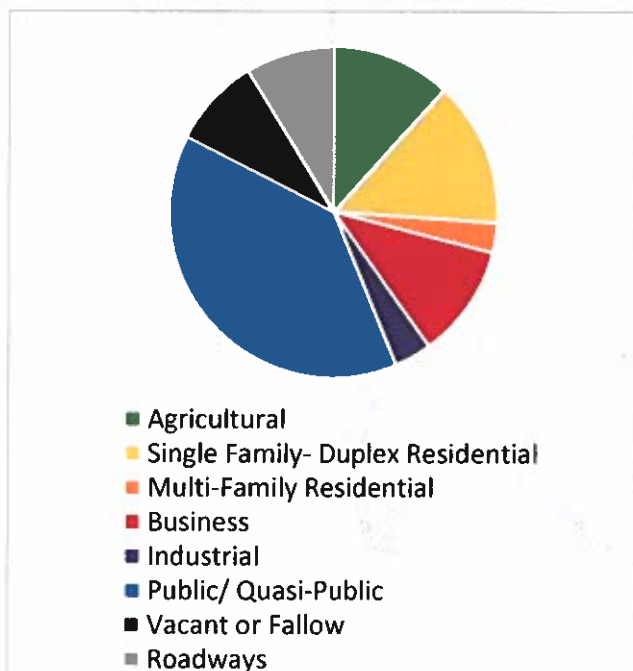
Table 4-1: Existing Land Use, 2016

Classifications	Acres	%
Agricultural	48.04	12.9
Single Family- Duplex Residential	57.87	15.6
Multi-Family Residential	12.02	3.2
Business	45.06	12.1
Industrial	15	4.0
Public/ Quasi-Public	158.04	42.5
Vacant or Fallow	35.70	9.6
Roadways	0.02	0.0
Total	371.73	100

Agricultural

The agricultural classification are properties where the primary activity is related to agricultural. There are only a few large parcels within the city accounting for 12.9 percent of the city. These parcels are primarily along the boundaries of the city. From the existing land use inventory in 2010 (Map 4-2) to 2016, there is little change in agricultural. There are a few less areas that have been converted or are now classified as vacant or fallow land.

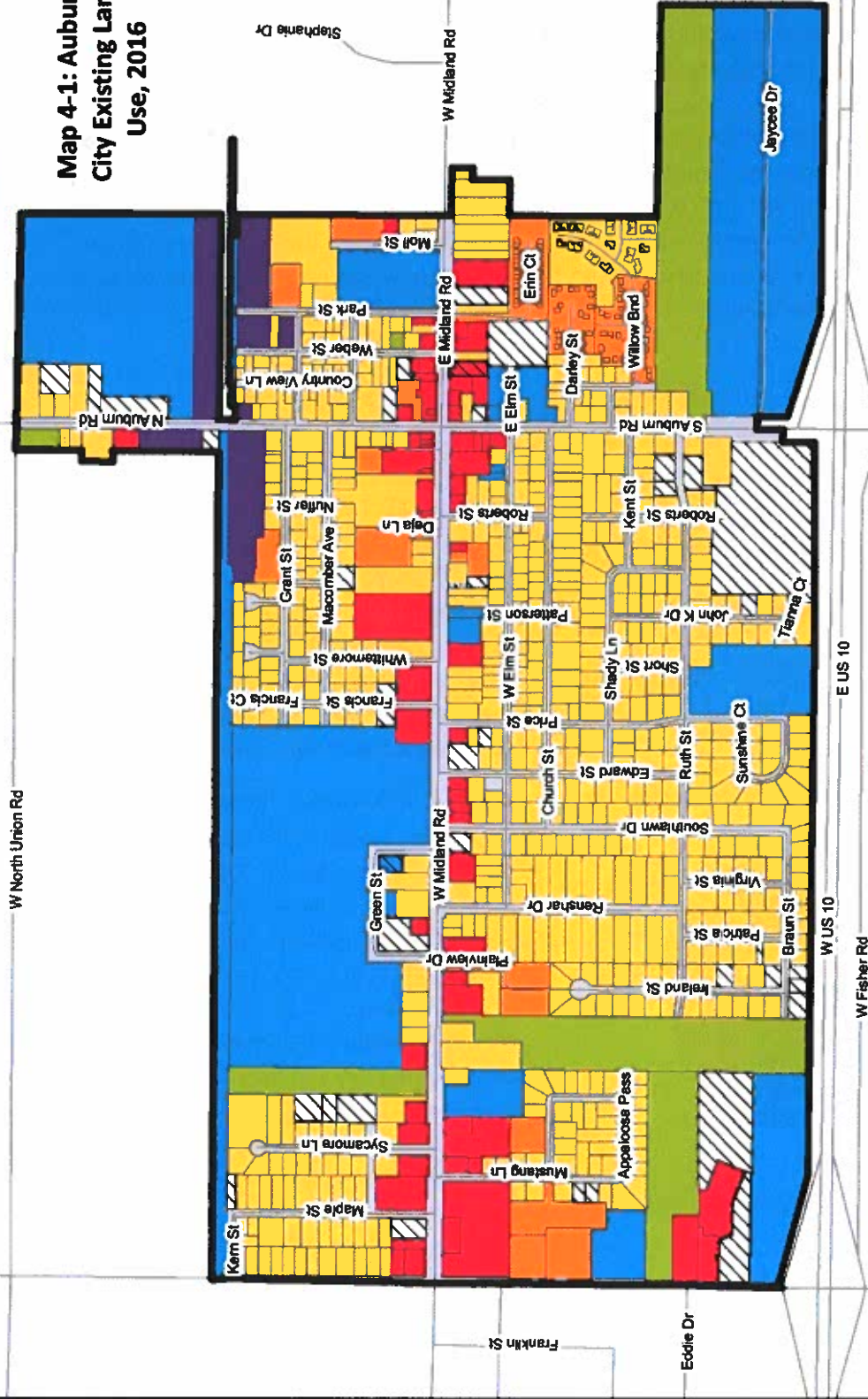
Figure 4-1: Existing Land Use, 2016



Single-Family-Duplex Residential

The single-family-duplex residential classification is one to two residential housing units within one property. This is the second-highest land use in the city at 15.6 percent. In the previous master plan land use inventory, residential was divided into two categories. Single family-duplex residential areas are primarily located within the center of the city and have decreased slightly from the 2010 existing land use survey. This is primarily due to the dividing of residential as one district and the addition of vacant or fallow.

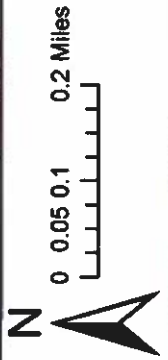
**Map 4-1: Auburn
City Existing Land
Use, 2016**



Date: 3/6/2017

Source: Bay County Environmental Affairs & Community Development- GIS Program

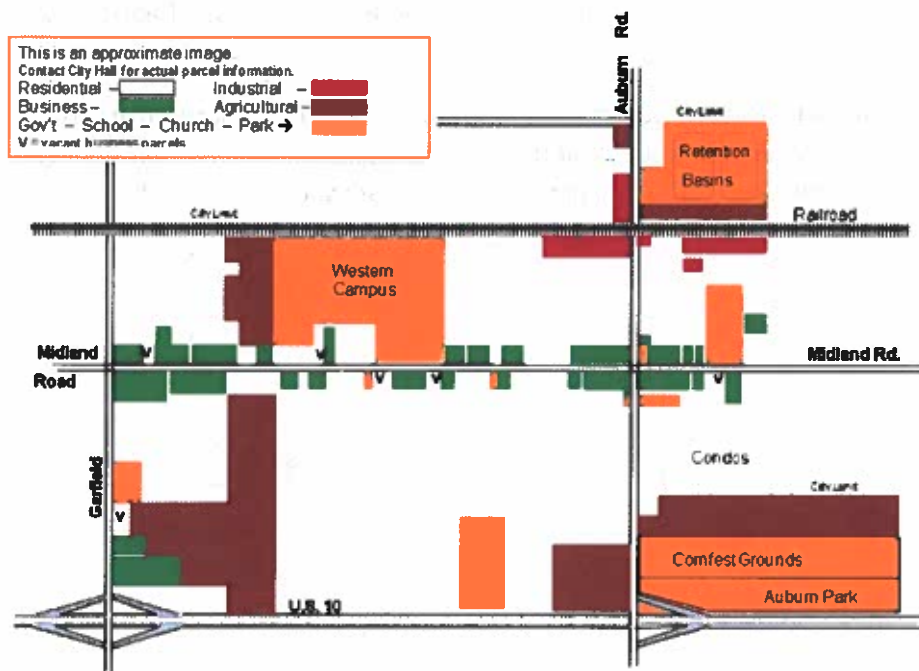
ROWE PROFESSIONAL SERVICES COMPANY
 Engineering - Surveying - Aerial Photography/Mapping
 Landscape Architecture - Planning
 540 S. Saginaw Street, Suite 200
 Flint, MI 48502



Legend

	Vacant		Business		Vacant or Fallow
	Agricultural		Industrial		Roadway
	Single Family-Duplex Residential		Public/ Quasi-Public		
	Multi-Family Residential				

Map 4-2: Auburn City Existing Land Use, 2010



Multi-Family Residential

The multi-family residential classification is three or more residential housing units within one property. In the previous master plan, land use inventory residential was divided into two categories for residential. Multi-Family residential accounts for 3.2 percent of the land use in the city. There are primarily multi-family units on the west side of the city along Garfield Road and on the east side along Erin, Darley, and Willow Roads. There are a few additional apartment complexes or multi-family units in the northeastern side of the city.

