CENTER LINE MASTER PLAN

2015

REPLACING THE 1993 CITY OF CENTER LINE MASTER PLAN

The City of Center Line Planning Commission drafted, and the City Council adopted this Master Land Use Plan for the City as a guide for the physical development of the City of Center Line.

MARY ANN MAISANO, CHAIR — DATE
CITY OF CENTER LINE PLANNING COMMISSION

11/19/15

ROBERT BINSON, MAYOR — DATE
CITY OF CENTER LINE

CITY OF CENTER LINE
MACOMB COUNTY, MICHIGAN

Memorandum of a Resolution adopted at a Meeting of the Planning Commission of the City of Center Line, County of Macomb, Michigan held in the City Hall, on November 19, 2015.

Present:

Absent:

The following preamble and resolution was offered by Commissioner _____, and supported by Commissioner _____.

WHEREAS, the City of Center Line Planning Commission recognizes the need to formulate and adopt a Master Plan, in accordance with Public Act 33 of 2008, including establishment and support of a Land Use Plan as described in this document.

NOW, THEREFORE, BE IT RESOLVED that:

1. The City of Center Line Planning Commission hereby adopts the Master Plan, dated November 19, 2015, including the Future Land Use Map, also dated November 19, 2015.
2. A certified copy of the Land Use Plan Chapter of the Master Plan will be forwarded to the Macomb County Planning Department for filing.
3. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution are hereby rescinded.

AYES:

NAYS: 0

RESOLUTION DECLARED ADOPTED

MARY ANN MAISANO, Chairperson
Planning Commission

RON COLEMAN, Vice Chairperson
Planning Commission

ACKNOWLEDGEMENTS

City Council	Robert Binson	Mayor
	Ron Lapham	Mayor Pro-Tem
	Mary Hafner	Councilperson
	Nick Chakur	Councilperson
	James Reid	Councilperson
Planning & Zoning Commission	Mary Ann Maisano	Chairperson
	Ron Coleman	Vice Chairperson
	Arthur Anderson	Commissioner
	James Reid	City Council Representative
	Robert Binson	Mayor
	Tom Lambert	Commissioner
	Kathy Rudy Novak	Commissioner
	Maria Zardis	Commissioner
	Dennis Champine	City Manager
City Staff	Roger Pinch	Building Official
	Steve Adair	Treasurer/Finance Director

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INTRODUCTION

What is the Master Plan's true function and how is the plan to be used?

The Center Line Master Plan is an officially adopted document that sets forth land use goals and policies for the City. It is a long-range statement of general goals and policies aimed at the unified and coordinated development. It develops a balance of orderly change in a deliberate and controlled manner. As such, adoption provides the basis for zoning and land use decisions.

It is the responsibility of the Planning Commission to prepare and adopt a Master Plan on behalf of the City. Authority is derived from the Michigan Planning Enabling Act (PA 33 of 2008). The Act requires that, at most every five years, the Planning Commission review the Plan and determine whether amendments are necessary.

The Master Plan serves many functions including but not limited to the following:

- A statement of the City's goals and policies and provides a single, comprehensive view of the community's land use desires for the future.
- Serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission and City Council in their deliberations on zoning, investment, capital improvements, and other matters relating to land use and development. This provides a stable, long-term basis for decision-making.
- Attempts to coordinate public improvements and private development.
- Serves as an educational tool and gives citizens, property owners, developers, city of Warren and Macomb County a clear indication of the City's direction for the future.
- Provides the statutory foundation upon which zoning decisions are based. The Michigan Zoning Enabling Act (P.A. 110 of 2006, as amended) requires that the zoning ordinance be in accordance with a plan designed to meet the residents' needs for natural resources, places of residence, recreation, industry, trade, service, and other uses, and to insure they are situated in appropriate locations.

PLANNING HISTORY

This document represents a full amendment to the City of Center Line Master Plan of 1993. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As the conditions change, so do opportunities and expectations for the future.

It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current state legislation requires a review of this Plan at most every five (5) years.

Consideration has been given to the previous studies in the course of preparing this Master Plan. These past planning studies include:

- ***City of Center Line Master Plan*** *– 1993*
- ***City of Center Line Zoning Ordinance*** *– 1993*
- ***Downtown Development Authority Plan*** *– 1994*
- ***Parks and Recreation Master Plan***
- ***Van Dyke Avenue Corridor Study*** *– 2003* (In cooperation with the City of Warren, Michigan)
- ***V8 Development Plan*** *– 2003* (In cooperation with the City of Warren and Nortown Community Development Corporation)

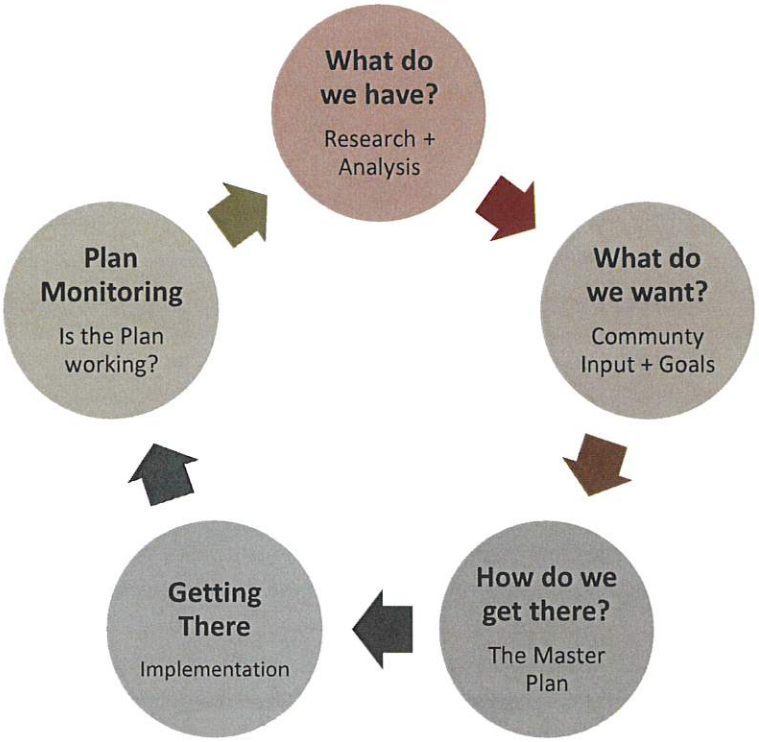
THE PLANNING PROCESS

Many factors that exist must be taken into account when formulating plans for the future. This process in illustrated in the diagram on the following page.

The planning process should be a continual, ongoing process and include five (5) fundamental steps:

1. Research and analysis
2. Goal setting
3. Master Plan drafting
4. Implementation
5. Monitoring

Figure 1. – *Planning Process*



PUBLIC PARTICIPATION

Citizen input is an important aspect of any planning effort. Methods to obtain public input included traditional approaches. These methods included a public open house, which was held on July 9, 2014, for the Center Line community to participate in the planning process. The draft Master Plan was distributed to the city of Warren, County and State Agencies, SEMCOG, rail company and utilities for review and comment.

PUBLIC HEARING

Planning Commission presented the plan at a public hearing on November 19, 2015. No comments were received. Following the closing of the public hearing, the Master Plan was unanimously approved conditioned on minor adjustments.

MASTER PLAN SUMMARY

With a changing economy, diversified demographics, and potential for reinvestment, the opportunities for the City of Center Line have never been greater. However, response and strategies to these opportunities should be undertaken through a holistic, systematic planning process. Planning is a process that involves the conscious selection of policy choices relating to land use, development, delivery of services, enhancement of community character, and maintenance of a quality of life which meet the expectations of City residents.

The Master Plan serves as the official document that identifies the goals, policies, programs, strategies, and actions which the City, its partners, and its residents wish to pursue. The planning process involved a thorough investigation of past trends, current conditions, and alternative futures for the City. The overall process has been structured to allow for broad participation, expression of new ideas, and creation of new concepts that will carry the City of Center Line into the future.

The Plan is built on seven (7) chapters.

1. INTRODUCTION that describes the basis for master planning.
2. COMMUNITY PROFILE establishes the existing social, economic and geographic conditions that the Plan strives to maintain or change.
3. EXISTING LAND USE captures the current land use pattern that the Plan strives to maintain or change.
4. GOALS + STRATEGIES + ACTIONS provides statements that support land use and zoning decisions.
5. LAND USE PLAN sets forth the development vision for the city.
6. ZONING PLAN is the link between the land use vision and the Zoning Ordinance.
7. IMPLEMENTATION provides a five year list of actions that should be followed to enact this plan.

IMPLEMENTATION

The focus of this Plan is on action and implementation. Like all planning documents, the Center Line Master Plan will prove useful only to the extent that a sustained implementation effort is maintained and achieved. Achieving measurable success in Center Line will be a long-term effort, requiring a partnership between the City and various interests. The success of this plan is contingent upon a joint vision of accountability for individuals, organizations, and businesses to work together to implement change.

Adoption of this Plan does not signal the end of the planning process. Rather, it signals the beginning of a process of continuing implementation whereby the Plan serves as a guide for both public and private decisions affecting the future of the community. The final chapter of the document is a detailed Implementation Plan – identifying every goal, strategy, and action, lead entity, the timeframe, the priority level, and participating partners.

COMMUNITY PROFILE

Location + Regional Setting

The City of Center Line is a mature and well-maintained community located two miles north of the City of Detroit and surrounded by the City of Warren.

The French named it Center Line because it was the middle of three Indian trails from Fort Detroit to northern trading posts. It was incorporated as a village in 1925, in the center of Warren Township, and later as a city in 1936. German, French, and Belgian settlers originally inhabited the area. Religion was the thread binding them into a community. A church was built in 1854, a half-mile east of Sherwood on Van Dyke, attracting more farmers to the area. In the early twenties, Center Line grew to a community of approximately 2,000 people, with homes and businesses located around St. Clement Church.

Figure 2. – *Regional Setting*

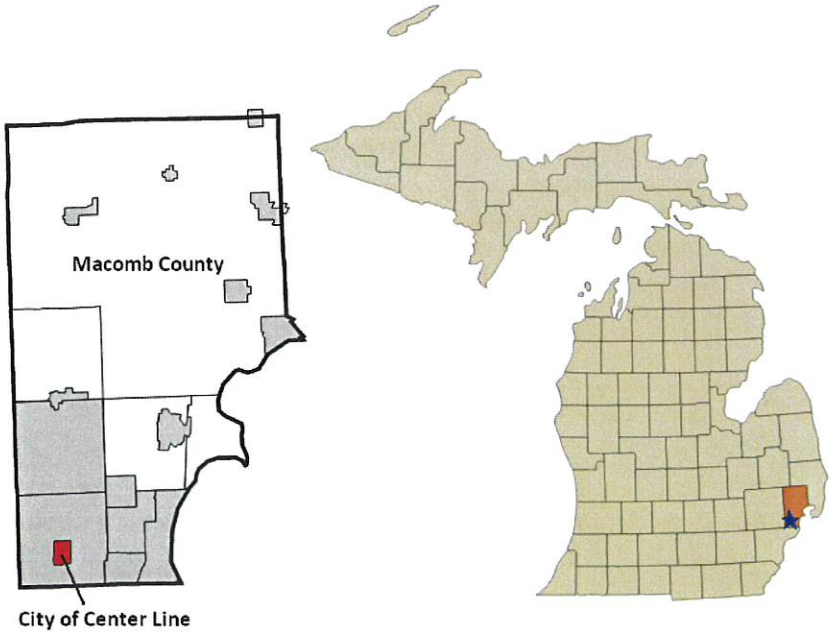
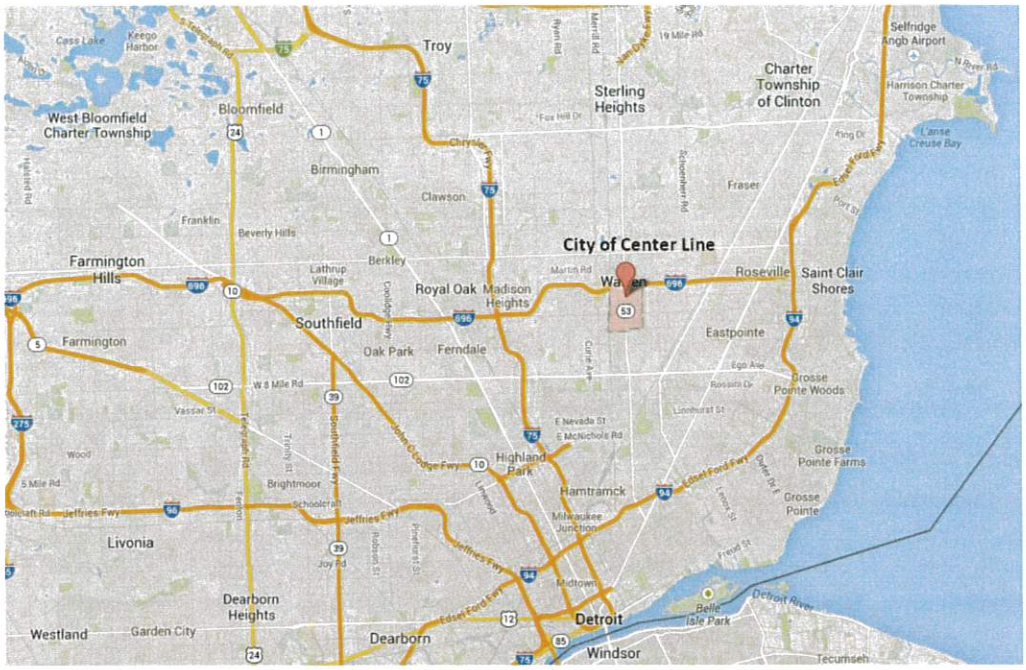


