



Vienna Charter Township

MASTER PLAN



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Vienna Charter Township Master Plan 2021-2026

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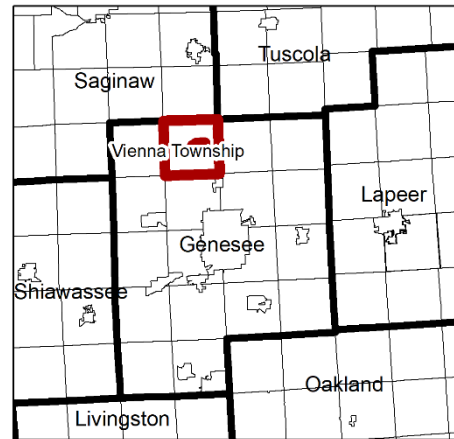
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Chapter 1. Introduction

The Charter Township of Vienna is located on the northern boundary of Genesee County. The township has a mixture of agricultural areas, clustered single family development, and commercial corridors. Major thoroughfares that run through the township include Interstate I-75, Vienna Road (M-57), and N. Saginaw Road (M-54). The township is located nearby major employers and regional transit like Interstate I-69, Bishop International Airport, and the City of Flint. The major commercial corridors provide local needs of the area and those using the highways. Despite the rural feel in some areas the township offers convenient access to everyday amenities and regional transit.



Vienna Township surrounds the City of Clio. These two jurisdictions strive to work together and collaborate when possible to provide the best level of service to their residents in the area.

As part of the creation of the master plan, the township conducted a master plan assessment to evaluate the degree the master plan needed to be updated. The assessment resulted in a full master plan update. As part of the update, the township did two public engagement events including a community survey and master plan open house.



This document provides a policy bases for the zoning ordinance and guiding principles for the next twenty years. The township will continue to preserve some agricultural areas of the township and focus development or redevelopment along key commercial corridors. The township will strive to provide a place for both current and future residents. The notices and resolutions associated with adoption of the master plan are located in the appendix section.

Chapter 2. Background Data

Population Characteristics

Information about population is an important aspect when trying to get an understanding of a community. Population information is reflected through census data. This data includes population changes, median age, age breakdown, race and ethnic background, household types, average household size, and education attainment.

Below we analyze the population over time in relation to Vienna Township, Genesee County, the City of Clio, and the State of Michigan by comparing numbers from 2000 to numbers from 2010. Providing consistent

Table 2-1: Population Over Time

	2000	2010	% Change 2000-2010
Vienna Charter Twp	13,108	13,255	1.1%
City of Clio	2,483	2,646	6.6%
Genesee County	436,141	425,790	-2.4%
State of Michigan	9,938,444	9,883,640	-0.6%
<i>Source: U.S. Census Bureau, 2000 & 2010</i>			

comparisons to these jurisdictions aids in determining where the township stands in the larger picture. As shown in Table 2-1, Vienna Township is following trends shown in the City of Clio and the State of Michigan, where there is a minor increase in population.

The median age range is the middle age of the people in the population. Vienna Township’s median age range is congruent with the rising median age of its surrounding jurisdictions and national trends. The “baby boomer” generation is aging and experiencing longer lifespans, while younger generations are not having as many children to counter the rising median age. Vienna Township has the highest median age of 42.5 (Table 2-2).

Table 2-2: Median Age

	2000	2010
Vienna Charter Twp.	37.5	42.5
City of Clio	33.5	35.7
Genesee County	35.0	38.5
State of Michigan	35.5	38.9
<i>Source: U.S. Census Bureau, 1990, 2000, & 2010</i>		

A closer look at the population trends include analyzing the population distribution by age bracket from 2000 to 2010 as seen in Table 2-3. Different age groups have differing needs and wants for the community they reside in. Older generations are prone to being more concerned about living wages (such as increased taxes) than younger generations who are more concerned with aspects such as the cost of living or education attainment. The two largest age groups in Vienna Township in 2010 are those individuals 5 to 19 years old (2,604 individuals) and those 35 to 59 years old (4,695 individuals). In 2010, the largest group changes were seen in 20 to 24 years (a decline of 13.5 percent) and 65-74 years (a decline of 14.8 percent). The age group with the most growth is 60 to 64 years with a 1.7 percent increase, followed by 75 years and over with a 1.5 percent increase, which is coinciding with that seen in the county and the City of Clio.