Business

The business classification are properties with basic goods and service establishments. This land use classification accounts for 12.1 percent of the land use in the city. The businesses are primarily located along Midland Road, with a few on Garfield Road. It appears that from 2010 to 2016, there has been a slight increase in the amount of businesses along the Midland Road corridor.

Public/Quasi-Public

The public/quasi-public classification includes properties with utilities, government land, schools, parks, and churches. This is the largest land use classification in the city at 42.5 percent. This is primarily due to Western High School, Grace Lutheran Church, Grace School, Auburn Elementary, the Auburn Recreational Facility, Cornfest Ground, and Auburn Park being located within the city. These land uses are generally near the outside of the city. In 2010, there does not appear to be any changes in this land use.

Vacant or Fallow

The vacant or fallow classification is property that is not disturbed or mostly undisturbed property with no major structures within the property. This is a new classification from the 2010 existing land use

inventory. There are a variety of infill opportunities within established single-family neighborhoods, as well as those along commercial development. The different pockets of vacant or fallow span the whole city. There are also a few vacant buildings that have a previous land use along Midland Road.

Roadways

The roadways classification includes roadways and the public right-of-way located around the city. The roadways and rights-of-way do not account for much of the city's land use, but this network is present in a majority of the city. There are a few large parcel areas that are vacant that roadways may be expanded into on the southern part of the city.

Chapter 5 Public Engagement

Open House

The Master Plan Open House offered the public an opportunity to provide input on various development options that the Planning Commission is considering, which involve future land use, proposed capital improvements, goals and objectives, and implementation strategies. Each topic with goals and strategies were illustrated and described on poster boards. Found in Appendix A is a copy of the opinion survey from the open house and open house boards.

The open house took place on March 28, 2017 at the City Hall of Auburn. The session was held with a small group of residents who provided input.

The surveys asked for a ranking of importance of each goal of the topics, then a ranking (1-10) of the encompassing strategies. Overall, the goals with the highest percent (75+ percent) marked as "Very Important" and "Important" by the participants were to address blight, provide a wide range of housing types, improve walkability, implement complete streets, support the Parks and Recreation System, and address area development along Midland Road. Some topic sections were much more important to participants than others.

General Issues

Goal: How important a goal is it to address blight in the City of Auburn?

- Very Important/Important: 100%

Blight Solutions: Average score 8.0 out of 10

- Continue enforcing the blight ordinance: 9.6/10
- Consider adopting the International Property Maintenance Code: 6.9/10
- Adopt a dangerous building ordinance: 8.6/10
- Adopt a rental ordinance: 6.8/10

Goal: How important a goal is it to address light nuisance in the City of Auburn?

- Very Important/Important: 41.9%
- Undecided: 28.6%
- Not Very Important: 28.6%

Light Nuisance Solutions: Average score 7.1 out of 10

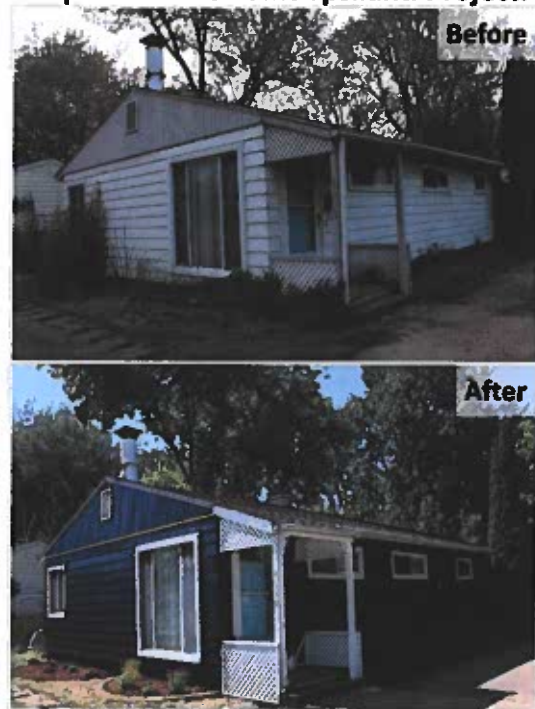
- Shoebox/cutoff fixtures: 6.3/10
- Prohibit light trespass: 7.8/10
- Limit fixture height: 7.2/10

Residential

Goal: How important a goal is it to address inappropriate accessory buildings in the residential areas of the City of Auburn?

- Very Important/Important: 40%

Figure 5-1: A display of a blight transformation to a single-family home as part of "The Paint Ypsilanti Project."



Source: <http://depottowncdc.org/>

- Undecided: 37.5%
- Not Very Important: 12.5%

Address Accessory Buildings: Average score 5.3 out of 10

- Allow pole barns (if property space allows): 5.1/10
- Taller garages if aesthetically compatible: 5.5/10
- Limit height to that of residences: 5.4/10

Goal: How important a goal is it to provide for a wide range of housing types in the City of Auburn?

- Very Important/Important: 77%
- Undecided: 11%
- Not Very Important: 11%

Missing Housing Types: Average score 6.6 out of 10

- Duplex: 6.3/10
- Triplex-fourplex: 5.4/10
- Courtyard apartments-bungalow court: 7.1/10
- Townhouse/row house: 7.8/10
- Multiplex: 6.1/10
- Live-work: 7.0/10

Transportation

Goal: How important a goal is it to improve walkability in the City of Auburn?

- Very Important/Important: 100%

Proposed Sidewalk Improvements Project: Average score 6.2 out of 10

- Add sidewalk connector between Maple Street and Sycamore Lane: 5.3/10
- Convert Nuffer Street to a pedestrian path between Grant and Macomber Avenue: 6.4/10
- Add sidewalk connector between Robert Street and South Auburn Street: 6.9/10

Goal: How important a goal is it to promote “complete streets” in the City of Auburn?

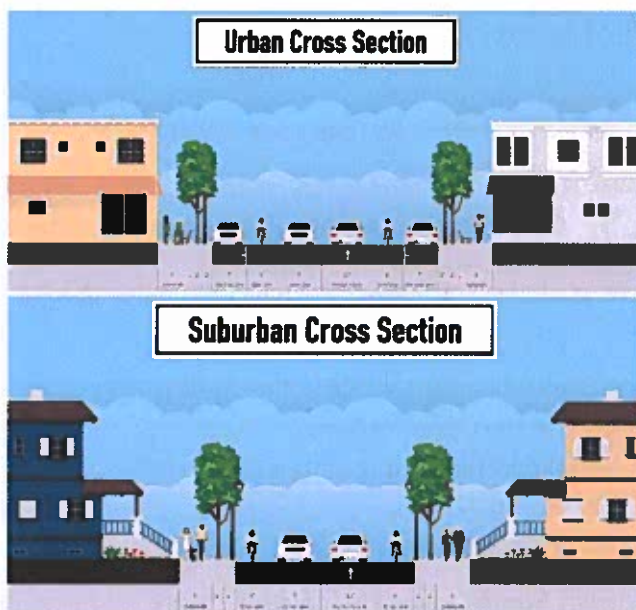
- Very Important/Important: 85.7 %
- Undecided: 14.3%

Goal: Promote joint access driveways for commercial uses.

- Very Important/Important: 62.5 %
- Undecided: 37.5%

A comment was made to make a paved trail from Ruth Street Garfield Road.

Figure 5-2: Complete street concepts for urban and suburban areas.



Recreation Opportunities

Goal: How important a goal is it to support the parks and recreation system to enable it to provide a high quality of life for residents and wildlife within the City of Auburn?

- Very Important/Important: 100%

Parks and Recreation Opportunities: Average score 6.9 out of 10

- Support the development of a Rail-Trail between Bay City and Midland: 8.1/10
- Develop a connection to a Rail-Trail to Auburn Park: 7.1/10
- Develop a “neighborhood park” east of the residential block on Midland Road and northeast of Chemical Bank: 5.6/10

There were three comments which suggested to have more activities for kids, the addition of a waterpark, and a place for bands to play.

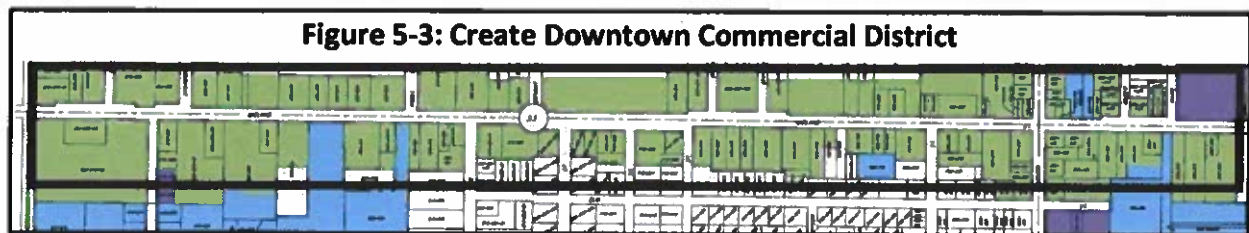
Business

Goal: How important a goal is it to address development along Midland Road?

- Very Important/Important: 100%

Midland Road Commercial Development: Average score 7.6 out of 10

- Stay the Same – Continue to allow commercial development all along the corridor: 7.7/10
- Cluster future development in nodes: 6.1/10
- Create downtown commercial district: 8.9/10



Goal: To what extent do you agree with the current master plan policy to limit industrial development to the areas of existing industrial development?

- Very Important/Important: 71.5%
- Undecided: 14.3%
- Not Very Important: 14.3%



Chapter 6 Goals and Policies

By evaluating the city's current condition, projected trends, and public comments, the Planning Commission has developed a set of goals, policies, and recommendations based from the previous Land Use Plan adopted in 2011. **Goals** are general guidelines that explain what the community wants to achieve, while **policies** are strategies on how to attain the identified goals. **Policies** are rules, guidelines, or general actions designed to achieve the goals. **Recommendations** are specific actions taken to implement the policies. The goals, policies, and recommendations are divided into seven different topics including general, residential, recreation, transportation, business, industrial, and government.