Figure 3. – *Location Map*



CITY OF CENTER LINE SNAPSHOT

Demographics

- 2010 Population: 8,257
- 2010 Median Age: 41.2 years
- 2010 Educational Attainment: 49.3% of the City's population above age 25 obtained a level of higher education (some college, Associates, Bachelors, or Graduate/Professional degree)

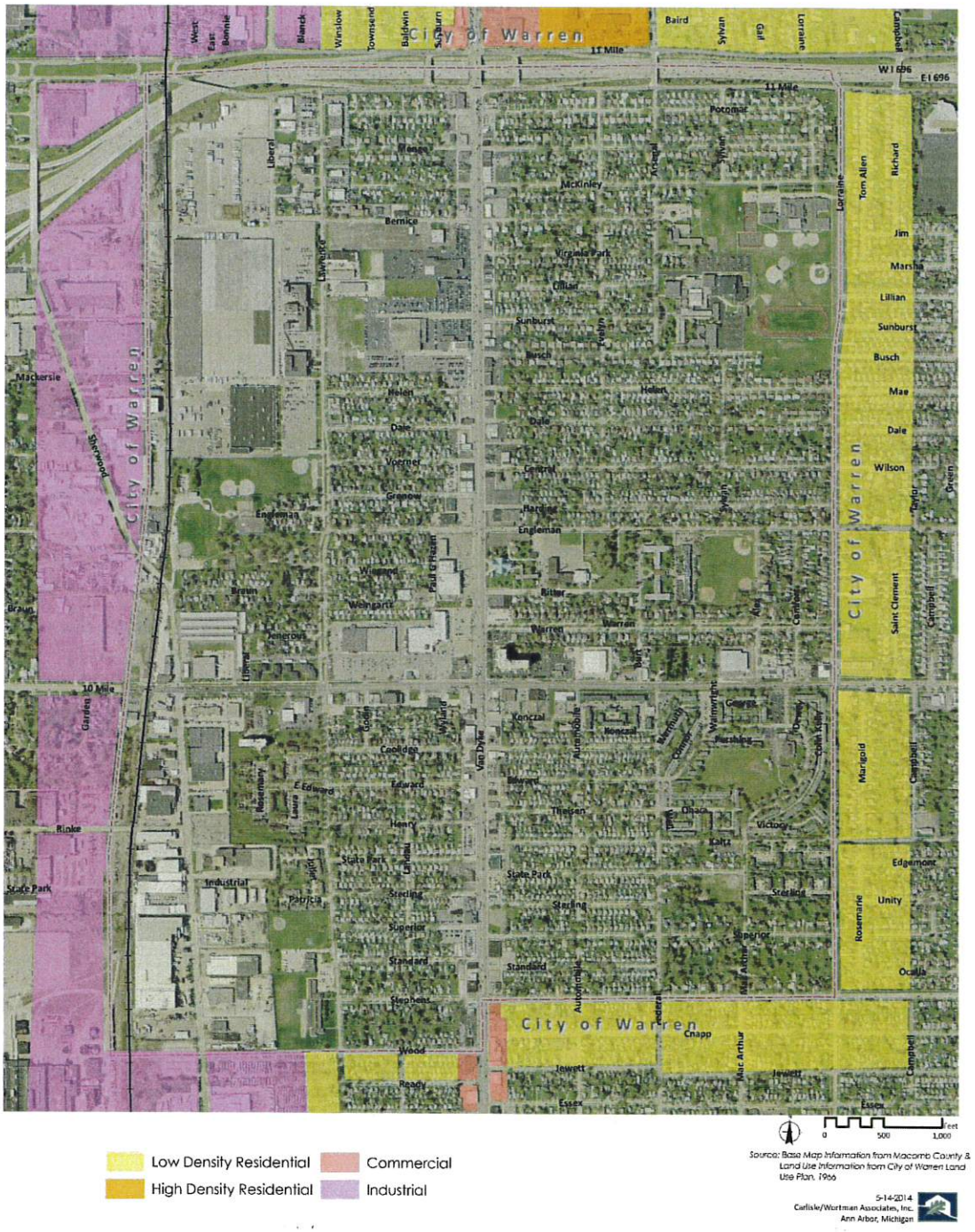
Economics

- Median household income: $31,411.
- 55.4% of the population is employed in service, sales, and office occupations.
- 7.2% unemployment rate for the City of Center Line which is consistent with the County average of 8.2% and the State average of 7.8%.

NEIGHBORING COMMUNITIES

The City of Center Line is completely surrounded by the City of Warren, Michigan. Figure 5, on the following page, provides a generalized illustration of the surrounding land uses.

Figure 4. – *Generalized Surrounding Land Uses*



BACKGROUND STUDIES

Thorough planning should start with a study of a community's characteristics. Information such as the past and present population, workforce, median income, and number of households is a basic ingredient in planning for the future. Accurate information remains a critical component for projecting future needs, development patterns, and the formulation of goals, policies, and strategies.

POPULATION

The City of Center Line's population has decreased over the past 20 years. The population demonstrated a decrease of 5.5% between 1990 and 2000 and 3.2% between 2000 and 2010. The 2010 census established Center Line to have a total population of 8,257 persons. A decrease in population is inconsistent with the trend seen in Macomb County; however, is consistent with the trend seen for the State of Michigan. Factors such as changing population cohorts, recent economic conditions, and lower birth rates can contribute to a decrease in population. Select surrounding municipalities to the City of Center Line have experienced both slight increases and decreases in population over the past decade. Although contributing aspects such as birth and death rates cannot be controlled by local government, migration to and from the City can be influenced by factors such as employment, housing, local government services and the overall quality of life. SEMCOG projects a population increase from 2010 census count of 8,257 to a 2040 projection of 8,579 residents. The greatest increase is in the 65 years and older age group. The 35-59 age group is projected to see the greatest decrease.

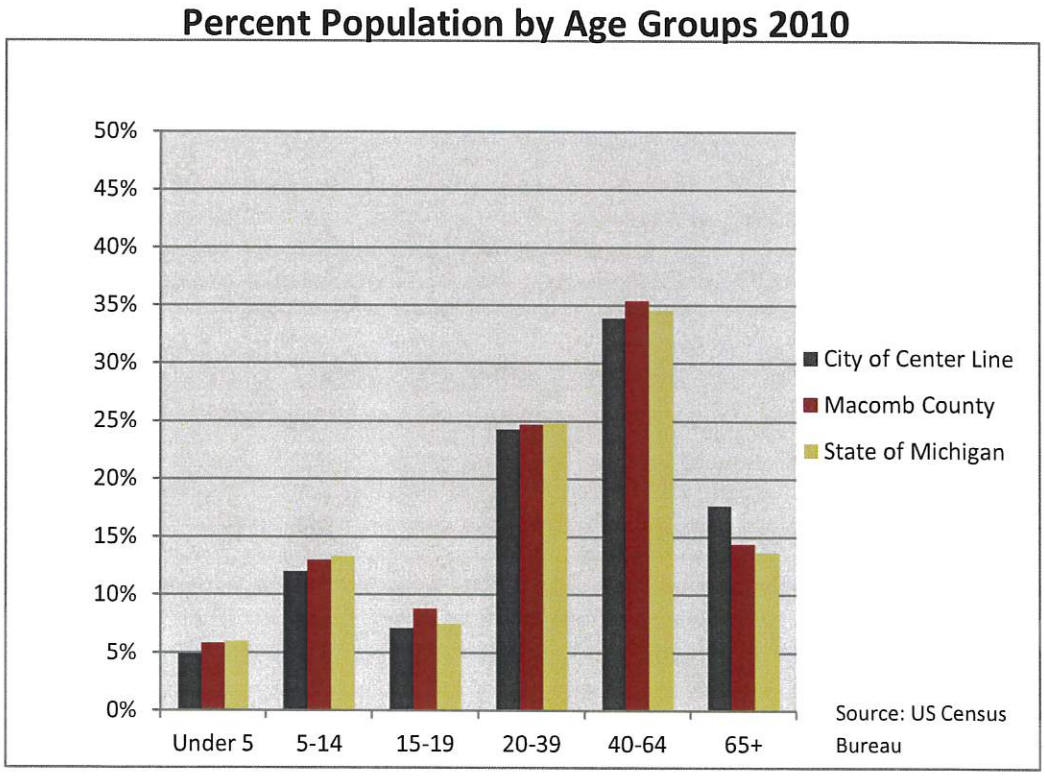
Table 1. – Population by City, County, and State

	1990	2000	Percent Change 1990-2000	2010	Percent Change 2000-2010
City of Center Line	9.026	8,531	-5.5%	8,257	-3.2%
Macomb County	717,400	788,149	9.9%	840,978	6.7%
State of Michigan	9,295,297	9,938,444	6.5%	9,883,640	-0.6%
Source: US Census Bureau					

AGE

More than half of the population of the City of Center Line is over the age of 40 years old. As shown in Figure 6, approximately 34% of residents are between the ages of 40-64. The 20-39 age range contains the next highest proportion of residents, with approximately 24%. The median age in the City of Center Line is 41 years according to the Census, which is considerably higher than the median age county-wide (36.9 years) and the United States as a whole (35.3 years). The higher median age of Center Line is reflected by the fact that while approximately 18% of the City is over 65 years old, 13.7% of Macomb County is in this age category, and 12.4% of the United States as a whole is over 65 years in age.

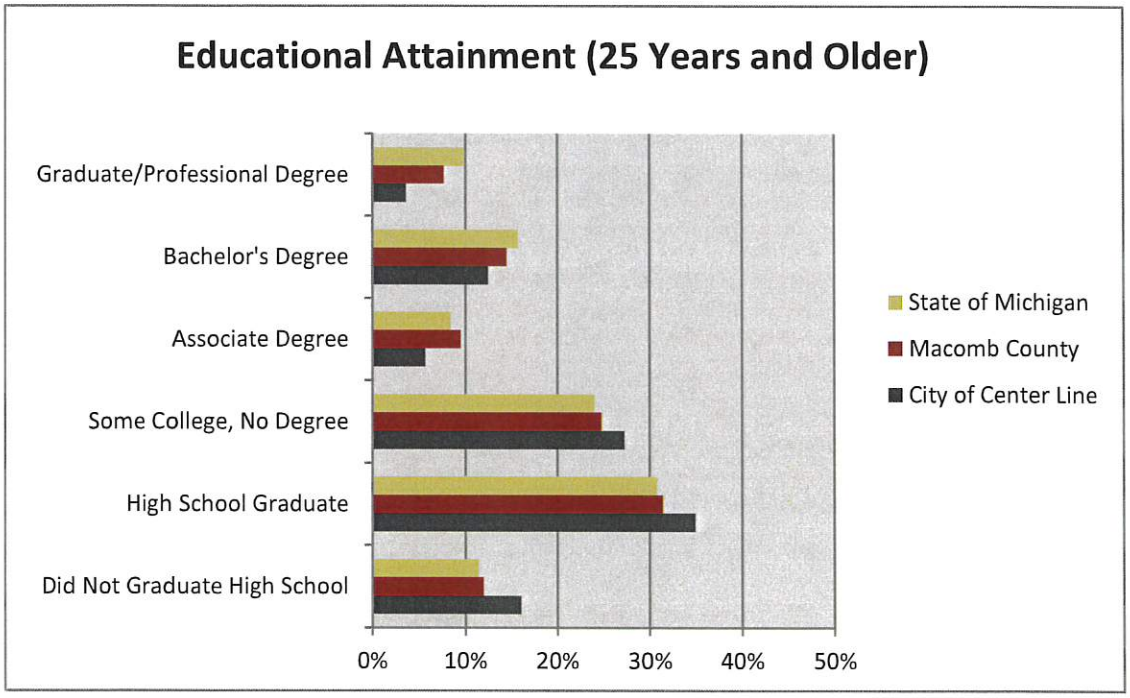
Figure 5. – Age Distribution by City, County and State



EDUCATION

The education of the City of Center Line's population is very similar to that of Macomb County as a whole. As indicated in Figure 7, approximately 35% of residents have graduated High School and 27% have some college education, which is nearly identical to Macomb County. Approximately 13% of residents possess a bachelor's degree and 4% have acquired a graduate or professional degree. Similar to Macomb County, approximately 16% of the City of Center Line did not graduate high school. The secondary educational attainment level of Center Line is higher than the United States average, as approximately 20% of the nation's population did not graduate high school. Public school districts include the Center Line and Van Dyke Public Schools. Residents also have the ability to exercise the schools of choice option, attend the St. Clement Catholic Elementary School within the city or private schools outside the city.