Vienna Township follows the other jurisdictions with the largest population being between 35 and 59; what differs is that the second and third largest groups are 5 to 19 and 25 to 34.

Table 2-3: Population Breakdown by Age

Age Groupings	Vienna Township			City of Clio			Genesee County			State of Michigan		
	2000	2010	Chng	2000	2010	Chng	2000	2010	Chng	2000	2010	Chng
Total Population	13,108	13,255	1.1%	2,483	2,646	1.1%	436,141	425,790	-2.4%	9,938,444	9,883,640	-0.6%
Under 5 years	804	706	-12.2%	197	186	-5.6%	31,622	27,319	-13.7%	672,005	596,286	-11.3%
5-19 years	2,814	2,604	-7.4%	494	543	1.1%	100,022	91,652	-8.4%	2,212,060	2,052,599	-7.2%
20-24 years	823	712	-13.5%	210	216	1.0%	26,698	25,689	-3.8%	643,839	669,072	1.0%
25-34 years	1,612	1,427	-11.5%	397	356	-10.3%	59,478	75,003	1.3%	1,362,171	1,164,149	-14.5%
35-59 years	4,960	4,695	-5.4%	769	790	1.0%	147,962	148,475	1.0%	3,452,207	3,471,193	1.0%
60-64 years	542	901	1.7%	76	145	1.9%	16,752	24,242	1.5%	377,144	568,811	1.5%
65-74 years	880	1,212	-14.8%	207	167	-19.3%	28,600	30,938	1.1%	642,880	724,709	1.1%
75 years and over	673	998	1.5%	133	188	1.4%	22,007	27,251	1.2%	576,138	636,821	1.1%

Source: U.S. Census Bureau, 1990, 2000, & 2010

Another way to see characteristics of the population is to look at heritage and race. A majority of Vienna Township's population is white (94.7%), followed by two or more races making up 1.9 percent of the population. The other jurisdictions shown replicate these findings, with most of the population being white. Comparing the Hispanic or Latino populations of four jurisdictions, Vienna Township shows the lowest percentage at 2.6%, the highest being 4.4% for the state population (Table 2-5). Of all the jurisdictions, the county shows the largest amount of diversity.

Table 2-4: Race, 2010

	Vienna Twp.		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
White	12,555	94.7%	2,519	95.2%	317,393	74.5%	7,803,120	78.9%
Black	237	1.8%	28	1.1%	88,127	20.7%	1,400,362	14.2%
American Indian or Alaska Native	81	0.6%	16	0.6%	2,252	0.5%	62,007	0.6%
Asian	47	0.4%	5	0.2%	3,879	0.9%	44,249	0.4%
Native Hawaiian or other Pacific islander	3	0.0%	1	0.0%	79	0.0%	2,604	0.0%
Some other race	78	0.6%	21	0.8%	3,044	0.7%	147,029	1.5%
Two or more races	254	1.9%	56	2.1%	11,016	2.6%	230,319	2.3%

Source: U.S. Census Bureau

Table 2-5: Hispanic or Latino Heritage, 2010

	Vienna Twp.		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Hispanic or Latino (of any race)	351	2.6%	84	3.2%	12,983	3.0%	436,358	4.4%