General (Government and Land Use)

Goal: To foster and support inter-governmental efforts where there are mutual goals and/or common ends desired.

Policies:

1. As a matter of policy, City of Auburn shall support regional planning efforts that have a direct bearing on and benefit to the city.

Recommendations:

- a. The city will monitor regional planning efforts to identify decisions and discussions of land use that might affect the city's pattern of development.
2. Whereas the City of Auburn public safety efforts for fire protection depends on the health and strength of the Auburn Williams Fire Department, the City of Auburn shall be active in supporting this city/township public safety program so that needs are sufficiently met.
Recommendations:
 - a. The zoning ordinance language should allow the opportunity for the Auburn Williams Fire Chief to provide input into a proposed site plan, when appropriate.
 3. The zoning ordinance language should, wherever possible, assure the input of the Auburn Williams Fire Chief when a question of public safety is involved.
Recommendations:
 - a. The city should seek ways to make ongoing improvements to the Auburn Police Station, both in facility and equipment, so it supports efficiency for police protection and services as the city works with area law enforcement agencies.

Goal: The City of Auburn will encourage future residential and business development in a compatible manner while seeking to maintain the city's strong single-family residential character.

Policies:

1. The principles of land use transitions should be used where appropriate.

Recommendations:

- a. Modify the future land use plan criteria to encourage locational transitions between more, less intensive land uses.

2. Landscape screening/buffering should be used between non-compatible uses where land use transition areas are not possible.
Recommendations:
 - a. Amend the zoning ordinance to require appropriate screening and buffering, between residential and business development.
3. Land use changes should support the future land use plan.
Recommendations:
 - a. Establish guidelines for using the future land use plan in considering rezoning requirements.
4. Planning should provide future opportunities for residential and commercial use, while monitoring changes in our industrial zone.
Recommendations:
 - a. Modify the future land use plan in providing future residential and commercial uses and modifications to the industrial zone.
5. Multiple family buildings (more than two family units) or other attached residential units should not be used as infill use in an area that has been predominantly developed as a single-family home area.
Recommendations:
 - a. Modify the future land use plan to not use multiple family buildings as infill use in predominantly developed single-family home areas.
 - b. Review zoning ordinance to ensure that the multiple-family uses are not allowed in single-family residential districts.
6. The city, over time, should maintain a priority on eliminating all non-conforming uses and structures.
Recommendations:
 - a. The Planning Commission and Zoning Board of Appeals should give strong consideration to the principles of this master plan in considering requests for nonconforming uses and variances.
7. The city should be proactive in maintaining streets.
Recommendations:
 - a. Continue to implement the Capital Improvement Plan (CIP) to incorporate street maintenance and street improvements indicated in the master plan.
8. Recognizing the significant size of the Bay City Public School property within the City of Auburn, the city shall support a positive relationship with the school planners and foster a mutual approach to working on resolution of city/school issues.
Recommendations:
 - a. An annual meeting with local public-school principals should be accomplished to foster strong relationships with school planners.
9. The city will work to minimize nuisances to residential neighborhoods.
Recommendations:
 - a. Explore lighting standards that minimizes light washing over property other than where it is located. An example of desired street lighting would be the new streetscape lighting along Midland Road.

- i. For business lighting, particularly recognizing the extensive common boundary between business and residential use, lighting should not be a detriment to the residential neighborhood.
- ii. For residential, likewise, it would be lighting that reduces the glare from one residence to another.
- iii. Municipal lighting standards should consider the aesthetics as well as the safety factors.
- b. The importance of appropriate building and fence permits should be consistently communicated to property owners to support the city's desire to have strong housing stock and appealing neighborhoods.

10. Accessory buildings in residential districts should complement the residential character of the area.

Recommendations:

- a. Amend the zoning ordinance to regulate the size and character of the accessory building in the single-family residential district.

Residential (Single-Family to Multi-Family and Manufactured Homes)

Goal: To maintain and strengthen the positive attributes of the City of Auburn's residential neighborhoods, recognizing both the historic neighborhoods and the newer developments.

Policies:

- 1. The city will make decisions that encourage and foster property maintenance, also making decisions that discourage residential nuisances, so that minimum housing standards are consistently met.

Recommendations:

- a. Support enforcement of housing codes and standards by adapting and adopting necessary codes that clearly improve housing quality.
- b. Continue to enforce the blight ordinance.
- c. Adopt Uniform Code for the Abatement of Dangerous Buildings (Sec. 151.020).

- 2. In planning, the city will minimize any development and infrastructure improvements that would serve to divide neighborhoods.

Recommendations:

- a. In developing the CIP, the city will be responsible for preventing the dividing of neighborhoods.

- 3. The city will encourage new residential developments to recognize compatibility with existing home designs and to provide for good access to the city's major streets.

Recommendations:

- a. Amend the zoning ordinance to permit a PUD zoning district to allow for a mix of housing types while maintaining control over density and design considerations.

- 4. The city will strive to encourage a housing supply for all economic groups and ages.

Recommendations:

- a. Establish zoning ordinance language that would provide an enforceable basis for a noise ordinance for residential, business, and industrial zones.

5. The city will encourage that existing and new residential development will display a neighborhood identity of a small-town character of the city.

Recommendations:

- a. Amend the zoning ordinance to provide some design review of dwellings to ensure aesthetic compatibility with the surrounding residents.

6. The city will explore and encourage “missing middle housing” option opportunities within the city.

Recommendation:

- a. Incorporate a range of housing types into the proposed Downtown mixed-use district

7. The city will explore the use of mixed use residential, commercial, and offices uses within the downtown area.

Recommendations:

- a. Create a downtown commercial district to allow commercial development to continue along the corridor.
- b. The city will review zoning ordinances to see that missing middle housing is allowed within appropriate districts.
- c. Develop standards in the zoning ordinance about mixed use land uses that could be utilized in the downtown.
- d. Develop and plan future development and redevelopment of neighborhoods to retain long-term livability for residents. Planning for development should recognize the value of such amenities as parks, street trees, sidewalks, and appropriate buffering between zoning uses and interconnection of those zoning uses.
- e. Encourage residential development of the large parcel north of the Cornfest Grounds. The 19-acre agricultural property north of the Cornfest Grounds, is considered valuable for both single- and multiple-family. An R-2 zoning would complement the R-3 condominiums to the north and the mixed housing between the condominiums and Auburn Road.
- f. Encourage completing the residential opportunity at the northwest corner of Auburn Road and U.S. 10. This continues to be a prime location for a single-family residential area.
- g. Encourage residential development of the large undeveloped parcel west of Ireland Street, between Midland Road and U.S. 10. This 15-acre undeveloped parcel is currently zoned R-3. A very appropriate re-zoning would be R-1, which would complement existing housing on Ireland Court and the R-3 development currently in place on the west. Rezoning would continue to provide the balance of various residential zones that characterize the city’s community.

Recreation (Including Parks)

Goal: The City of Auburn shall foster the development of recreational opportunities such as development of recreational pathways within the city, whether within the existing city park or elsewhere in the city or in support of planning that would involve city boundaries.

Policies:

1. Those planning decisions that would enhance the “walkability” of Auburn shall be supported by the city.

Recommendations:

- a. From a recreational aspect, the development of a paved pedestrian path/trail between Fisher and U.S. 10 would provide more options for cyclists and walkers.

2. Planning decisions that foster and encourage non-motorized transportation should be encouraged.

Recommendations:

- a. Efforts to identify an opportunity to participate in a "rail trail" connecting Midland and Bay City near the city's northern border should be encouraged at every level.
- b. Amend zoning ordinance to encourage bicycle parking.
- c. Efforts to provide an enhanced linkage from any regional/community pedestrian path to the Auburn City Park should be encouraged.

3. The City of Auburn shall offer support for regional recreational planning.

Recommendations:

- a. The City of Auburn shall continue support and involvement with a joint recreation board with Williams Township.

4. The city shall explore and develop recreational pathways within the city and in the region to connect key nodes to one another.

Recommendations:

- a. A neighborhood park would be a desirable development east of the residential block that is on Midland Road and northeast of the Chemical Bank.

5. The city will look at expansion of the parks and recreation services to help maintain or develop buffers between incompatible land uses.

Recommendations:

- a. The City of Auburn will identify appropriate opportunities for development of neighborhood, linear or "vest pocket" parks in locations that serve as buffers between incompatible land uses.

6. The city will work to have recreational opportunities for all age groups to enjoy.

Recommendations:

- a. A paved path around the retention basin to provide a more versatile path for multiple uses. The site is already popular for exercise and dog walkers.
- b. Explore different recreational activities that all age groups are able to participate in.

Transportation

Goal: The City of Auburn shall sustain a long-term view in matters of changing transportation needs, the design of transportation facilities, and maintenance of existing facilities so that all users are able to safely travel.

Policies:

1. Maintenance of existing city streets and street capacity should receive priority.

Recommendations:

- a. Sustain plans to keep current street projects in the pipeline.
- b. Consider a traffic light on a timer at the Western High School driveways to address street capacity and student safety

2. Site plans that do not envision future transportation needs should be discouraged.

Recommendations:

- a. Development of business or residential uses between Garfield Road and Ireland Street should not be approved without a street connector.