Figure 6. – Educational Attainment

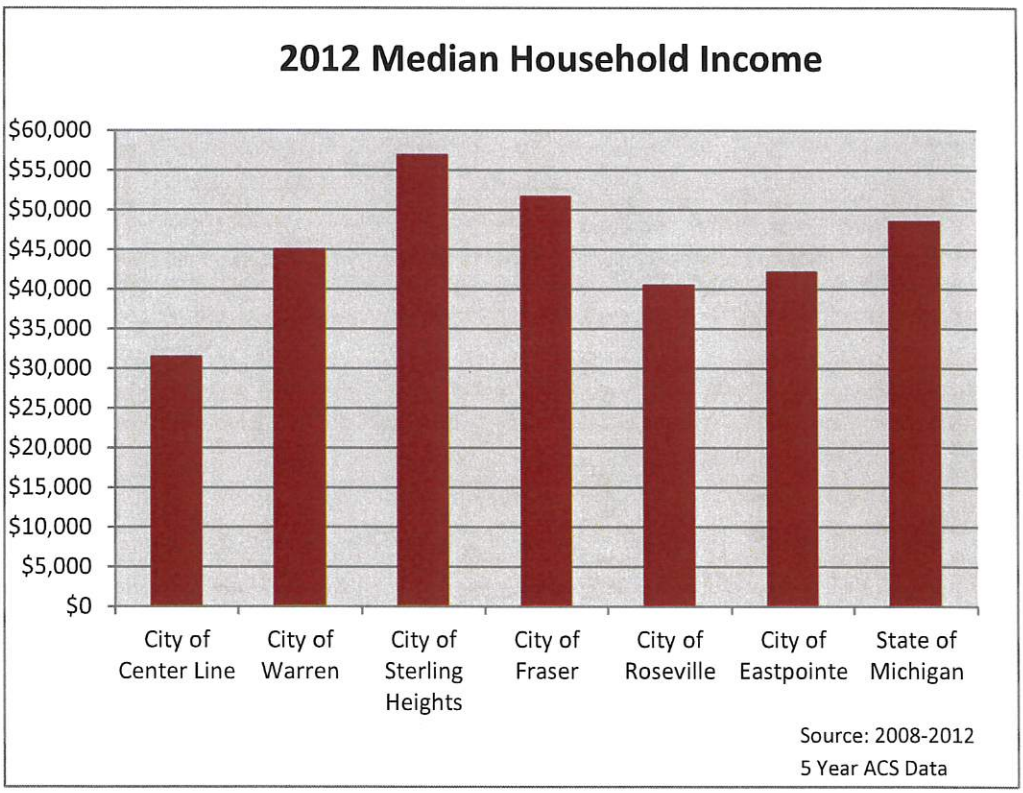


Source: 2008-2012
5 Year ACS Data

HOUSEHOLD INCOME

The *2007-2011 American Community Survey 5-Year Estimates* the median income for a household in the City of Center Line in 2011 dollars as $31,411. As depicted in Figure 8 below, the City holds a lower median household income than the State's and surrounding communities' averages. The household income at $31,411 is 70% of the City of Warren average of $44,982 and 65% of the State average of $48,471. These figures can be accredited to both social and economic conditions, including a higher retirement/senior population, decreased economic growth over the past decade and reduced high paying jobs, business and industries.

Figure 7. – Median Household Income



EMPLOYMENT INDUSTRIES

Center Line participates in a regional economy that operates beyond significant local influence.

Figure 8. – Employment by Industry

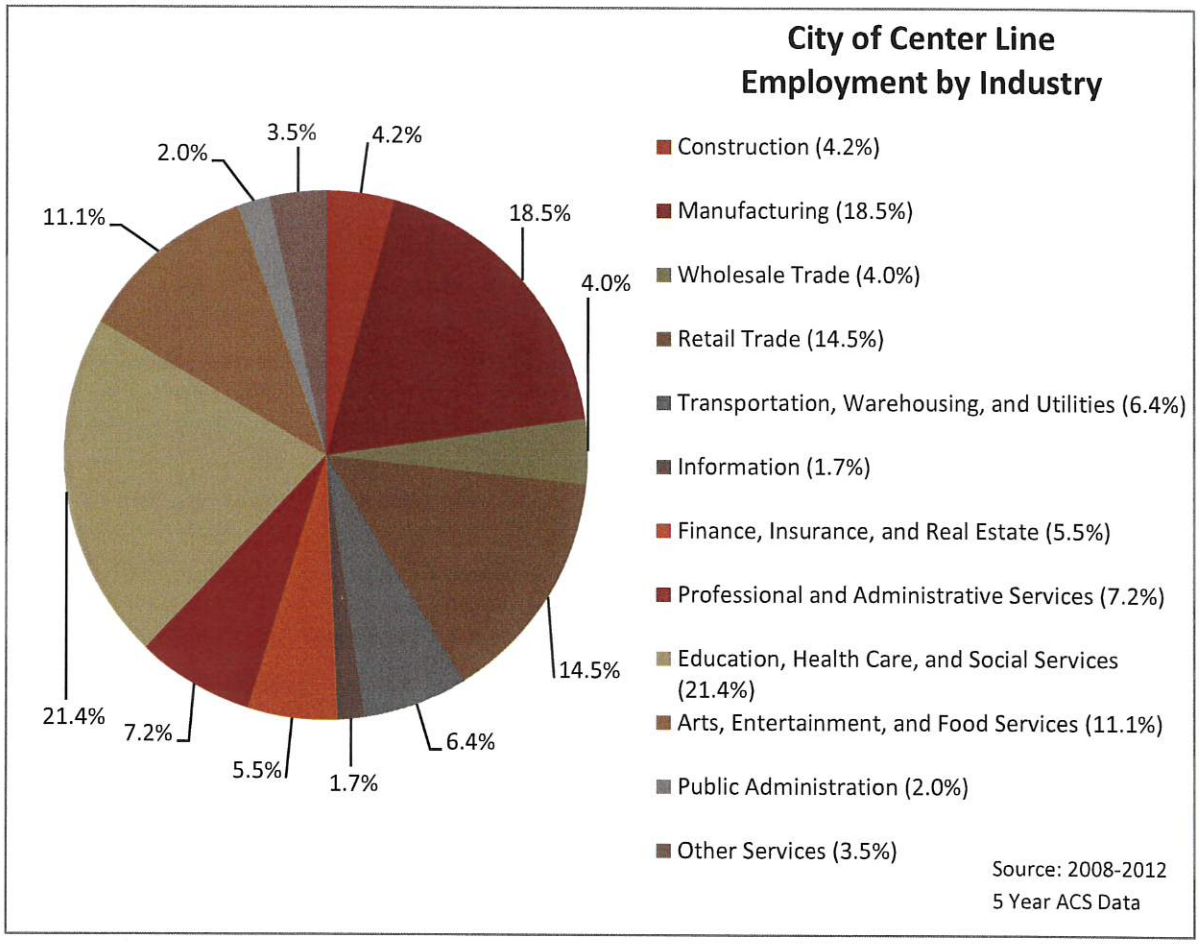
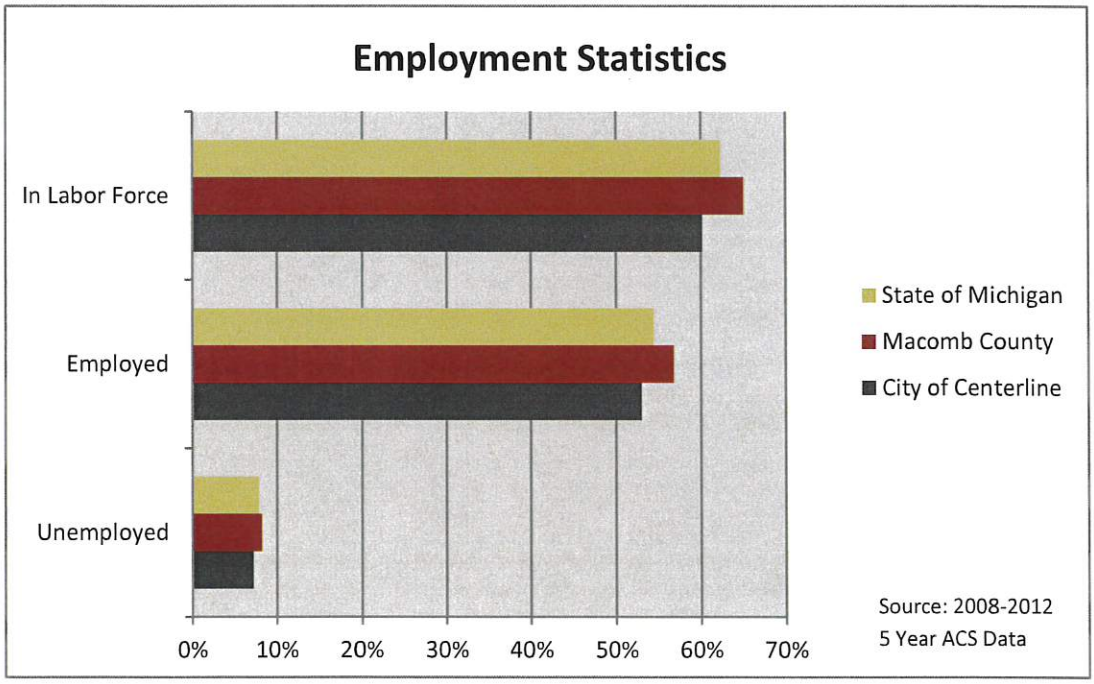


Figure 9, on the previous page, provides the employment industries within the City of Center Line. The largest employment sectors are Educational, Health Care, and Social Services (21.4%) and Manufacturing (18.5%). Employment in the Educational, Health Care, and Social Services and Manufacturing sector typically provides moderate pay scales when compared to other industries. There should be focused economic opportunities to higher paying industries like Professional, Scientific, Administrative, and Management services.

EMPLOYMENT STATISTICS

Unemployment rates for the City of Center Line have been slightly lower than Macomb County and the State of Michigan over the past decade. The 2008 to 2012 ACS data depicts an unemployment rate of 7.2% for the City of Center Line which is consistent with the County average of 8.2% and the State average of 7.8%. The percentage of population in the labor force is similar for the City and State at 60.2% and 62.3% respectively, but is lower than the County average at 65.1%.

Figure 9. – Employment Statistics



COMMUNITY FACILITIES + SERVICES

The City of Center Line operates and maintains four public buildings including the city hall complex, public library, recreation center, and Department of Public Works building. The city hall complex is located at 7070 E. Ten Mile Road, between Sherwood and Lawrence Avenues. City of Center Line residents are represented by an elected mayor and four (4) member council. A professional city manager is retained by the elected officials. The City website (centerline.gov) presents valuable information such as City Council meeting minutes, community information and events, as well as schedules of City meetings.