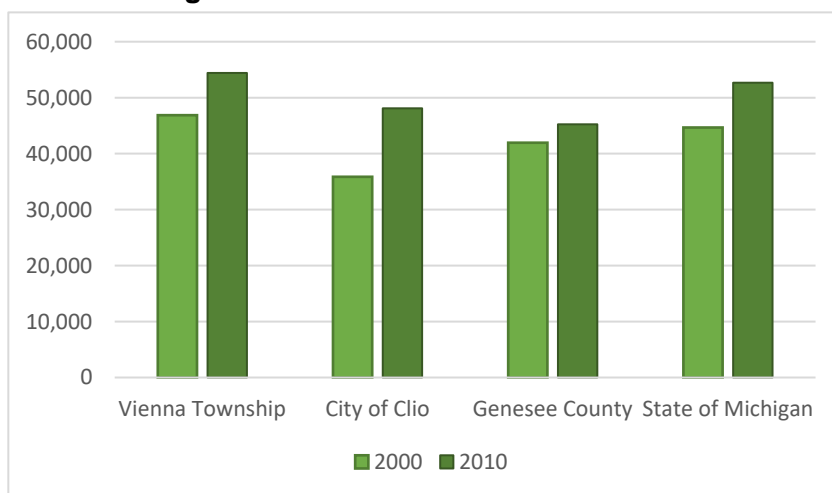
Reference: U.S. Census Bureau

Economic Characteristics

The individuals within this analysis are those that live in the community. It is important to keep in mind that individuals may choose to live in your community but work elsewhere. Economic characteristics include median household income, income, and income sources. Evaluating economic information looks at the economic stability of the community.

The median income is the middle income of all the households. The township’s median income in 2010 was \$54,416. Vienna Township has a higher income than any of the surrounding jurisdictions where it is \$21,424 higher than the City of Clio, \$10,933 higher than Genesee County, and \$5,984 higher than the state. These numbers are

Figure 2-1: Median Household Income



reflected in Figure 2-1. We also evaluated the breakdown of incomes to further investigate the similarities and differences in income levels and look at income more deeply to create a better understanding (Table 2-6).

Table 2-6: Income, 2017

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Households	5,133	100%	1,321	100%	166,838	100%	3,888,646	100%
Less than \$10,000	198	3.9%	153	11.6%	15,201	9.1%	284,882	7.3%
\$10,000-\$14,999	250	4.9%	125	9.5%	10,346	6.2%	193,880	5.0%
\$15,000-\$24,999	455	8.9%	237	17.9%	20,911	12.5%	411,782	10.6%
\$25,000-\$34,999	534	10.4%	109	8.3%	18,504	11.1%	403,426	10.4%
\$35,000-\$49,999	758	14.8%	311	23.5%	26,030	15.6%	549,638	14.1%
\$50,000-\$74,999	1,176	22.9%	223	16.9%	30,682	18.4%	720,755	18.5%
\$75,000-\$99,999	735	14.3%	105	7.9%	18,054	10.8%	474,850	12.2%
\$100,000-\$149,999	712	13.9%	40	3.0%	17,009	10.2%	500,924	12.9%
\$150,000-\$199,999	182	3.5%	18	1.4%	5,596	3.4%	183,124	4.7%
\$200,000 or more	133	2.6%	0	0%	4,505	2.7%	165,383	4.3%
Median household income (dollars)	\$54,416	-	\$36,025	-	\$45,231	-	\$52,668	-

Note: Includes all benefits (in 2014 inflation-adjusted dollars)

Source: Estimates from the 2013-2017 American Community Survey

The source of income for residents is a good indication of a household's ability to address changes in the cost of living over time. Those that receive retirement or government incomes are on a fixed budget more so than those who make an "earning". An earning is defined primarily as wages and salary from a job. Vienna Township coincides with all other jurisdictions when it comes to income source. Another figure of importance would be that the retirement income in Vienna Township is 8.1 percent higher than the county, 9.5 percent higher than the city, and 13.5 percent higher than the state. As noted in the population data, the township has a somewhat older population where fixed incomes tend to be the norm. Most of the community has "earnings" which conform with the other jurisdictions explored.

Table 2-7: Income Source, 2017

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Households	5,133	100%	1,321	100%	166,838	100%	3,888,646	100%
With earnings	3,528	68.7%	819	62%	114,207	68.5%	2,881,976	74.1%
Mean earnings (dollars)	\$71,387	-	\$44,522	-	\$63,024	-	\$74,358	-
With Social Security income	2,045	39.7%	565	42.8%	61,784	37.0%	1,332,083	34.3%
Mean Social Security income (dollars)	\$20,668	-	\$16,025	-	\$19,406	-	\$19,702	-
With Supplemental Security income	268	5.2%	83	6.3%	43,802	9.3%	243,232	6.3%
Mean Supplemental Security income (dollars)	\$12,275	-	\$7,424	-	\$9,879	-	\$10,072	-
With public assistance income	68	1.3%	109	8.3%	7,654	4.6%	107,712	2.8%
Mean public assistance income (dollars)	\$3,713	-	\$3,260	-	\$3,202	-	\$2,670	-
With retirement income	1,849	36.0%	350	26.5%	16,603	27.9%	876,148	22.5%
Mean retirement income (dollars)	\$23,698	-	\$15,007	-	\$23,339	-	\$22,642	-
<i>Reference: Estimates from the 2013-2017 American Community Survey</i>								