- b. Fisher Street should eventually be paved between Garfield and Auburn. If the commercial park were to develop at the southeast corner of Garfield/U.S. 10 corner, it would be a priority. The road provides a much-needed alternative for traffic in the event of emergency closures of Midland Road.
 - c. Development or residential uses between Appaloosa Pass and Ireland Street should not be approved without a street connector.
3. The city should take opportunity to acquire property that will provide the ability for future transportation enhancements.
- Recommendations:*
- a. In developing the CIP, include the acquiring of property for future transportation enhancements.
4. Promote joint access and parking for existing and new commercial development on Midland Road.
- Recommendations:*
- a. Amend the zoning ordinance to allow joint access and parking for commercial districts.
5. Provide for facilities for non-motorized transportation.
- Recommendations:*
- a. The city's right-of-way at the east end of Ruth should not be completed as a street because of safety concerns. It would make "short cut" irresistibly attractive to drivers in a hurry. A sidewalk connector would be appropriate.
 - b. The Green Street right-of-way ought to be converted to a pedestrian path between Sycamore and Maple Roads. If a neighborhood park were to be developed east of Sycamore Street, then a Green Street sidewalk could be extended to that property.
 - c. Develop a complete street plan for the city.
 - d. Amend the zoning ordinance to require joint access where feasible.

Business

Goal: To support a strong business district zone that provides appropriate local services and goods to the residents and the success of which helps strengthen the city's tax and employment base.

Policies:

1. Encourage public and private partnerships to improve the business zone, particularly sustaining improvements to the streetscape, supporting the renewed use of vacant buildings and improvement of public facilities.
- Recommendations:*
- a. Explore opportunities to support the DDA in their sustained work on the business streetscape that would give our community and business district a strong visual identity.
 - b. Evaluate zoning amendments to identify potential for adding to range of uses in commercial and industrial districts.
 - c. Evaluate options in zoning ordinance to allow mixed uses by right.
 - d. Identify opportunities for adding to off-street parking, particularly on east end of Midland Road such as lot behind Williams Gun Shop and across from police station.

2. Encourage the downtown area to have a unified identity.

Recommendations:

- a. Look for opportunities to help in the renewal and revitalization of vacant business buildings/spaces.
- b. Consider the establishment of "build to lines" in the zoning ordinance.
- c. Encourage professional offices for an area behind McDonald's because that would be a desirable buffer with the area's residential development.
- d. Pursue grants for job creation through state and federal sources.
- e. Review zoning ordinance for the downtown area to allow for more flexibility in business development, such as reducing the size requirements and increasing the range of uses within districts through the establishment of a new zoning district along Midland Road, similar to the recommendation in residential (single-family to multiple-family and manufactured homes

Industrial

Goal: While the City of Auburn does not identify expansion of our industrial zone as a priority within the city, we do recognize the need to follow economic changes that could alter the use of our industrial zone.

Policies:

1. Industrial development should be compatible with surrounding land uses.

Recommendations:

- a. Be diligent in evaluating proposed changes in the Industrial Zone so that development meets industrial needs and protects adjacent residential neighborhoods.
 - b. Maintain strong communications with industry to encourage a better physical boundary between the city's industrial zone and the adjacent residential areas. Auburn's zoning for new development reflects a buffer standard far higher than the actual buffer for those residential locations. In some cases, there is no current buffer at all.
2. Although space is limited, all new industrial development should be encouraged to develop in the city's industrial zone to assure access to proper utilities.

Recommendations:

- a. Amend the zoning ordinance to include new industrial use in the existing industrial zone.

Government

Goal: To conduct planning and zoning in a rational and transparent manner.

Policies:

1. Develop a strategy for plan implementation.

Recommendations:

- a. Prepare strategic implementation plan.
- b. Prepare annual report to city commission outlining previous year's achievements and goals for coming years.

2. Provide public access to planning and zoning information.

Recommendations:

- a. Provide online access to the master plan, Downtown Development Area (DDA) development plan and TIF plan, zoning ordinance, and application forms with checklists.

3. Provide opportunities for public input.

Recommendations:

- a. Incorporate public engagement activities into any major update or revision to the zoning ordinance, master plan, DDA plan, or similar documents.
- b. Public engagement policy should be adopted.

4. Promote coordination in planning and zoning decisions.

Recommendations:

- a. Amend zoning ordinance to clarify zoning review procedures and to incorporate zoning review by various city, county, and state departments and agencies.

Chapter 7 Future Land Use Plan

The future land use plan represents a long-range vision of what the City of Auburn is desired to look like. The development of the future land use plan chapter is based on the goals, objectives, and strategies established earlier in the master plan. The future land use plan is intended as follows:

- This plan needs constant review and reappraisal of plan proposals considering new development activities, public and private, is required to maintain plan flexibility and applicability to a constantly changing physical and social environment.
- This plan is to provide a long-range projection of land uses for the next 20 years. In effect, this long-range outline is intended to achieve coordination of development over time to assure that today's decisions will lead to tomorrow's goals.
- This future land use plan map reflects one possible arrangement of land uses based on the intent and locational criteria for each land use classification. Consideration of both the map and these factors are necessary in evaluating the appropriateness of a proposed rezoning request.
- The plan is comprehensive where all land use areas, both public and private, are considered. It should be realized that no single land use is an independent and unrelated feature of the community, but instead an integral, basic, and important element of the whole community.

Future Land Use Classifications

Each of the future land use categories features a general statement of the intent of the classification, an idea of the appropriate uses permitted or by special use within the classification, and the location criteria of this use classification. This is to help guide the city when making rezoning decisions or classifying land uses that are not specified in the zoning ordinance. These corresponding categories are shown in Map 7-1.

Residential- Single Family

The FLU classification of residential single family is intended to primarily provide areas that are ideal and protect single-family residents. These neighborhood-like environments are to support the small town feel within the City of Auburn. Land uses intended to be within this classification include single-family residential development, parks, public and government uses, and religious institutions. Uses that would be allowed by Special Land Use include duplexes, home occupation, day nurseries, and bed and breakfast operations, but must keep/maintain single-family home character within the rest of the area.

Location Criteria:

- Access to a public street
- Adequate buffering from industrial and commercial uses

Residential- Multiple Family

This classification is for primarily residential development that house multiple units and provides flexibility of a variety of housing types. This classification is not intended to be used as infill development within a single-family area. The design of the residential development should minimize affects to surrounding single-family residential areas, but be protected with adequate buffering from other non-residential uses. Building design should support the small town and neighborhood feel is encouraged of buildings. Land uses intended to be within this classification include duplexes, townhouses, multi-family, public and government uses, and religious institutions. Home occupations

can be within this area, but must keep a similar character to surrounding residential development and not cause any adverse effects.

Location Criteria:

- Access to a public street
- Connect to public water and sewer
- May serve as a buffer between single-family residential areas and business areas

Business

This classification is primarily for business outside the Midland Road Corridor that provide consumers with convenience, comparison, and service style opportunities. Commercial areas should have joint access through parking lots or shared driveways to help the maneuverability of customers and safety on the major roadways where possible. The variety of land uses intended for this classification include automotive based businesses, professional offices, public facilities, food/restaurant establishments, mini storage facilities, other general commercial services, and those requiring large outdoor display areas by a special land use.

Location Criteria:

- Access to a public street
- Connect to public water and sewer
- Adequate buffering along residential uses
- Near an expressway interchange

Downtown Mixed Use

This FLU classification is to provide for a wide range of uses along Midland Road that serves as the city's commercial core. This classification allows for flexibility in the uses permitted. The area should be designed at a human scale when it comes to lighting, building position, signage, landscaping, and encourage a walkable environment. Design standards should promote the aesthetic compatibility and an urban identity. Land uses intended for this classification include professional offices, multi-family, commercial and appropriate light industrial uses.

Location Criteria:

- Access to a public street
- Connect to public water and sewer
- Located along Midland Road