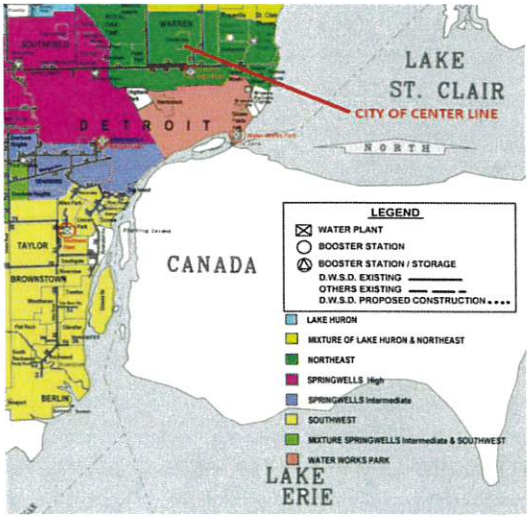
POLICE + FIRE SERVICES

The City's Public Safety Department includes both Police and Fire Services available to City residents and businesses. The Public Safety Department includes eighteen (18) full-time police officers and fire personnel, twenty-five (25) on-call police officers, and twenty-two (22) on-call fire personnel.

WATER SERVICE

Water service is provided by the City of Detroit's Department of Water and Sewerage. The City of Center Line's Department of Public Works provides support on water related issues. The City's website also provides information on water services and billing.

Figure 10. – *Water Service Map*

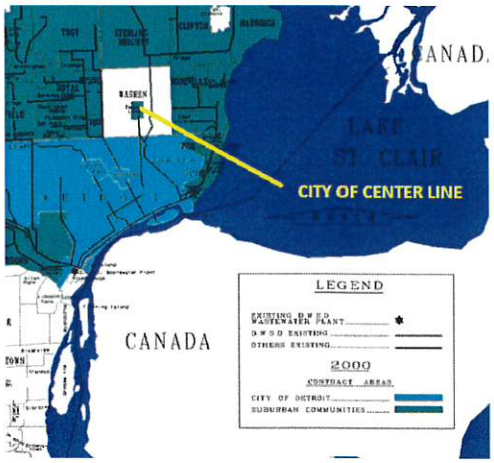


Source: City of Detroit Water and Sewerage

WASTEWATER SERVICE

Wastewater service is also provided by the City of Detroit's Department of Water and Sewerage. The City of Center Line's Department of Public Works provides support on wastewater related issues.

Figure 11. – *Wastewater Service Map*



Source: City of Detroit Water and Sewerage

DOWNTOWN DEVELOPMENT AUTHORITY

The Center Line Downtown Development Authority (DDA) consists of nine (9) board members including the Mayor. The DDA was formed in 1979 with the goal to improve and encourage the long-term economic viability, functional quality, and aesthetic character of the Van Dyke Avenue and Ten Mile Road commercial corridors. The DDA is funded through the capture of tax dollars. Past DDA projects include improving the streetscape through landscape, plazas, and bike parking and providing property improvement incentives through the façade improvement grant program.

SCHOOLS

The City is served by the Center Line and Van Dyke Public School Districts, as well as the Macomb County Intermediate School District. The Center Line Public School District consists of an early childhood program, three (3) elementary schools, one (1) middle school, one (1) high school, and one (1) virtual academy school. In addition, the City is served by a government-funded charter school named the Michigan Math and Science Academy and a privately funded culinary academy for special needs students, named Rising Stars Academy.

The list of Center Line Public Schools is as follows:

- Crothers Elementary
- Peck Elementary
- Roose Elementary
- Wolfe Middle School
- Center Line High School
- Academy 21 Virtual Academy

LIBRARY

The Center Line Public Library is located at 7345 Weingartz Street. Functions of the library include book circulation, reading, research, story-telling, and senior citizen income tax assistance. The facility occupies approximately 8,000 square feet and has adequate parking to serve its patrons. The library has two (2) part-time and two (2) full-time employees. The Library's webpage can be accessed through the City of Center Line's website and allows residents to access research, inter-library loan, genealogy, card catalog, and renewal information provided by the Suburban Library Cooperative.

PARKS + RECREATION

The City Parks and Recreation Department consists of a full-time Parks and Recreation Director, three (3) part-time employees, and seasonal lifeguards and summer camp staff, who are responsible for programs, general park maintenance, maintenance of the Recreation Center, and other facilities.

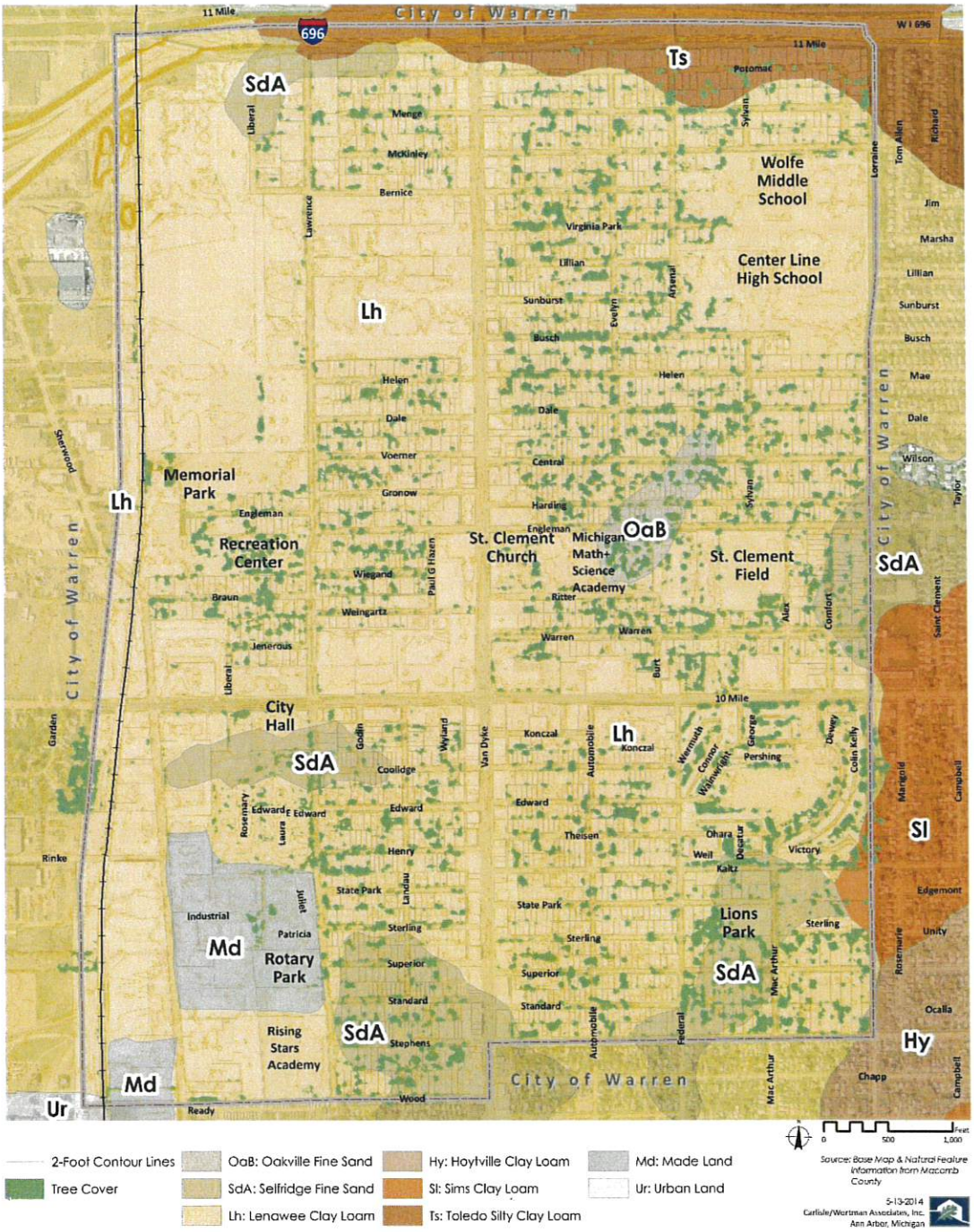
Table 2. – *City-Owned Recreation Facilities*

Name	Location	Facilities
Recreation Center	Lawrence Avenue	Game room, rental hall
Memorial Park	Lawrence Avenue	Tennis courts, ice rink, baseball/softball fields, football stadium, basketball court, pistol range, horseshoe pits, picnic shelters, volleyball court, playground, fitness trail, fitness equipment
Lions Park	State Park + Mac Arthur	Baseball/softball field, ice rink, playground, picnic shelter
Rotary Park	Lawrence Avenue	Basketball court, baseball/softball field, playground
Dale Park	Dale	Community garden
Beautification Park	Lawrence Avenue	Gazebo

NATURAL FEATURES

Center Line is an urban community that is completely built out with little to no undeveloped land; however, nearly a third of the City's land mass is not covered buildings, parking, streets and other hard-surfaces according to 2010 SEMCOG information. The city has no uncovered natural features such as waterways. The natural features map on the following page represents the different soil types, contours, and tree cover found within the City of Center Line.

Figure 12. – *Natural Features*



CIRCULATION + TRAFFIC

Highways and roads are developed to provide safe and efficient movement of people and goods within and through the community. Adequate transportation facilities are inherently a major consideration in the community's development. In Center Line, the road conditions are generally in good standing, although some streets are in need of repair as typical.

ROAD NETWORK

The City of Center Line's road network consists of public roads. The City's public road system is under the jurisdiction of the Road Commission of Macomb County (RCMC), the Michigan Department of Transportation (MDOT), and local oversight. The grid network of mile roads found in most southeastern Michigan communities is prevalent in the City. The main north-south routes include Van Dyke, Lawrence, Sherwood, and Lorraine Avenues. Major east-west routes include Ten Mile Road, Stephens Avenue, and Interstate-696.

INTERSTATE + STATE ROUTES

Interstate-696 is a limited-access highway that extends east-west along the north side of Center Line. I-696 connects the cities of Farmington Hills, Southfield, Royal Oak, Warren, and St. Clair Shores, among others. Van Dyke Avenue is the sole direct access interchange within the City's boundaries.

I-75 is a major interstate that connects Toledo, Detroit, Flint, Saginaw, and northern Michigan, among others. The interstate travels just west of the City's boundaries. The closest access points onto I-75 are Ten Mile Road and the I-75/I-696 Interchange.

Van Dyke Avenue (M-53) is the only State Trunk Line within the City. It connects the City of Detroit, through Center Line, to the City of Port Austin in the thumb region of Michigan. This route traverses through Detroit, Macomb, Lapeer, Sanilac, and Huron Counties. Approximately one and a half (1.5) miles of Van Dyke Avenue lies within the City's boundaries.

COUNTY PRIMARY + LOCAL ROADWAYS

The Road Commission of Macomb County classifies their roads as either "County Local" or "County Primary". By designating a road as part of the County Primary System, the County can obtain State and Federal weight and gas tax revenues for maintenance. All public roads that are not classified as County Primary roads are considered County Local roads and are under the jurisdiction of the RCMC. Ten Mile Road is the only County Primary road within the city.

NATIONAL FUNCTIONAL CLASSIFICATION

National Functional Classification (NFC) is a transportation planning tool that Local, State, and Federal Agencies have used since the late 1960's. All public roads are classified according to function, which allows roadways to be studied and compared across different regions of the state or country. NFC is also used to determine roadway eligibility for Federal Funding used for improvements.

Principal Arterials are located at the top of the NFC hierarchal system. Principal arterials generally carry long distance, through-travel movement. They also provide access to important traffic generators, such as major airports or regional shopping centers. Examples of primary arterials include interstates and freeways, state routes between large cities, and important surface streets in large cities.

Minor Arterials are similar in function to principal arterials, except that they carry trips of shorter distance to smaller traffic generators. Examples of minor arterials include state routes between smaller cities, surface streets of medium importance in large cities, and important surface streets in smaller urban areas.

Local Roads primarily provide access to property. Examples include residential streets and lightly-traveled county roads.