Housing Characteristics

Housing characteristics combines population and economic information and the current status and growth of housing opportunities in the community. Housing characteristics consist of the units in the structure, the year buildings were built, home values, owner- versus renter-occupied housing, monthly owner percentage of household income, and monthly renter percentage of household income.

Table 2-8: Housing Tenure, 2010

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Total Occupied	5,133	100%	1,196	100%	169,202	100%	3,872,508	100%
Owner-occupied	4,208	82.0%	614	51.3%	118,945	70.3%	1,920,245	72.1
Renter-occupied	925	18.0%	582	48.7%	50,257	29.7	1,079,166	27.9

Reference: U.S. Census Bureau

Housing tenure looks at ownership; owner-occupied dwelling units versus renter-occupied dwelling units. Vienna Township has a high owner-occupied dwelling number (82.0%) compared to the other jurisdictions. The low level of renter-occupied dwellings may be due to the rural feel of this township, where not as many rental opportunities are available. Another cause may be the older age demographic that resides in this area, older people are more likely to buy a home, rather than rent it.

Table 2-9: Number of Occupied Dwelling Units, 2000-2010

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	Chng.	#	Chng.	#	Chng.	#	Chng.
2000	4,926	-	1,093	-	169,825	-	3,785,661	-
2010	5,162	4.8%	1,196	9.4%	169,202	-0.4%	3,872,550	2.3%

Source: Estimates from the 2013-2017 American Community Survey

The occupied housing units within the city has slightly increased overall. From 2000 to 2010, there was a 1.1 percent increase in the total number of occupied dwellings in Vienna Township. This is reflected in the City of Clio, significantly higher than Genesee County, and slightly lower than the State of Michigan.

The units in structures' data breaks down the housing stock based on the number of units in one building. The majority housing type in all four jurisdictions was 1 unit detached (Table 2-10). Vienna Township has the largest proportion (80.7%) of 1 unit detached housing units. There are no boat, RV, van, etc. dwelling units in the township. Outside of 1-unit attached dwellings (which is congruent with the state), Vienna Township has the smallest diversity of housing units of all four jurisdictions. The low diversity of dwelling structures may lead individuals away from this area because they will be unable to find their preferred housing style and may choose to live elsewhere. However, this could also be a draw to those who prefer to live in an area with similar housing structures throughout.

Table 2-10: Units in Structure

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Total Housing Units	5,551	100%	1,469	100%	191,958	100%	4,568,200	100%
1-unit-detached	4,480	80.7%	659	44.9%	143,029	74.5%	3,304,372	72.3%
1-unit attached	253	4.6%	10	0.7%	8,707	4.5%	211,705	4.6%
2 units	39	0.7%	90	6.1%	2,434	1.3%	108,453	2.4%
3 or 4 units	113	2.0%	34	2.3%	3,928	2.0%	116,585	2.6%
5 to 9 units	62	1.1%	208	14.2%	7,075	3.7%	191,398	4.2%
10 to 19 units	143	3.9%	154	10.5%	8,310	4.3%	163,853	3.6%
20 or more units	216	2.0%	209	14.2%	8,631	4.5%	229,917	5.0%
Mobile home	143	4.4%	105	7.1%	9,814	5.1%	240,784	5.3%
Boat/RV/van/etc.	0	0.0%	0	0.0%	30	0.0%	1,133	0.0%

Note: Evaluating Occupied Housing Units

Source: Estimates from the 2013-2017 American Community Survey

Another way to evaluate the housing stock is to look at the age of the structure. A majority of Vienna Townships homes were built between 1970-1979 (Table 2-11). Since the 1980s, the building of homes has decreased significantly, with the lowest amount being built during 2014 or after (5 homes built during this time). Vienna Township is coinciding with the county, but slightly lower in the diversity of homes based on year built compared to the state. This bulk of older homes can potentially increase problems of housing deterioration, as older homes wear out and require significant renovation.