Industrial

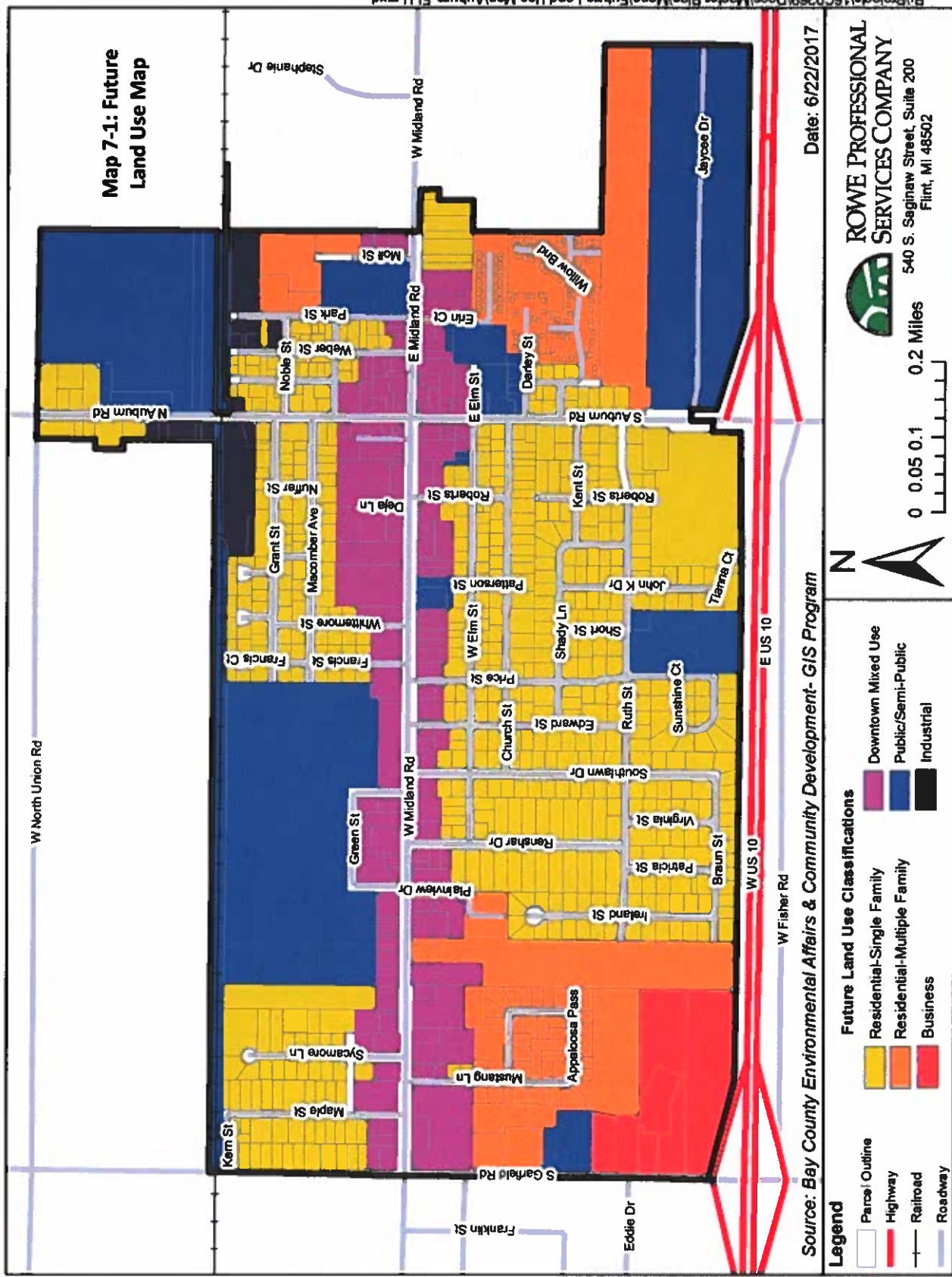
The industrial classification is for the industrial development that is not appropriate in other classification. Other surrounding land uses should be protected from the industrial development. This district is intended for light industrial uses that require large outdoor display areas and also permits nonretail business and service establishments. It is designed to permit manufacturing, production, processing, assembling, packaging, and treatment of products from previously prepared or finished products.

Location Criteria:

- It is the intent of this plan to limit the light industrial use to those sites noted on the future land use Map 7-1, unless demand for light industrial uses requires expansion of areas so designated in which case areas adjacent to current designated site would be appropriate if they are adequately foddered from single-family residential areas and have direct access to a primary street.

Public/Semi Public

The purposed of this classification is to identity the location of the existing public facilities/uses in the city. This is not intended to become its own zoning districts. The uses are intended to be allowed in several of the proposed zoning districts.



Chapter 8 Zoning Plan

The purpose of the zoning plan is to clarify the relationship between the zoning ordinance and future land use plan and identify proposed changes to the zoning ordinance necessary to implement the envisioned future depicted in the plan.

Future Land Use Classifications Comparison to Zoning Districts

In general, each of the future land use classifications match a zoning district to better coordinate changes that are recommended to be made or assist in rezoning cases (Table 8-1). There are two existing zoning districts that are proposed to be deleted, R-2 Residential Single- and Two-Family and MH– Manufactured Park zoning districts. The plan does not identify a demand for mobile home park development. There are six mobile home parks within 5 miles of the city, most which are either vacant or additional land available for expansion. In addition, the vacant land in the city is generally in parcels smaller than most new mobile home parks require. Therefore, no mobile home park district is being proposed. The R-2 zoning district is very similar to the R-1 Residential Single- and Two-Family zoning district. Therefore, the plan calls to eliminating the R-2 zoning district and amendment to the R-1 zoning district to permit duplexes as Special Land Uses.

Table 8-1: Future Land Use Classification Compared to Zoning Districts

Future Land Use Classifications	Zoning Districts
Residential- Single Family	R-1 – Residential Single- and Two-Family
Residential- Multiple Family	R-3 – Residential Multiple Family
Business	B-1 – Business
Downtown Mixed Use	*B-2 – Business Mixed Use*
Industrial	I – Industrial
Public/Semi-Public	Permitted by Special Land Use
Key: * New District*	

The zoning ordinance will implement the master plan’s vision by limiting the location of uses that are appropriate for the future development of the community. The focus of the city is to work on developing the community to keep its small town feel by protecting single-family residential housing. In addition to protecting single-family residential housing, the city will focus on concentrated development in the downtown area along Midland Road. The downtown area will provide a variety of business opportunities and services for residents.

Proposed Changes to the Zoning Ordinance

Changes to District Regulations

- Review zoning ordinance to ensure that the multiple family uses are not allowed in single-family residential districts.
- Create a downtown commercial district, to allow commercial development to continue along the corridor.
- The city will review zoning ordinances to see that missing middle housing is allowed within appropriate districts.
- Develop standards in the zoning ordinance about mixed use land uses that could be utilized in the downtown.

- Evaluate zoning amendments to identify potential for adding to range of uses in commercial and industrial districts.
- Evaluate options in zoning ordinance to allow mixed uses by right.
- Consider the establishment of “build to lines” in the zoning ordinance.
- Amend the zoning ordinance to include new industrial use in the existing industrial zone.

Changes to General Provisions

- Amend the zoning ordinance to require appropriate screening and buffering between residential and business development.
- Explore lighting standards that minimizes light washing over property other than where it is located. An example of desired street lighting would be the new streetscape lighting along Midland Road.
 - For business lighting, particularly recognizing the extensive common boundary between business and residential use, lighting should not be a detriment to the residential neighborhood.
 - For residential likewise, it would be lighting that reduces the glare from one residence to another.
 - Municipal lighting standards should consider the aesthetics as well as the safety factors.
- Amend the zoning ordinance to regulate the size and character of the accessory building in the single family residential district.
- Amend the zoning ordinance to provide some design review of dwellings to ensure aesthetic compatibility with the surrounding residents.
- Amend zoning ordinance to encourage bicycle parking.
- Establish zoning ordinance language that would provide an enforceable basis for a noise ordinance for residential, business, and industrial zones.

Changes to Parking Regulations

- Amend the zoning ordinance to allow joint access and parking for commercial districts.
- Amend the zoning ordinance to require joint access where feasible.

Changes to Administration, Enforcement, and Amendments Section

- The zoning ordinance language should allow the opportunity for the Auburn Williams Fire Chief to provide input into a proposed site plan when appropriate.
- Amend zoning ordinance to clarify zoning review procedures and to incorporate zoning review by various city, county, and state departments and agencies.

Chapter 9 Implementation Plan

The master plan identifies the vision for the next 20 years for the city; however, that vision will not be realized unless the city takes steps to make it happen. The purpose of the implementation plan is to identify the steps to implement the plan.

Zoning Ordinance

The proposed changes to the zoning ordinance to implement this plan are outlined in Chapter 8 Zoning Plan.

Other Ordinances

Changes to other “police power” ordinances such as sign, subdivision, or blight ordinances are often effective tools in implementing a master plan; however, no specific changes to other ordinances have been identified as part of this plan.

Capital Improvement Plan (CIP)

Under the Michigan Planning and Zoning Enabling Act (MPEA), the city is required to prepare and annually update a Capital Improvement Plan (CIP) because it operates an existing municipal water and sewer systems. CIPs, at minimum, should include changes to the municipal utilities, public facilities, and other infrastructure upgrades. The following are policies related to infrastructure that should be incorporated into the plan:

- Evaluate all future development requests based on the existing capacity of municipal infrastructure to support the proposed use.
- Consider a traffic light on a timer at the Western High School driveways to address street capacity and student safety.
- Identify opportunities for adding to off-street parking, particularly on east end of Midland Road such as lot behind Williams Gun Shop and across from police station.

5-Year Strategic Plan

In order to implement the key goals and objectives of the master plan, the Planning Commission has prioritized the following strategies over the next five years (Table 9-1). These strategies should help to inform the Planning Commission as it identifies its work goals for the annual planning report to the City Commission. The Planning Commission should track the completion status of strategies on this list even if they are not a responsible party.

Strategy	Responsible Party	Deadline
Adopt a CIP	City Manager, City Commission, and City Engineer	2017
Make Amendments to Zoning Ordinance	Planning Commission, City Commission, and Planning Consultant	2017-2018
Prepare an Emergency Management Plan	Intergovernmental Advisory Committee, Fire Department, and Police Department	2018
Update the DDA Plan	DDA Board and City Manager	2018
Update Parks and Recreation Plan	City Commission	2018
Conduct a five-year review of the Master Plan	Planning Commission	2022

Plan Maintenance and Update

A master plan is not a static document. It must continuously be maintained and updated if it is to remain valid. This plan calls for the Planning Commission to review it regularly, at least a minimum of every five years, as required by the MPEA. Below are recommendations on key factors the city's Planning Commission can use to determine the need for a plan update.

Five Year Review

Under the terms of the MPEA, the city's Planning Commission must review the master plan at least every five years to determine if there is a need to update it. The findings and determination should be recorded in the minutes and through a resolution attached to the appendix of the plan.

The review should be a formal process if the city intends it to serve as compliance with the requirements of Section 45 (2) of the MPEA. This means that a report outlining the standards for review and other basis upon which the Planning Commission determined an update is or is not necessary. The findings should be set out in a resolution adopted by the Planning Commission.

It is recommended that the Planning Commission conduct a less formal review annually, based on those issues that have risen through use of the plan in making zoning decisions.