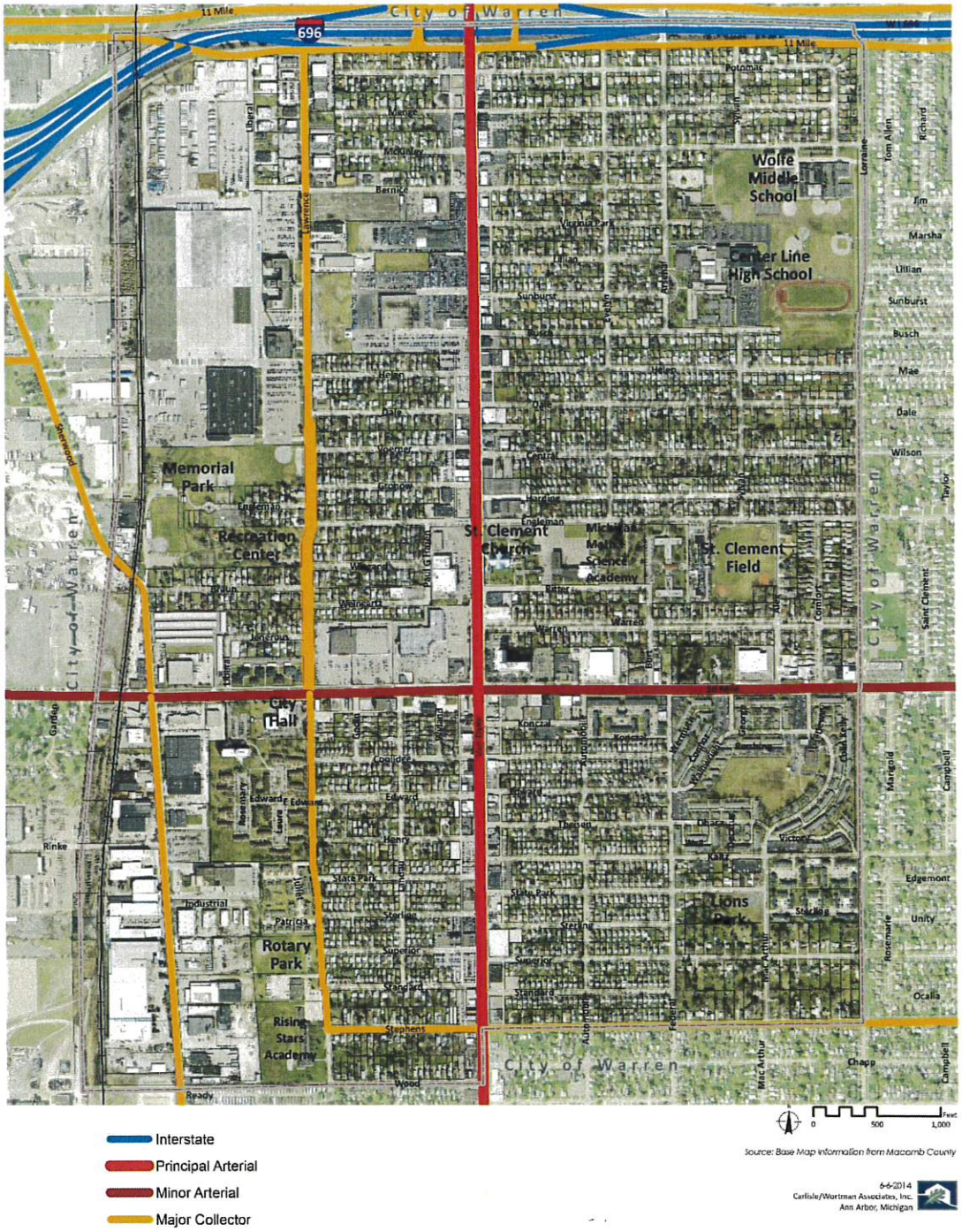
All public streets, roads, and highways in Michigan have an NFC designation. MDOT and officials work cooperatively to classify roadways. The result of this joint process is submitted to the Federal Highway Administration (FHWA) for final approval. Figure 15, on the following page, illustrates the National Functional Classification of the City's road network. Ten Mile Road (minor arterial), Van-Dyke Avenue (principal arterial), and I-696 (interstate) are the only arterials within the City's boundaries. All other roadways are considered local and collector streets.

RESIDENTIAL TRAFFIC MANAGEMENT

One of the key transportation issues is excessive or higher-speed traffic on local residential streets. In certain neighborhoods, residents have serious concerns regarding pedestrian and vehicle safety, as well as excessive noise and air pollution caused by traffic. Traffic engineers often find it difficult to apply conventional quantitative methodology to evaluate traffic problems on residential streets because of the low volume of traffic. Therefore, traffic issues on residential streets must be evaluated in terms of environmental capacity, rather than physical capacity. Environmental capacity takes into account that residential streets are shared by moving and parked vehicles, pedestrians, and bicyclists. An analytical approach can be developed to determine if residential character and social connectivity is being compromised. This evaluation may include the following:

1. Analysis of the adopted street classification to determine appropriate type and volume of traffic.
2. Consultation with residents to document their perceptions and preferences.
3. Vehicle, bicycle, and pedestrian traffic counts.
4. Speed studies.
5. Evaluation of traffic and parking patterns of local businesses.

Figure 13. – *National Functional Classification Map*



Excess traffic on residential streets should be redirected to arterials bordering neighborhoods. A number of techniques have been identified to divert or slow the traffic on residential streets. These techniques include the following:

1. Ensure that speed limit signs are posted near entry points on residential streets.
2. Install striped crosswalks and ADA accessible ramps at all intersections.
3. Promote on-street parking to slow traffic speeds where appropriate.
4. Construct or reconstruct residential streets using a narrower width to emphasize driver caution.
5. Utilize plantings in the right-of-way to visually emphasize residential character and de-emphasize vehicular function.

Implementation of these measures may prove to be costly; therefore, it is advised that a trial period is considered prior to permanent installation on all residential streets. During the trial period, the City should determine the following:

1. The effects of the traffic management techniques on traffic patterns and implications for emergency vehicle access.
2. Implications for service and commercial vehicles, such as delivery and refuse pickup.
3. Attitudes of citizens in the study area.

FUTURE ROAD RIGHTS-OF-WAY

The Road Commission of Macomb County adheres to the future right-of-way widths designated by the Inter-County Highway Commission in the early 1970's. As development occurs along major County roads, measures are taken to insure that the planned road right-of-way widths are preserved. Wherever possible, future development should dedicate the necessary road right-of-way width to facilitate future road improvement projects.

EXISTING LAND USE

Understanding the existing land use pattern is critical in determining the extent of changes for the future land use vision. While change is inevitable, the City is committed to managing transformations to enhance economic benefit, recreation activities, and overall quality of life for all residents.

The existing land use map indicates land use patterns and associations as they exist as shown by acreage and percentage of land area in Table 2 below and with Figure 16. Single-family residences at 33%, street rights-of-way at 20% and industry at 18% occupying over 2/3 of the city's land mass. Combined with other indicators, this supports the city's desire to maintain its small town residential character and also protect its job generating and tax producing industry.

Table 3. – *Existing Land Uses*

City of Center Line Existing Land Use Category	Acres	Percentage
Vacant	3.49	0.31%
Single-Family Residential	373.51	33.45%
Multiple-Family Residential	67.13	6.01%
Commercial + Office	112.86	10.11%
Industrial	203.03	18.18%
Public + Semi-Public	95.75	8.58%
Recreational + Open Space	36.95	3.31%
R-O-W	223.77	20.04%
Total	**1,116.49**	**100%**
		Source: SEMCOG 2010 Data

LAND USE CLASSIFICATIONS

In preparing the 2014 land use survey, the following land use classifications were used:

Single Family Residential

This classification is for those land areas containing single-family detached dwelling units and accessory structures.

Multi-Family Residential

Included in this group are all two-family (duplex), apartments and multi-plex type of units where two (2) or more separate residential units occupy a single building on a lot.

Manufactured Housing

This category identifies licensed manufactured housing communities, as well as any concentration of two (2) or more individual manufactured housing units, including related accessory buildings. The city does not currently accommodate this land use category.

Commercial + Office

Land areas where professional and business offices are found. Retail sales and service businesses are also placed in the commercial + office category.

Industrial

This category includes uses with or without buildings where materials are processed, fabricated, assembled, or manufactured, or where equipment, materials, or wastes are stored out-of-doors.

Recreation + Open Space

Land area for which the primary purpose is outdoor recreation or natural area conservation. This classification includes public or private-owned parks or areas of which the primary purpose is preservation and conservation of undeveloped natural areas.

Public + Semi-Public

Land areas and facilities such as public schools, libraries, and government buildings are considered public uses. Institutional includes such uses as churches, private schools, hospitals, private cemeteries, utility sites and the like.

Vacant

This category includes all remaining land that is presently unused, vacant or idle.

The existing land uses are portrayed on the Existing Land Use Map, Figure 16, on the following page. Residential neighborhoods are portrayed on Figure 17.

Figure 14. – *Existing Land Use Map*

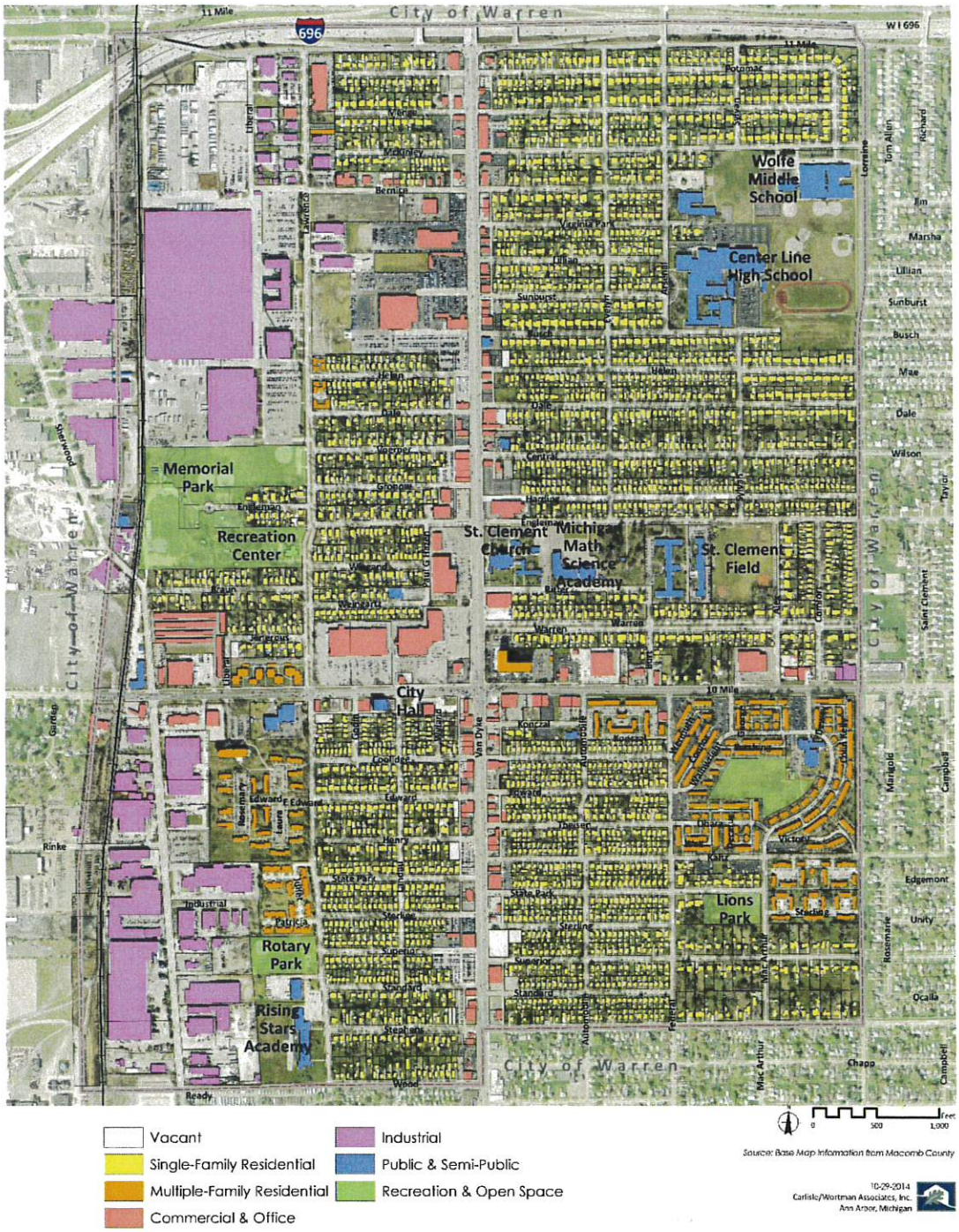
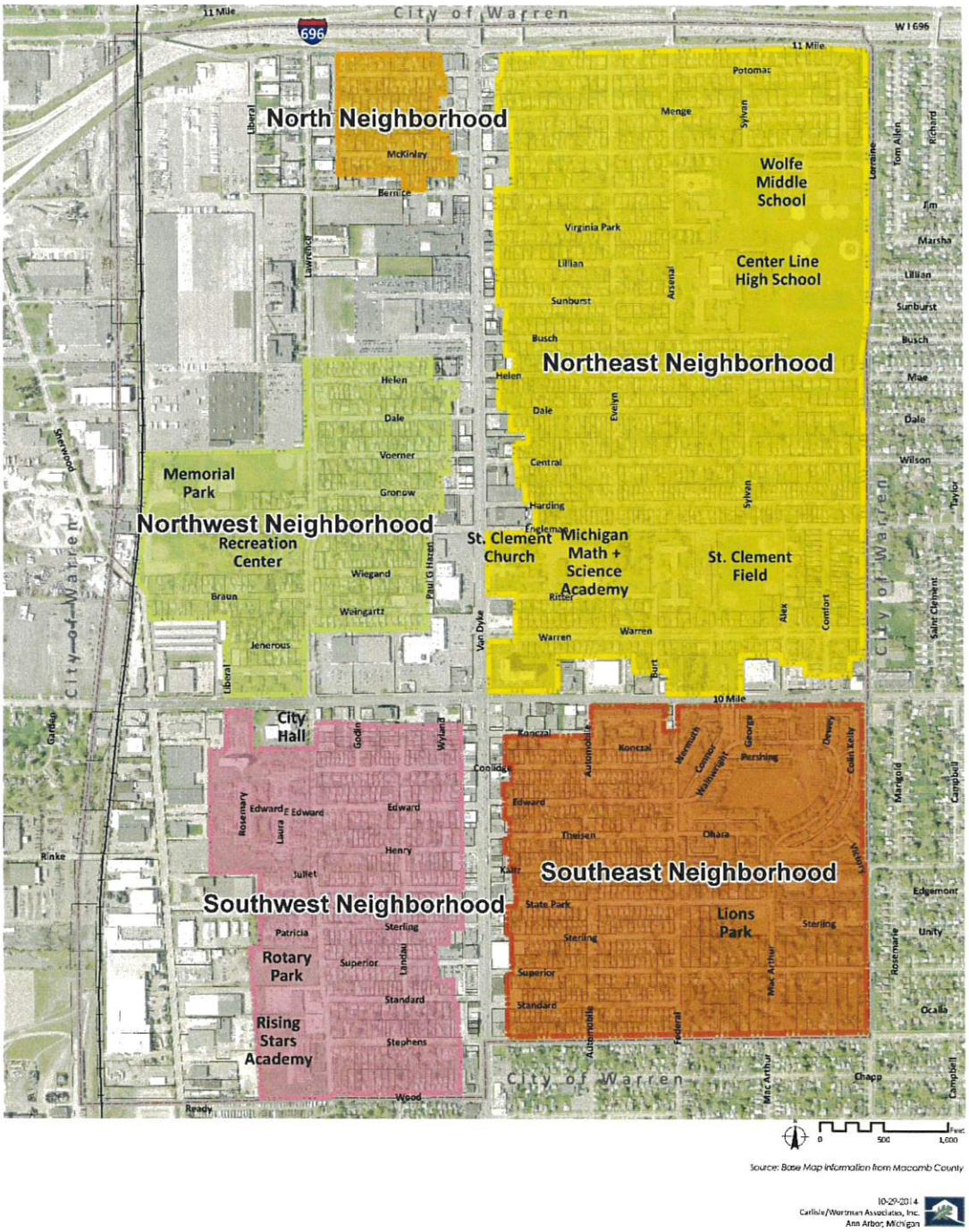