Standards for Review

In conducting the five-year review or a less formal annual review, the city's Planning Commission should evaluate the plan using the following criteria:

1. The conditions that the plan was based on have changed. For example, the plan assumed a certain growth rate and the new data shows stagnant growth. Indicators to consider in evaluating this factor for the City of Auburn Master Plan are:
 - a. **Midland Road Development.** The plan assumes that the new mixed-use zoning district along Midland Road will promote additional development. If new additional development does not occur along the corridor, that might be a basis for reviewing the plan.
 - b. **Adjacent Planning and Zoning.** Changes in the master plan or zoning map of Williams Township should be reviewed to consider their impact on the city's plan. Particular attention should be given to changes that increase the intensity of land uses adjacent to the city. The MPEA requires the city, Williams Township, and the county to notify the city whenever it is proposing to adopt changes to their plans. The Michigan Zoning Enabling Act (MZEAA) does not contain similar coordination requirements, but the city could enter into arrangements with Williams Township to notify it of proposed rezonings within 500 feet of the city boundary in return for the reciprocal notification by the township.
 - c. **Transportation.** Changes in the traffic flow on primary streets or at the interchanges could have significant impacts. The city should continue to monitor traffic counts and accident rates at key intersections to identify potential congestion points.
 - d. **Utilities.** The city's water and sewer capacity should be monitored to ensure adequate capacity for development and redevelopment in the city.

2. There was a significant error in the plan that affects the plan policies, goals, or recommendations. Sometimes a plan is based on an assumption that turns out to be incorrect. An area was thought to be a wetland, but turns out not to be. Any changes in the facts as a community knows them should be considered to see if it changes the appropriateness of proposals in the plan.
3. There has been a change in the community's attitude about some basic goal of the plan, or on a proposed approach to achieving the goal, that is reflected in the Planning Commission's recommendations or the City Commission's decisions, but not in the plan.

A master plan is based both on the facts that describe the conditions in a community and the city's vision of the future. That vision is outlined in the community's goals. For example, the current breakdown of various housing types is a fact. The plan's goals identify whether the community views that current ratio as a positive fact they want to see continue or as a condition they want to change. Community attitudes can change over time, which means that goals may change in time even though the facts have not.

The master plan's objectives describe how a community is proposing to reach its identified goals. In some cases, policy may not be effective in helping to reach the proposed goals. That may be due to a lack of application of the policy or the ineffectiveness of the policy in achieving the anticipated results. Ineffective policies should be identified and addressed.

4. New issues that should be addressed by the plan have come up and are either not addressed in the plan or not adequately addressed by it. Issues important to a community may crop up after a master plan has been adopted. In those instances, it might be an issue that requires amendment of the master plan to ensure that the city's policies regarding the use are clear.
5. The plan is out of date. Master plans normally have a 10- to 20-year scope. If the plan has not been revised or significantly updated by the time the plan has reached the end of its "life", then it should be updated at that point.

Standards or Criteria to be Used for an Amendment to the Zoning Ordinance

In considering a rezoning request or a proposed text amendment, the primary question to ask is; "Does this zoning amendment conform to our master plan?" Subsidiary questions follow: "Was there an error in the plan that affects the appropriateness of the proposed amendment?"; "Have there been relevant changes in conditions since the plan was approved that affect the appropriateness of the proposed amendment?"; and "Have there been changes in the community's attitude that impacts the goals and objectives of the plan and affect the appropriateness of the proposed amendment?". Answering these questions should answer the question whether or not a zoning amendment is appropriate and that should frame the reason within the context of the plan.

The following are items to consider when approving a rezoning or text amendment:

- **Consistency with Master Plan.** The proposed change is consistent with the master plan. This means for rezoning changes it should be consistent with the relevant goals and policies and as well as the future land use plan. In the case of a proposed text amendment, consistency means it is consistent with most of the relevant goals and polices.

- **Mistake.** A mistake in a master plan can be an assumption made based on incorrect data, an area on a future land use map that is incorrectly labeled, or other factors that, if known at the time of the master plan adoption, would have been corrected.
- **Changes in Condition.** The development of this plan is based on the current conditions of the city. If conditions change within the city, that may cause the adopted goals, policies, and land use decisions to no longer be valid. A text amendment that was previously not recommended may be appropriate now.
- **Change in Policy.** This master plan document is the Planning Commission's vision for the city. When the vision changes, then so should the master plan. When a zoning issue results in a change in vision, a decision can be made that is contrary to the current master plan as long as that changed vision is explicitly incorporated into the master plan.
- **Additional Considerations Related to Text Amendments.** The changing of text of the zoning ordinance should be evaluated on the above standards, but also changes that may not have any impact on the goals and objectives of the master plan. These neutral changes are appropriate when:
 - The text change is necessary to clarify a provision in the zoning ordinance.
 - The text change is necessary to correct a mistake in the ordinance.
 - The text change is necessary to improve administration of the zoning ordinance or better serve the community.
 - The text change is necessary to address a provision that is determined to be inconsistent with state or federal law.

Two points should be made. First, the factors for consideration (oversight, change in condition, or change in goals or policy) can work in reverse; making a proposal that otherwise seems appropriate, inappropriate. Secondly, these factors should not be used to create excuses for justifying a decision to violate the master plan or to change it so often that it loses its meaning. The following Figure 9-1 and Figure 9-2 illustrate the decision tree for reviewing a proposed rezoning or text amendment using this approach.

Figure 9-1 Decision Tree for Planning Commission Review of a Proposed Text Amendment

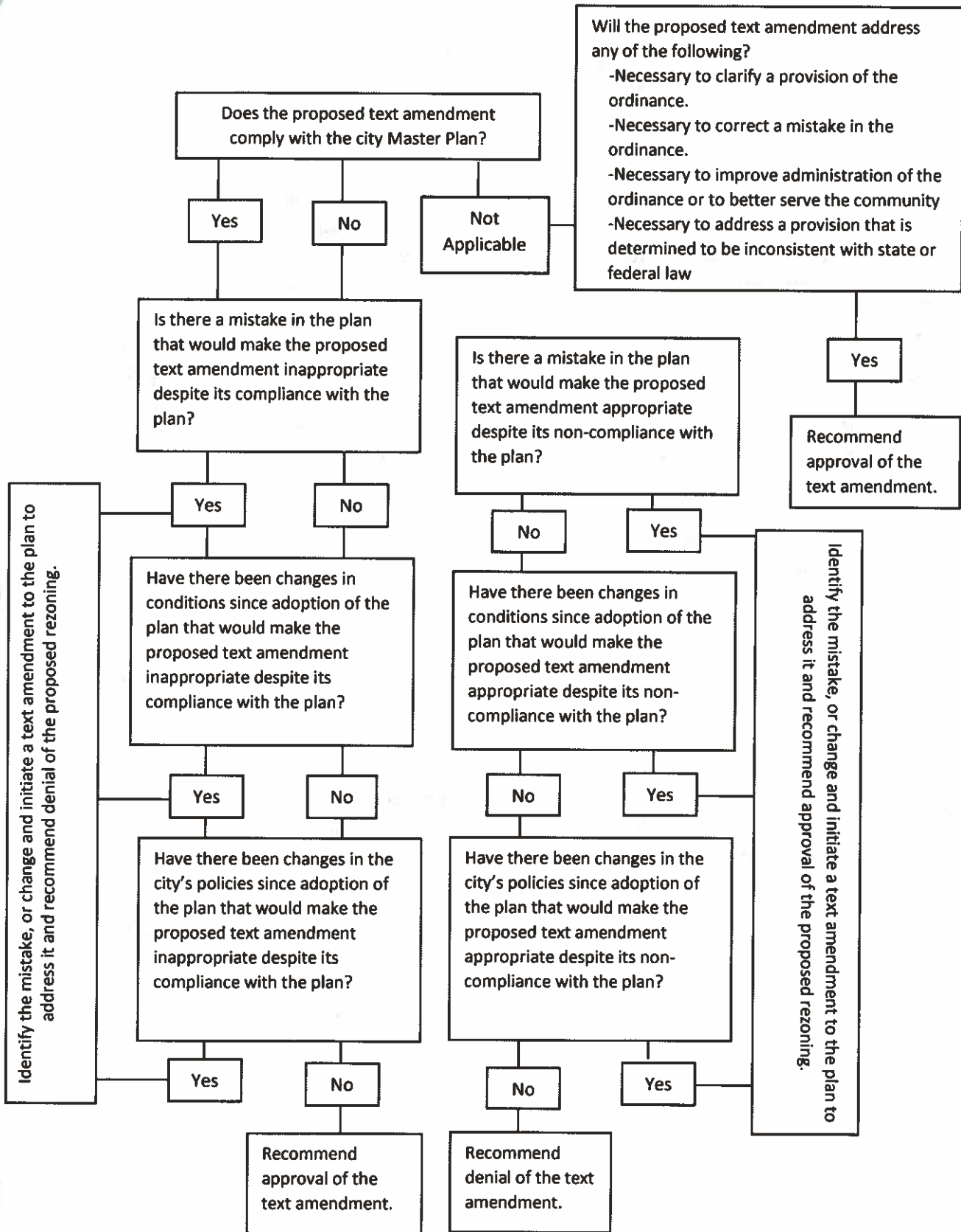
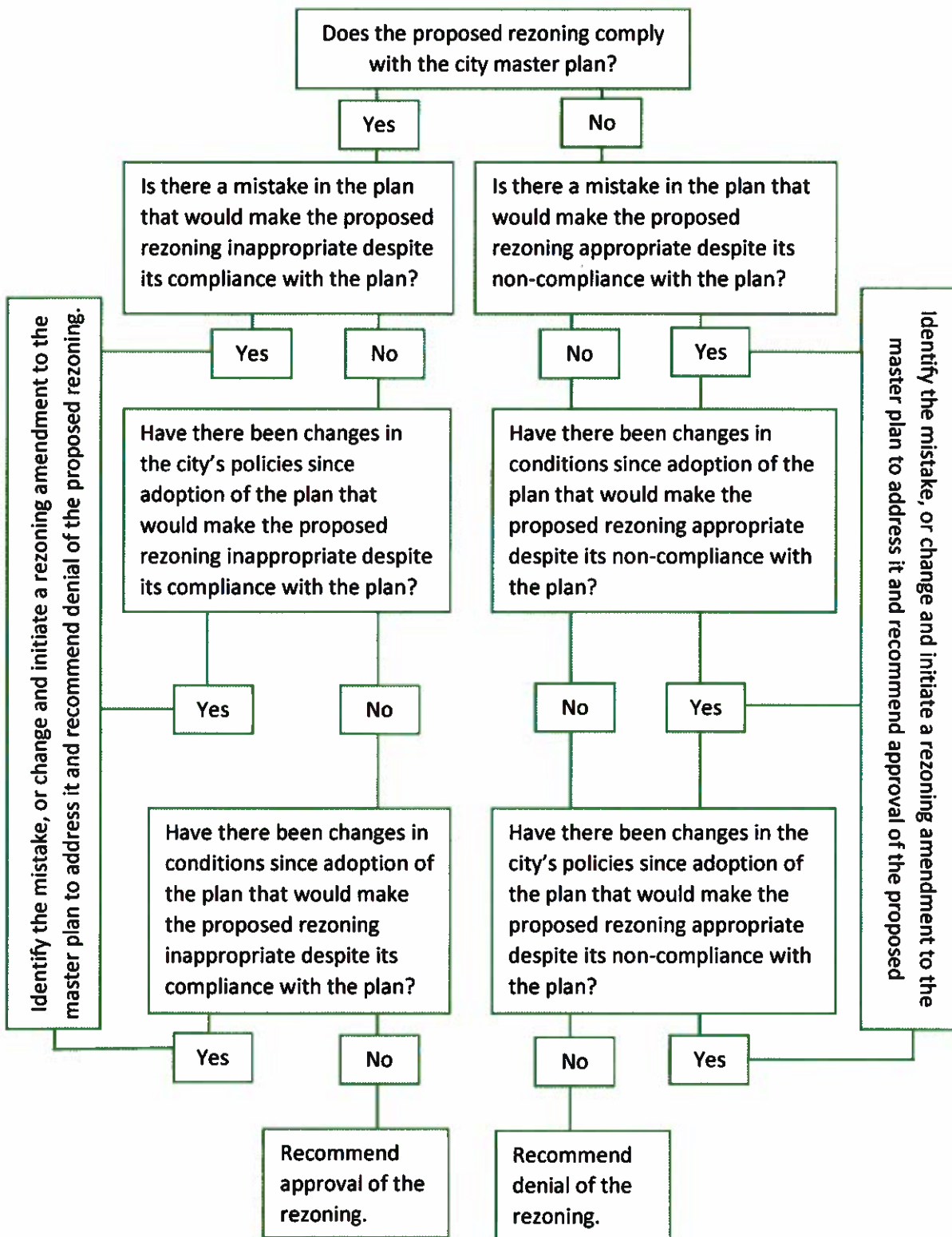


Figure 9-2: Decision Tree for Planning Commission Review of a Proposed Rezoning






Appendix

Notice of Intent to Update the Master Plan

Distribution of Draft Plan and Notice of Public Hearing

Published Notice of Public Hearing

Resolution for City Commission's to Reserve the Right for Final Approval

Open House Survey and Boards



**NOTICE OF INTENT TO UPDATE
A MASTER PLAN
THE CITY OF AUBURN, MICHIGAN**

December 21, 2016

William Township Planning Commission
1080 W. Mainland Road
Auburn, MI 48611

In accordance with the requirements of the Michigan Planning Enabling Act, this is to notify you that the City of Auburn is initiating the process to update its Master Plan.

In the coming months, the City of Auburn Planning Commission will be working on the plan. Once a draft has been prepared, a copy will be sent to you for your community's review and comment. Once the plan is adopted, a copy of the adopted plan will also be sent to you. It is our intention to provide the plan copies in digital format. If you would like a paper copy of the draft and final plan instead, please let us know.

The City of Auburn thanks you for your cooperation and assistance. We would also like to take this opportunity to assure you of our cooperation in a similar fashion in any planning efforts you may choose to undertake in the years to come. Please direct any correspondence or questions to:

Planning Commission
City of Auburn
113 E. Elm Street
Auburn, MI 48611
(989)662-6761

Notice of Transmittal of Intent to Update a Master Plan

December 22, 2016

Bay County Economic Development
Bay County Building
515 Center Avenue
Bay City, MI 48708

Bay County Economic Development Department:

This is to verify that the following municipalities were provided notices that the City of Auburn is initiating the process to update its' Master Plan. Attached is a copy of the notice.

- William Township Planning Commission
1080 W. Mainland Road
Auburn, MI 48611

Sincerely,
ROWE Professional Services Company

Doug Piggott, Planner
On behalf of the Secretary, City of Auburn Planning Commission

Attachment

R:\Projects\16C0269\Docs\Master Plan\Review and Adoption Process\STEP 1b - List of Communities recieving Notices.docx

AUBURN
City of

Est 1947

a great place to be...

113 E. Elm Street
Auburn, MI 48611
(989) 662-6761

RESOLUTION: 2017-08

MASTER PLAN ORDINANCE AMENDMENT

The foregoing resolution was offered by Commission Member J. Rahl and supported by Commission Member M. Charbonneau

As part of the Master Plan Update, the Planning Commission held a public hearing on July 18, 2017 and approved the amended ordinance 198 Section 154.030.

Whereas, this amendment changed the City code of Ordinances modifying Table B to change two family dwellings from a use permitted by right to a use permitted by special use permit.

A motion to approve this amendment shall be made this 14 day of Aug., 2017 by the Auburn City Commission.

Council Members Yeas: 7

Council Members Nays: 0

Council Members Absent: 0

This resolution was adopted on this 14th day of August, 2017.

Lee Kilbourn
Lee Kilbourn, Mayor

Pam Reinhardt
Pam Reinhardt, Clerk

**NOTICE OF
PUBLIC HEARING COMMENT PERIOD AND PUBLIC HEARING
CITY OF AUBURN MASTER PLAN**

July 17, 2017

Williams Township Planning Commission
1080 W. Mainland Road
Auburn, MI 48611

The City of Auburn recently completed a draft new City of Auburn Master Plan. This is notice of the initiation of the 63-day review period and public hearing for the draft plan in accordance with Section 41 and 43 of the Michigan Planning Enabling Act.

Enclosed is a copy of the draft Master Plan.

Comments should be submitted to:

Master Plan Comments
City of Auburn Planning Commission
113 E. Elm Street
Auburn, MI 48611

The public hearing on the Master Plan is scheduled for Tuesday September 19, 2017 at 7:00 pm at the Auburn City Hall.

Please contact Doug Piggott, Planner at ROWE Professional Services Company if you have any questions concerning this notice or the plan. He can be reached at DPiggott@Rowepsc.com or by calling 800-837-9131.

Notice of Transmittal of Draft Plans

July 17, 2017

Bay County Economic Development
Bay County Building
515 Center Avenue
Bay City, MI 48708

Bay County Economic Development Department:

This is to verify that the following municipalities were provided copies of the draft City of Auburn Master Plan and notice of the public hearing proposed scheduled for Tuesday September 19, 2017 at 7:00 pm at the Auburn Curt Hall at 113 E. Elm Street

- **Williams Township Planning Commission**
1080 W. Mainland Road
Auburn, MI 48611

Attached is a copy of the draft plan for the Bay County Planning Commission's review. Any comments may be submitted to:

Master Plan Comments
City of Auburn Planning Commission
113 E. Elm Street
Auburn, MI 48611

Sincerely,

Doug Piggott, Planner
ROWE Professional Services Company
On behalf of the Secretary, City of Auburn Planning Commission

Opinion Survey

Please take some time to consider the following questions as you walk around the room. The City of Auburn Planning Commission thanks you for your input!

General Issues

1. How important is the goal to address blight in the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

2. As part of the goal to unify to address blight, please score the following strategies for addressing blight.

(Score 10 Appropriate/Effective - 1 Not Appropriate/Effective)

Blight Solutions	Score
Continue enforcing existing blight ordinance	
Adopt international property management code.	
Adopt dangerous building ordinance.	
Adopt rental ordinance.	

3. How important is the goal to address light nuisance in the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

4. Please identify the potential effectiveness of each of the following proposed strategies to address light nuisances.

(Score 10 Appropriate/Effective - 1 Not Appropriate/Effective)

Light Nuisance Solutions	Score
Shoebox/cutoff fixtures.	
Prohibit light trespass.	
Limit fixture height.	

Residential

5. How important is the goal to address inappropriate accessory buildings in the residential areas of the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

6. Please identify the potential effectiveness of each of the following proposed strategies to address inappropriate accessory buildings in the residential areas of the City of Auburn.

(Score 10 Appropriate/Effective - 1 Not Appropriate/Effective)

Strategies to Address Accessory Buildings	Score
Allow pole barns (if property space allows).	
Allow garages taller than residence, if aesthetically compatible.	
Limit height to that of residences.	

7. How important a goal is it to provide for a wide range of housing types in the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

8. Please identify the potential support of each of the following "missing middle housing" types.

(Score 10 Appropriate/Effective - 1 Not Appropriate/Effective)

"Missing Housing Types"	Score
Duplex.	
Triplex-Fourplex.	
Courtyard Apartments-Bungalow Court.	
Townhouse/Row houses.	
Multiplex.	
Live-Work.	