Figure 15. – *Residential Neighborhoods Map*



GOALS + STRATEGIES + ACTIONS

The adoption of community goals, and the strategies and actions to achieve them, is a vital step in the planning process. The desires and needs of the citizens must be properly interpreted so that practical solutions can be reached. Therefore, it requires thoughtful analysis of the various factors that characterize the City of Center Line and the specific challenges it faces for the years ahead. Together, all of these considerations formulate the long-range vision.

VISION

1. The City of Center Line is a residential community defined by its small town and urban characteristics. The City strives to maintain its defining neighborhoods and small town character and is committed to the following goals.
    - *Preserving* of neighborhoods and small town characteristics.
    - *Protecting* of the City's community facilities and park land.
    - *Providing* residents with recreational areas, quality services, and appropriate infrastructure that meet social needs of current citizens and attract new residents to the City.
    - *Creating* a framework for redevelopment opportunities.

GOALS + STRATEGIES + ACTIONS

Goals and policies provide the guidance necessary for the Master Plan to deliver sound community planning, which addresses present issues and future plans for mitigation and redevelopment. Goals and policies are defined as:

Goals
Broad statements that provide an overall focus for discussion.

Strategies
More specific statements used to qualify the goals and provide detailed direction for planning efforts.

Actions
Very specific statements that help achieve the goals and strategies. Such policy statements provide the justification necessary for revision or drafting of new ordinances and financing of specific capital improvements.

COMMUNITY IDENTITY + CHARACTER

GOAL

Emphasize the community's small town character to the region.

Strategy 1

Promote the City's small town character.

Action

- DDA prepares and links design criteria to a grant programs for new development and improvements.
- Redesign the website to enhance community image and allow ease of gathering information.
- The library is a source for publishing heritage information and by sponsoring historic programs.

Strategy 3

Promote and maintain community awareness, involvement, and sense of pride.

Actions

- Develop a signage program which highlights significant community sites such as "Welcome" signs at entrance points signaling the City boundaries.
- Communicate city activities and ongoing services via newsletter, cable access, and/or web site development.

RESIDENTIAL NEIGHBORHOODS

GOAL

Develop redevelopment techniques that balance the City's small town character, redevelopment needs of adjacent commercial and industrial areas provide a range of housing opportunities.

Strategy 1

Protect neighborhoods from incompatible business expansion.

Actions

- Adopt ordinances that permit business expansion or development without compromising neighborhood integrity.
- Enforce blight prevention measures.
- Enforce ordinances that maintain well-kept vacant or transitional lots and parcels.

- Amend city ordinances to require compatible rehabilitation of existing housing inventory.

Strategy 2

Continue the neighborhood unit concept as a basic redevelopment strategy.

Actions

- Coordinate school resources and programs with city programs for efficiency.
- Continue exceptional public safety coverage in residential areas.
- Maintain park and recreation facilities.
- Use a Capital Improvements Program to identify infrastructure replacement needs.

Strategy 3

Allow diverse housing types that meet the physical and financial needs of current and future City residents.

Action

- Adopt ordinances that permit diverse types of housing suitable for residents in all levels of life-cycle.

CORRIDOR VITALITY + COMMERCIAL REDEVELOPMENT

GOAL

Revitalize and improve aging commercial areas and corridors.

Strategy 1

Require design standards and proven urban design principles to be followed.

Actions

- The Downtown Development Authority (DDA) uses programs to make Van Dyke Highway and Ten Mile Road more identifiable through efforts like "branding" and design criteria.
- Enact site design criteria that permit connected and shared parking, shared driveways, and joint landscaped areas.
- Continue the practice of pre-application planning and zoning conferences with developers.
- Plan for mixed-use development, including retail, office, entertainment, recreational, public, and residential uses.
- Utilize elements of the V8 Development Plan in the redevelopment of vacant and/or underutilized commercial parcels.

Strategy 2

Utilize available economic development programs.

Actions

- Use the website to inform business proprietors about the availability of economic development resources such as the Downtown Development Authority (DDA), local, state, and federal opportunities.
- Adjust codes or ordinances to permit coordination with economic development legislation.
- Provide staff assistance to guide projects through the application process.

Strategy 3

Utilize blight prevention principles and techniques in commercial areas to promote a welcoming and business-ready atmosphere.

Actions

- Maintain code enforcement of nuisances such as blight, light pollution, and noise.
- Engage the DDA to sponsor maintenance and enhancement projects with city support.

INDUSTRIAL VIABILITY + INNOVATION

GOAL

Retain and recruit industrial development that supports employment, maintain the City's tax base, and strengthen the local economy.

Strategy 1

Limit industrial expansion to areas designated industrial on the future land use map.

Action

- Coordinate the future land use and zoning district maps.

Strategy 2

Encourage evolving types of industry.

Actions

- Identify alternative emerging manufacturing and research and development industries.
- Incent attractive and clean industrial uses within the Sherwood Avenue industrial corridor.
- Develop site design standards that are conducive to new types of industry.

Strategy 3

Support economic health of the industrial districts.

Actions

- Coordinate with the Planning and Economic Development Department of Macomb County and similar groups to explore opportunities for redevelopment and expansion of designated industrial areas.
- Use State economic development programs to support new development.
- Partner with Regional Transit Authority to meet transportation requirements of the industrial workforce.

COMMUNITY FACILITIES + SERVICES

GOAL

Maintain functional, safe, and accessible facilities and services, such as administrative, libraries, parks, and police and fire protection that Center Line is known for.

Strategy 1

Explore options for shared services agreements with governments, agencies, and organizations.

Actions

- Authorize joint service relationships with adjoining communities where beneficial to the City.
- Coordinate with schools in providing recreational opportunities.

Strategy 2

Use technology that provide for staff efficiency, quality delivery and cost effectiveness.

Action

- Maintain an up-to-date City website for residents to access information via the Internet.

Strategy 3

Provide quality facilities.

Actions

- Prepare and maintain a current six-year Capital Improvements Program in accordance with Public Act 33 of 2008.
- Maintain and update the City's Recreation Plan.

COMMUNITY INFRASTRUCTURE

GOAL

Provide quality infrastructure to safely and effectively service the residents and visitors.

Strategy 1

Follow a six-year Capital Improvements Plan.

Actions

- Coordinate infrastructure improvements with adjoining communities to improve efficiency and save funds.
- Prepare and maintain a current six-year Capital Improvements Program in accordance with Public Act 33 of 2008.

Strategy 2

Promote the development of safe and efficient transportation infrastructure and circulation network.

Actions

- Maintain coordination with MDOT and Macomb County Road Commission for improvement projects.
- Pursue available grant resources for improvements.
- Prepare a Complete Streets Plan.
- Maintain continuous sidewalk connections to promote and maintain pedestrian safety.

LAND USE PLAN

PLANNING CONSIDERATIONS

The Land Use Plan remains vital to the future redevelopment and stability of the City although it is a predominately built-out place. The land use categories in tandem with goals, strategies and actions provides the basis for delineation of Zoning Districts within the City.

The Land Use Plan presents a vision for future redevelopment patterns, while providing practical guidance to local decision-makers regarding current issues. As a working document, it is the intent of this Plan to provide for and accomplish the following items:

- Establish future land use categories.
- Illustrate the location of proposed land uses and community improvements.
- Provide actions for implementation, orderly redevelopment, and a descriptive rationale as to the arrangement of preferred land uses and density.
- Serve as the primary policy guide to local government regarding future land use decisions, investment and organization of public improvements, and coordination of private development.
- Assist the community in its effort to maintain and enhance a pleasant, safe and healthy living environment, and give substance to the community's visions for the future.

The Future Land Use Map is provided on Figure 22.

The Land Use Plan guides the future development pattern of the community into a logical arrangement. This maintains the integrity and character of the community, protects the environment, and provides for the general health, safety, and welfare of residents and the general public. Additional factors considered are population, market trends, economic factors, and more abstract goals such as "community character", which is described in the Goals, Strategies, and Actions Chapter of this Plan. As these characteristics are a guide for the designation of land use and density, they should be considered prior to the formulation of the Land Use Plan.

LAND USE CATEGORIES

SINGLE-FAMILY RESIDENTIAL

The City is predominately a single-family residential community. There are five (5) residential neighborhoods in the, which are described as the North Neighborhood, the Northwest Neighborhood, the Southwest Neighborhood, the Northeast Neighborhood, and the Southeast Neighborhood (see Figure 17, Residential Neighborhoods Map).

The Land Use Plan does not recommend any specific changes in the basic pattern of single-family residential development. The intention of the Plan is to prevent the occurrence of blight, to improve the condition of corridor development and other facilities surrounding each neighborhood. Studies have shown that neighborhood blight usually begins in adjoining non-residential areas and then infiltrates residential areas. The Circulation and Traffic subsection of the Community Profile Chapter of this Plan addresses the issue of unnecessary traffic which cuts through various residential neighborhoods.

Because of the age of single-family residential neighborhoods in the City, an important issue to consider in future years will be the need to renovate and maintain aging housing stock. The City has operated a residential rehabilitation assistance program that has been highly successful in updating many older homes. In addition, the State of Michigan operates many rehabilitation, anti-blight, and demolition programs.