Transportation

9. How important a goal is it to improve walkability in the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

10. Please identify the potential effectiveness of each of the following proposed sidewalk improvements.

(Score 10 Appropriate/Effective - 1 Not Appropriate/Effective)

Proposed Sidewalk Improvement Projects	Score
Add sidewalk connector between Maple Street and Sycamore Lane.	
Convert Nuffer St. to a pedestrian path between Grant and Macomber Avenue.	
Add sidewalk connector between Robert Street and South Auburn Street.	
Other. (specify)	

11. How important a goal is it to promote “complete streets” in the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

12. How important a goal is it to promote joint access driveways for commercial uses in the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

Recreation Opportunities

13. How important a goal is it to support the parks and recreation system to enable it to provide a high quality of life for residents and wildlife within the City of Auburn?

- Very Important Important Undecided Not Very Important Not Important at All

14. Please identify the potential effectiveness of each of the following proposed projects to enhancing recreational opportunities in the City of Auburn.

(Score 10 Appropriate/Effective - 1 Not Appropriate/Effective)

Parks and Recreation Strategies	Score
Support the development of a Rail-Trail between Bay City and the City of Midland.	
Develop a connection to a Rail-Trail to Auburn Park.	
Develop a “neighborhood park” east of the residential block on Midland Road and northeast of Chemical Bank.	
Other. (specify)	

Business

15. How important a goal is it to address development along Midland Road?

- Very Important Important Undecided Not Very Important Not Important at All

16. As part of the goal to address future commercial development along Midland Road, please score the options proposed to address it.

(Score 10 Top Priority- 1 Not a Priority)

Midland Road Commercial Development Strategies	Score
Option 1: Stay the Same – Continue to allow commercial development all along the corridor.	
Option 2: Cluster Future Development in nodes.	
Option 3: Create a Downtown Commercial District – Allow for a greater mix of uses provided the buildings provide a commercial downtown “look.”	

General Issues

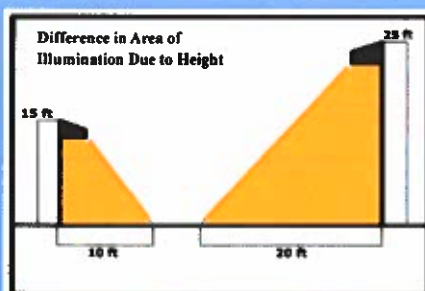
Blight Solutions

- Continue enforcing existing blight ordinance
 - Blight is reduced
 - Existing ordinance may not address all issues
- Adopt International Property Management Code
 - More comprehensive
 - Requires more enforcement man-hours
- Adopt Dangerous Building Ordinance
 - Allows for quick demolition
 - Only applies to dilapidated buildings
- Adopt Rental Ordinance
 - Greater control over rentals
 - Requires enforcement man-hours

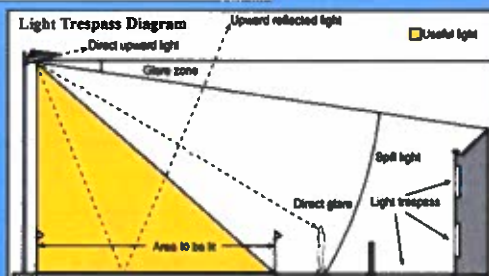


Light Nuisance Solutions

- Shoebox/cutoff fixtures
 - Less/no horizontal light bouncing off other surfaces
- Prohibit light trespass
 - Spill light is light outside of the intended area
 - When spill light is cast where it is not wanted, such as streetlight enters indoor area
- Limit fixture height
 - Reduces area of illumination



Example of light trespassing from a floodlight installed by a hotel that casts light onto a house across the street.



Light pollution is often caused by the way light is emitted from lighting equipment. Choosing proper equipment and carefully mounting and aiming it can make a significant difference.



Example of light trespass
http://www.lrc.rpi.edu/programs/alpjp/lightingaware/lightpollution/lightTrespass.asp

Residential

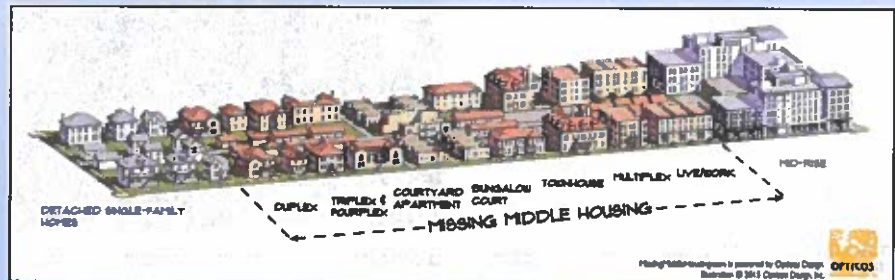
Accessory Buildings

- ◆ Allow pole barns (if property space allows)
- ◆ Allow garages taller than residence if aesthetically compatible
- ◆ Limit height to that of residences



New Housing - Missing Middle

- ◆ Duplex, triplex, fourplex, courtyard apartments, bungalow court, townhouses, multiplex, and live/work environments
- ◆ Encourage these types to vary in amenity, size, cost, accessibility, etc. to meet needs of the community
- ◆ Live/Work are where the owner or renter operate a business in the same unit. Also called mixed-use, where the street-front levels are filled with retail merchants or small businesses, and the upper levels are occupied by other renters and/or owners



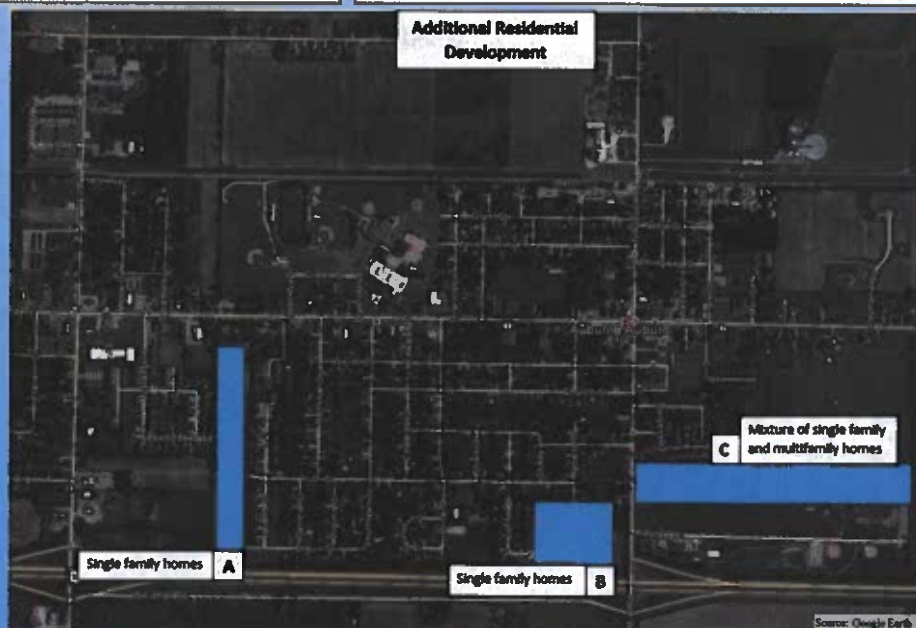
Source: Underlying Mosaic|USA data for the United States was provided by Experian Decision Analytics and licensed to LandUse|USA through Sites|USA; 2011 and 2014. Photos by LandUse|USA, or licensed through Mosaic|USA and other vendors. Michigan estimates, analysis, and exhibit prepared by LandUse|USA © 2015 with all rights reserved.



Source: Carriage style typologies (accessory dwelling units) | Photo credits: Opticos Design.



Examples of live-work formats with a diverse building formats and architectural designs.



Transportation

Improve Walkability

- ◆ Add pedestrian pathways options:
 - A. Add sidewalk connector between Maple Street and Sycamore Lane
 - B. Convert to a pedestrian path between Grant and Macomber Avenue
 - C. Add sidewalk connector between Robert Street and South Auburn Street



Street Scaping Styles:



Street scape with planters and lighting

Source: planimeter.com 2019/06/16/urban-street-scapes-ideas-rough-ideas

◆ Urban Environment Elements:

- Wide Sidewalk Area 10 feet
 - Allow for some landscaping, seating, and other amenities
- Street Lighting
- Street Landscaping
- Bike Lanes 6 feet
- On-Street Parking 7 feet



◆ Suburban Environment Elements:

- Wide Sidewalks 10 feet
- Street Lighting
- Street Landscaping
- Bike Lanes 6 feet



Joint Access Business Driveways



◆ Single Entrance Driveways

- Each business has its own driveway to main thoroughfare
- Multiple driveways in close proximity
- More difficult for walkability



◆ Joint Access Entrance Driveways

- Each business accesses common driveway to main thoroughfare
- Fewer driveways in close proximity
- Increased walkability due to fewer obstacles

Recreation



Develop a Rail-Trail

- ◆ Develop a Rail-Trail to Auburn Park along South Auburn Street.
- ◆ Develop a Rail-Trail between Bay City and the City of Midland.

Neighborhood Park

◆ Neighborhood parks are localized parks usually near or within a neighborhood. An example is shown on the right.

- ◆ Features include:
 - ◆ Around 5 acres typically
 - ◆ Service area of 0.25 to 0.5-mile radius, away from major road
 - ◆ Connected by way of sidewalks and trails
 - ◆ Some features are play areas, open recreational spaces, natural features, and an internal trail loop



- ◆ Develop a neighborhood park east of the residential block on Midland Road and northeast of Chemical Bank.