MULTIPLE-FAMILY RESIDENTIAL

Multiple-family residential areas are located adjacent to major thoroughfares and collector streets. This enables higher levels of traffic to enter/exit multiple-family developments without interrupting the character of adjoining single-family neighborhoods. A major multiple-family residential area is the Kramertown neighborhood, a townhome development adjacent to Ten Mile Road. Historically, this development was created for laborers employed at the former Detroit Arsenal Tank Plant that was constructed during the 1940's in the City of Warren. Additional multiple-family areas include developments immediately to the west of Kramertown, north and south of Ten Mile Road near Lawrence Avenue, along Lawrence Avenue near Helen and Voerner Streets, and assisted living/nursing facilities.

No new multiple-family development sites have been identified in this Plan; however, the Plan does encourage mixed-use and strategically placed high density residential, commercial, office, and retail development in the Corridor Mixed-Use areas along Van Dyke Avenue and Ten Mile Road.

CORRIDOR MIXED-USE

A major change from the previous Future Land Use Map is the establishment of the Corridor Mixed-Use area along Van Dyke Avenue and Ten Mile Road. The Corridor Mixed-Use land use category encourages commercial, office, retail, and mixed-use residential development. Special consideration will be given to redevelopment and mixed-use projects, which contain commercial/office/retail uses on lower floors with residential uses on upper floors or rear facades. In addition, the City encourages the use of Planned Unit Developments in Corridor Redevelopment areas, which allows for ingenuity and increased flexibility when planning and siting development.

The Future Land Use Map indicates that commercial/office/retail/mixed-use development is concentrated along the Van Dyke and Ten Mile Road corridors. A wide spectrum of retail and service businesses are located within these corridors. The Plan carefully regulates the boundaries of the Corridor Mixed-Use area and provides for a well-defined potential Corridor Mixed-Use Expansion area. The Expansion Area provides for parking uses as well as innovative landscaping and screening areas. The Expansion Area replaces the former Commercial Parking District on the previous Future Land Use Map and aims to prevent non-residential uses from intruding upon adjoining, traditional single-family residential neighborhoods that are adjacent to these corridors.

Large redevelopment opportunities may be present in future years with the former Balkan Hall and Rinke Buick sites at the south end of Van Dyke Avenue. These areas represent prime opportunities for incorporation of mixed-use development and/or planned unit developments, which could spawn economic revitalization in that area of the corridor.

The Land Use Plan does not recommend any new shopping centers or strip malls; however, such developments would be possible if the incorporation of mixed-uses was proposed on larger development sites. The Plan encourages the assembly of smaller parcels into larger development sites in strategically located areas.

INDUSTRIAL

Industrial development is primarily located on Sherwood Avenue along the western City limits. This area adjoins a larger industrial concentration in the City of Warren. The Mopar company world headquarters and training center is on Lawrence Avenue near the north end of city. This anchors another concentration of industry on Lawrence and Liberal Avenues.

During recent years, the industrial area has undergone considerable renovation and upgrading. The Plan recommends expanding the vision to include technology industries and development

that incorporate green infrastructure. The intent of the Plan is to ensure that the City's industrial areas will remain viable for years to come by changing and evolving with technology as it occurs.

PUBLIC + SEMI-PUBLIC

Public and semi-public uses include schools, churches, public facilities, and the City Hall Complex. The Community facilities and services subsection of the Community Profile Chapter and the Implementation Chapter of this Plan discuss the current state of community facilities and recommendations for future improvements.

PARKS + OPEN SPACE

Parks and open space areas within the City includes City Parks and green spaces. The City should continue to update its Parks and Recreation Master Plan in accordance with State statute to receive financial assistance for parks and recreation planning and improvements.

CORRIDOR MIXED-USE: ECONOMIC INVESTMENT AND VITALITY THROUGH FLEXIBILITY AND DESIGN

Van Dyke Avenue and Ten Mile Road represents the car-dominated environment that is typical of the modern American landscape. The City must take advantage of the opportunity to change the rules for new development so that these corridors will be more economically balanced and people-oriented. In particular, Van Dyke is a corridor of contrast in terms of land use, building placement, and investment. Comprehensive corridor redevelopment requires careful attention to both sides of the corridor's right-of-way line. While these corridors have experienced some recent reinvestment, there are pockets of disinvestment, resulting in vacant, abandoned, and underused properties. Nevertheless, Van Dyke and Ten Mile represent an opportunity to build on the existing diversity of land uses, transportation options, and proximity to residential. For properties lining the corridor, revitalization requires a restructuring of development patterns, with less emphasis on land use and more focus on quality, accessibility, and innovative redevelopment.

Access, connectivity, and convenient parking are major challenges for sites along Van Dyke and Ten Mile Road. Strip development and similar uses are very segregated and there is little internal connection among parcels. The Zoning Ordinance may be adjusted to provide flexibility through Planned Unit Development within Corridor Mixed-Use areas and city staff may need to update potential investors on the advantages of this development tool.

PRIORITIES

This Plan recommends two priorities for establishing Van Dyke and Ten Mile as place for reinvestment through entrepreneurship, incubator for startups and quality development.

1. Generate investment in redevelopment areas through:

- Marketing and promoting entrepreneurial energy/creativity
- Repurpose and redevelop properties
- High-quality commercial/mixed-use development
- Engage surrounding residential neighborhoods
- Pedestrian and alternative transportation

2. Enhance and strengthen the corridors through design by:

- Link design standards to DDA and City financial incentives
- Link design standards to an expedited approval process
- Maintain flexibility in the zoning ordinance

ENHANCE AND STRENGTHEN THE CORRIDORS THROUGH DESIGN

Design is vital to how a district functions. It impacts how people interact or avoid an area. The sidebar on the following page lists eight principles of good design applicable to the city and its DDA. In addition, the following list provides techniques that should be considered, refined and then enacted into ordinances.

- Encourage and incentivize lot consolidation
- Consider internal pedestrian connectivity to create walkable developments
- Require shared parking facilities and cross access easements
- Ensure every hard corner has a building rather than parking
- Ground-level retail should be a focus of buildings in activity zones
- Encourage a variety in design yet overall consistency
- Ensure a balanced and compatible mix of uses to create more reasons for people to frequent the district over the course of a day.
- Require good design including consistent signage, pedestrian lighting, and increased landscaping along roadways and in parking lots.

Increased attention is being devoted to the role of infrastructure investments in affecting travel behavior. Bringing trip origins and destinations closer together is a necessary step to reduce overall travel distances and promote use of "active transportation" modes such as walking and

bicycling. One-half (½) mile is the typical distance people are willing to walk. Residents are a captive market who desire shopping areas and service uses that can serve their daily needs within walking distance.

Future development should provide a link between the corridors and adjacent neighborhoods. Linkages can be defined as features that promote the interconnectedness of different places and provide convenient access between them. Linkages may be in the form of physical or visual connections.

Buildings in closer proximity to the roadway help to control traffic speeds and provide more comfort for pedestrians. Figure 19 depicts a potential corridor design vision for the Ten Mile/Van Dyke Corridors. The buildings are situated close to the roadway to retain the urban character of the area while still provide at least one (1) row of parking, one (1) circulation lane, pedestrian circulation, and areas for landscaping/streetscaping.

Figure 16. – *Corridor Design Vision for Van Dyke Highway*

REVIEW ZONING RECOMMENDATIONS TO ENSURE FLEXIBILITY AND INCREASE INVESTMENT

Zoning can be used to incentivize the type of development desired although it cannot directly create a market for business. To promote redevelopment and stimulate reinvestment along the corridors, form-based zoning can be implemented to provide flexibility to create a system of development incentives that attract transformative development. The development flexibility must provide a benefit to the developer and the community. Potential flexibility incentives may include:

- Drive-through use
- Build-to-line flexibility in appropriate areas
- Increase in building height
- Site reclassification

The street is the largest public open space along the corridors and should be considered part of the public realm. The corridor segments are a tremendous untapped resource that provides a link between the adjacent residential neighborhoods and the commercial areas at intersections. In order to provide for a pedestrian friendly corridor, pedestrian amenities must be improved. Van Dyke and Ten Mile should be made more a comfortable place to walk by providing continuous, wide sidewalks and separation from moving traffic through inclusion of elements such as trees, landscaping, lighting, public art, special pavement treatments and similar.

Coordinated streetscape improvements along the corridors should be considered. Streetscape elements can identify an area as a special and distinct place for residents, shoppers, visitors, and employees. The City should establish a conceptual Streetscape Plan that sets recommended standards for landscaping, signage, lighting, sidewalks, intersections and access.

Due to the auto-centric nature of the corridors, including multiple travel lanes, employees and residents who venture out on foot to destinations have difficulty crossing. Providing safe crossings for pedestrians and cyclists is an integral strategy for walkability. Crossing improvements should take place at major intersections and mid-block where possible. Improvements at major intersections may include better marked crosswalks and improvements to pedestrian signals. The City will need to coordinate with MDOT and Macomb County Road Commission on these improvement efforts.

Eight Principles of Good Urban Design

1. Imageability: Quality of a place that makes it distinct, recognizable, and memorable.

2. Enclosure: Degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other vertical elements.

3. Human Scale: Size, texture, and articulation of physical elements that match the size and proportions of humans, and equally important, correspond to the speed at which humans walk.

4. Transparency: Degree to which people can see or perceive what lies beyond a building façade

5. Complexity: Visual richness of a place including number and kinds of buildings, architectural diversity, landscape elements, street furniture, signage and human activity.

6. Coherence: Sense of visual order including scale, character and arrangement of buildings, landscaping, street furniture, and other physical elements.

7. Legibility: Ease with which the spatial structure of a place can be understood and navigated as a whole.

8. Linkage: Physical and visual connections-from building to street, building to building, space to space, or one side of the street to the other-that tend to unify disparate elements.

Source: Pedestrian & Transit-Oriented Design (2013)

INCORPORATE COMPLETE STREET POLICIES

On August 1, 2010, the State of Michigan legislature signed into law the Complete Streets amendments to the State Trunkline Highway System Act (Act 51 of 1951), and the Planning Enabling Act (Act 33 of 2008). The law provides an approach to transportation planning and design that considers *all* street users – vehicles, pedestrians and bicyclists of all ages and abilities – during the various planning and design stages of a transportation project. It also requires that the Michigan Department of Transportation (MDOT) and local road commissions consider the community's goals and desires for road projects within their boundaries.

Complete Streets provide facilities that allow all users, irrespective of their age or abilities, to use the street as a mode of transportation. A Complete Street allows pedestrians, bicyclists, transit users and those with disabilities to easily and safely use roads in their community. Communities with Complete Streets Policies help to ensure that engineers and planners design roadways to accommodate all users, not just motorists.

Facilities that make a street "complete" depend on the existing conditions and the intended users. It's never a "one-size-fits-all" scenario. Examples include curb ramps, audible or tactile signals for blind pedestrians, longer crossing times, smooth sidewalks and bike lanes that are free of obstacles, and transit stops that can be easily boarded.

BENEFITS OF COMPLETE STREETS

Complete Streets provide numerous benefits, including:

- Improved safety for all users, including pedestrians, bicyclists, transit riders and drivers.
- Improved human health by encouraging walking and bicycling.
- Decreased car traffic, reducing dependence on gasoline and petroleum products, and improved air quality.

CITY COMPLETE STREET POLICIES

- The City acknowledges the greater need for non-motorized transportation facilities, and the City's desire to provide a pathway system for residents to safely walk or bicycle, linking local recreational with residential areas, schools, community facilities and shopping.
- Pathways shall be multi-use, separated from the road surface. If not possible, then pathways should share a portion of the road surface.
- Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
- Developments that are subject to site plan or subdivision approval should incorporate complete street elements.

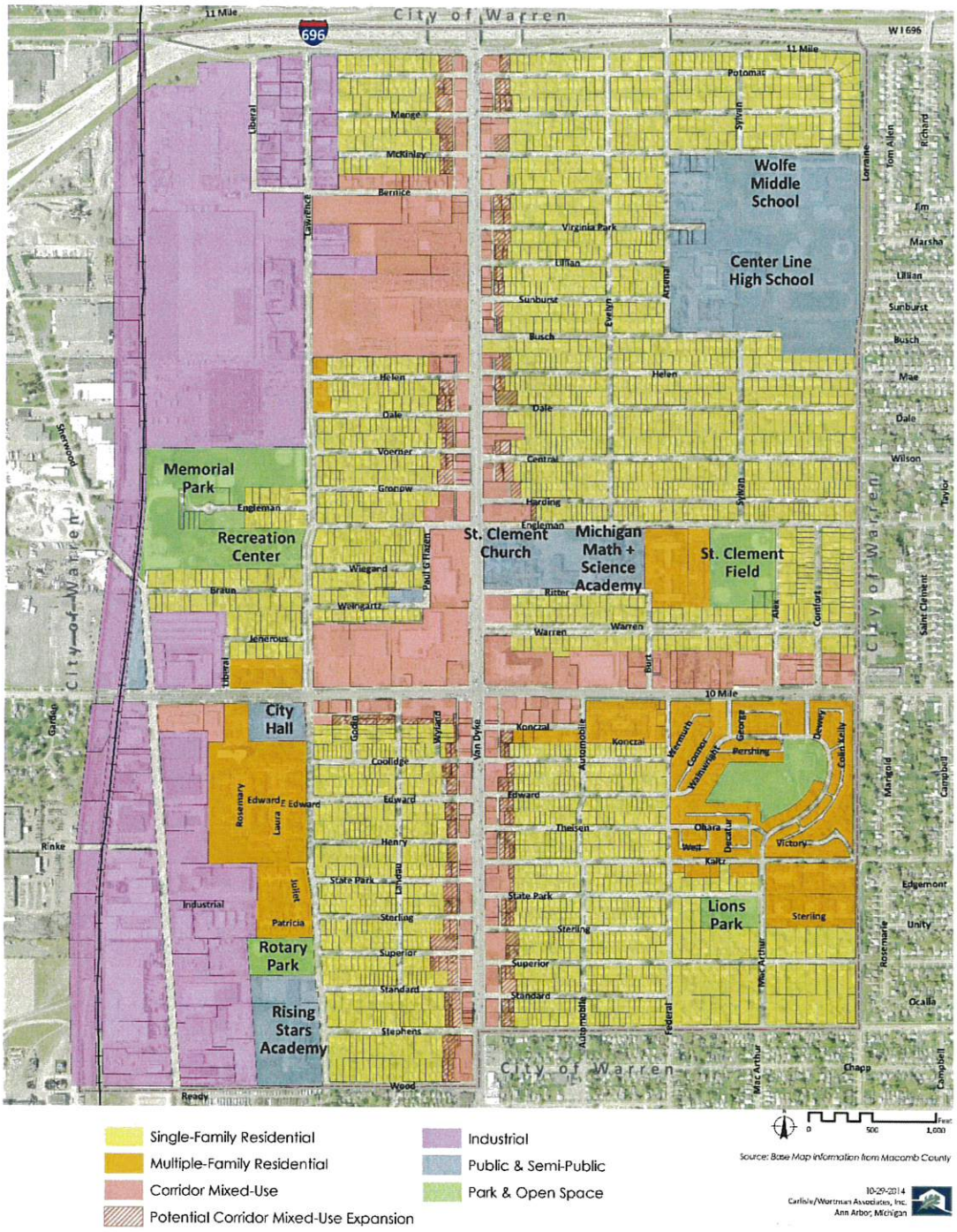
Figure 17. – *Complete Street Examples*

Bicycle trails that are totally separated from the roadway allow safe non-motorized transportation and minimal traffic conflicts.

This pedestrian crosswalk requires the pedestrian to push a button to signal vehicles to slow and stop. When not lit, it does not impede traffic flow.

This two-lane road includes a 3-foot wide bike lane, which is clearly marked by signs on nearby posts and on the path itself.

Figure 18. – *Future Land Use Map*



ZONING PLAN

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. This intent continues; however, zoning should also serve additional purposes, which include:

- Promote orderly growth in a manner consistent with the land use policies and the Master Plan.
- Promote attractiveness in the City's physical (built) environment by providing variation in lot sizes, architectural features, and appropriate land uses.
- Accommodate special, complex, or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits – specifically along the Van Dyke Corridor, commercial, office, and industrial districts in order to allow complimentary uses.
- Guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
- To preserve and protect existing land uses and significant natural features in accordance with the Master Plan.

The zoning ordinance and zoning map should not be considered as the major long range planning policy of the City; rather, the zoning ordinance implements the Master Plan's vision.

The City's zoning map has been carefully coordinated with the Land Use Plan. Per PA 33 of 2008, Table 4 provides a comparison between the future land use categories and the associated zoning districts. A detailed listing of land use regulations can be found in the City's Zoning Ordinance. Adjustments to the zoning ordinance should occur to enact the master plan vision. Adjustments are not immediately required but should anticipate changes in development trends. Three more immediate changes are shown in Figure 23.

Table 4. – *Zoning Plan*

Future Land Use Category	Zoning District/Zoning Plan
Single-Family Residential	R-1, One-Family Residential R-2, One-Family Residential
Multiple-Family Residential	R-M, Multiple-Family Residential RM-1, Multiple-Family Residential
Local Commercial	B-1, Local Business
Corridor Mixed-Use	B-3, Corridor Mixed-Use B-2, Planned Business CC, Community Center PD, Planned Development District T-P, Transitional Parking District
Light Industrial	M-1, Light Industrial
General Industrial	M-2, Heavy Industrial

POTENTIAL ZONING ADJUSTMENTS

Figure 19. – *Zoning Adjustments*

Incentivize Mixed Use Development + Provide For Varied Housing Options

- Incentives may include permitting different land uses and increasing density.
- Provide varied housing options including infill residential development, second story housing downtown, mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments in and around major thoroughfares.

Modify The Corridor Mixed-use Zoning District

- Modify the Corridor Mixed-Use Zoning District to include similar existing business and parking districts, which will provide flexible options for ground floor restaurant, retail, culture or other active uses. The core area of the zoning district is along Van Dyke Avenue and some blocks along Ten Mile Road. Upper stories can be residential or office uses.
- Consider incorporating "form- based" elements to the district to ensure that proper design elements are incorporated into new development while providing clear height, bulk, and setback standards. The modified district should incorporate zoning incentives to encourage land assembly and mixed-use development.

Adopt Corridor Design Guidelines + Complete Street Ordinance

- Guidelines should promote high level of design, use of materials, and predictability to the development community.
- A complete streets ordinance should be adopted to define complete streets, address issues of complete streets improvements and potential exceptions. All MDOT work will consider complete streets in their review.

IMPLEMENTATION

Once adopted, the Master Plan is the official policy guide to be used by the City Council and Planning Commission to solve existing and anticipated community development challenges. Through text, figures, and maps, the Plan illustrates the attitude and desire of the community toward future growth and development. Further, the Plan promotes continuity in development policy as memberships on the Planning Commission and City Council change over time.

The Plan forms a logical foundation for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies useful and recommended actions.

The Implementation Plan identifies and defines each goal, strategy, and/or action to be carried out during over a 5-year timeframe and responsible parties. Furthermore, the Plan is designed to provide a starting point for prioritization and budgeting of actions needed to implement strategies and recommendations. A timeframe for each activity is also suggested to define a general phasing for implementation. Further refinement of this table will be needed as details of costs and staff resources are verified. In addition, the City should review and update the action plan on an annual basis to ensure that it stays within the City's financial ability and resource capacity.

5 YEAR IMPLEMENTATION TIMETABLE

The following table indicates an approximate timetable for the recommending zoning modifications. The timetable is split into three schedules: short-term, mid-term and long-term

Short-Term: Recommendations to be implemented within the first year after adopting the Master Plan.

Mid-Term: Recommendations to be implemented within two to four years after adopting the Master Plan.

Long-Term: Recommendations that will take five years or longer to be implemented.

The 5 Year Implementation Schedule recognizes that an implementable action will be continued through the life of the schedule or until the action is re-evaluated.

Table 5. - *5 Year Implementation Schedule*

Recommendations	Priority Short-Range	Mid-Range	Long-Range
Community Identity + Character			
DDA prepares and links design criteria to a grant programs for new development and improvements.		X	
The website is redesigned for image and ease of gathering information.	X		
The library is a source for publishing heritage information and by sponsoring historic programs.		X	
Develop a signage program which highlights significant community sites such as "Welcome" signs at entrance points signaling the City boundaries.			X
Communicate city activities and ongoing services via newsletter, cable access, and/or web site development.	X		
Residential Neighborhoods			
Adopt ordinances that permit business expansion or development without compromising neighborhood integrity.	X		
Enforce blight prevention measures.	X		
Enforce ordinances that maintain well-kept vacant or transitional lots and parcels.	X		
Amend city ordinances to require compatible rehabilitation of existing housing inventory.	X		
Coordinate school resources and programs with city programs for efficiency.		X	
Continue exceptional public safety coverage in residential areas.	X		
Maintain park and recreation facilities.	X		
Use a Capital Improvements Program to identify infrastructure replacement needs.		X	
Adopt ordinances that permit diverse types of housing suitable for residents in all levels of life-cycle.	X		
Corridor Vitality + Commercial Redevelopment			
The Downtown Development Authority (DDA) uses programs to make Van Dyke Highway and Ten Mile Road more identifiable through efforts like "branding" and design criteria.		X	
Enact site design criteria that permit connected and shared parking, shared driveways, and joint landscaped areas.	X		
Continue the practice of pre-application planning and zoning conferences with developers.	X		
Plan for mixed-use development, including retail, office, entertainment, recreational, public, and residential uses.	X		
Utilize elements of the V8 Development Plan in the redevelopment of vacant and/or underutilized commercial parcels.	X		
Use the website to inform business proprietors about the availability of economic development resources such as the Downtown Development Authority (DDA), local, state, and federal opportunities.	X		
Adjust codes or ordinances to permit coordination with economic development legislation.	X		
Provide staff assistance to guide projects through the application process.	X		
Maintain code enforcement of nuisances such as blight, light pollution, and noise.	X		
Engage the DDA to sponsor maintenance and enhancement projects with city support.		X	
Industrial Viability + Innovation			
Coordinate the future land use and zoning district maps.	X		

Identify alternative emerging manufacturing and research and development industries.		X	
Incent attractive and clean industrial uses within the Sherwood Avenue industrial corridor.			X
Develop site design standards that are conducive to new types of industry.			X
Coordinate with the Planning and Economic Development Department of Macomb County and similar groups to explore opportunities for redevelopment and expansion of designated industrial areas.		X	
Use State economic development programs to support new development.		X	
Partner with Regional Transit Authority to meet transportation requirements of the industrial workforce.	X		
Community Facilities + Services			
Authorize joint service relationships with adjoining communities where beneficial to the City.			X
Coordinate with schools in providing recreational opportunities.		X	
Maintain an up-to-date City website for residents to access information via the Internet.	X		
Prepare and maintain a current six-year Capital Improvements Program in accordance with Public Act 33 of 2008.		X	
Maintain and update the City's Recreation Plan.		X	
Community Infrastructure			
Coordinate infrastructure improvements with adjoining communities to increase efficiency and save funds.		X	
Prepare and maintain a current six-year Capital Improvements Program in accordance with Public Act 33 of 2008.		X	
Maintain coordination with MDOT and Macomb County Road Commission for improvement projects.	X		
Pursue available grant resources for improvements.	X		
Prepare a Complete Streets Plan.			X
Maintain continuous sidewalk connections to promote and maintain pedestrian safety.	X		

ADDITIONAL POLICIES FOR IMPLEMENTATION

The City of Center Line Master Plan contains many land use recommendations that function as benchmarks and provide basic guidelines for making development decisions. The completion of this Master Plan is but one part of the community planning process. Realization or implementation of the recommendations of the Plan can only be achieved over an extended period of time and only through the cooperative efforts of both the public, private and nonprofit sectors.

Implementation of the Plan may be realized by actively pursuing a myriad of topics. These include, but are not limited to, the following action items:

- Continuing public involvement processes;
- Auditing, analysis, revisions, and adoption of existing or new City ordinances or regulations pertaining to continued development and redevelopment within the City;

To accomplish these goals, City leaders, in conjunction with City staff, should begin to develop criteria and priorities for such efforts including the provision of technical assistance and coordination of project funding. However, in this time of diminished revenue from local, state, and federal sources, communities such as Center Line can no longer rely solely on these traditional funding sources. Therefore, more regional funding options and public/private partnerships should be pursued. Potential partners may include the Michigan Economic Development Corporation (MEDC), Michigan State Housing Development Authority (MSHDA), Public School Districts, Downtown Development Authority, charitable foundations, regional redevelopment authorities and public investors.

CONTINUING PLANNING EDUCATION

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

REVISIONS TO THE PLAN

The Plan should be updated periodically. Any extension, addition, revision, or other amendment to the Master Plan shall be adopted under the same procedure as the original Plan or a successive part of a Plan as outlined in the Planning Enabling Act, Public Act 33 of 2008. At least once in every five years after adoption of the Master Plan, the Planning Commission is required to review the Plan and determine whether to commence the procedure to amend or adopt a new Master Plan. These reviews are necessary in order to be responsive to changes in growth trends and current community attitudes on growth and development within the City.