Table 2-11: Year Structure Built, 2017

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Total Housing Units	5,551	100%	1,469	100%	191,958	100%	4,568,200	100%
2014 or later	5	0.1%	0	0.0%	3360	0.2%	20,089	0.4%
2010 to 2013	19	0.3%	0	0.0%	690	0.4%	47,438	1.0%
2000 to 2009	676	12.2%	126	8.6%	18,576	9.7%	457,143	1.0%
1990 to 1999	610	11.0%	120	8.2%	22,519	11.7%	599,254	13.1%
1980 to 1989	462	8.3%	137	9.3%	14,465	7.5%	453,788	9.9%
1970 to 1979	1,514	27.3%	448	30.5%	31,778	16.6%	705,927	15.5%
1960 to 1969	797	14.4%	165	11.2%	31,406	16.4%	547,833	12.0%
1950 to 1959	763	13.7%	120	8.2%	35,700	18.6%	689,472	15.1%
1940 to 1949	264	4.8%	110	7.5%	14,696	7.7%	357,926	7.8%
1939 or earlier	441	7.9%	243	16.5%	21,768	11.3%	689,330	15.1%

Source: Estimates from the 2013-2017 American Community Survey

House value is the owner estimated value of the current home they reside in. House values can indicate disposable income and wealth levels within the community. Most of the homes in Vienna Township are \$100,000-\$149,999 (32.6%). This is slightly higher than the majority in

the other three jurisdictions (Table 2-12), which relates to the economic health of the township. Residents can afford more expensive homes in this area because they have a higher wealth level than the surrounding jurisdictions.

Table 2-12: House Value 2017

	Vienna Township		City of Clio		Genesee County		State of Michigan	
	#	%	#	%	#	%	#	%
Specified owner-occupied units	4,208	100%	607	100%	117,034	100%	2,760,156	100%
Less than \$50,000	396	9.4%	172	28.3%	30,621	26.2%	392,550	14.2%
\$50,000-\$99,999	1,142	27.1%	293	48.3%	29,846	25.5%	593,012	21.5%
\$100,000-\$149,999	1,373	32.6%	109	18.0%	25,195	21.5%	524,665	19.0%
\$150,000-\$199,999	730	17.3%	18	3.0%	15,324	13.1%	450,723	16.3%
\$200,000-\$299,999	447	10.6%	15	2.5%	10,127	8.7%	437,614	15.9%
\$300,000-\$499,999	86	2.0%	0	0.0%	4,190	3.6%	263,609	9.6%
\$500,000-\$599,999	34	0.8%	0	0.0%	1,339	1.1%	80,189	2.9%
\$1,000,000 or more	0	0.0%	0	0.0%	392	0.3%	17,794	0.6%
Median dollars	118,100	-	69,700	-	96,500	-	136,400	-
<i>Source: Estimates from the 2013-2017 American Community Survey</i>								

Chapter 3. Housing Study

Housing Inventory and Assessment

According to the 2013-2017 American Community Survey, there are 5,551 housing units in Vienna Charter Township. The housing stock can be broken down to 4,217 single-family, detached structures and 187 are mobile homes. The rest are multi family style housing such as condominiums, apartments, or townhomes. In order to complete our housing study, we conducted an inventory and assessment of 1,124 housing units across Vienna Township. From this large sample, we can extrapolate the quality of housing across the township.

Utilizing a mixture of site visits (September and October of 2019) and google street view imagery (September and October of 2018), we rated the condition of each housing unit on a scale of excellent to poor. We assessed each unit and divided up our results by the type of housing style. The criteria we used to determine the condition of each unit is as follows:



Single-Family Homes Inventory

The condition of single-family homes in Vienna Township are of very high quality. As demonstrated in Table 3-1, the overwhelming majority of homes within the township are in good condition, with 414 of the 620 homes assessed falling into this category. Most of the housing in the township was built in the 70s or earlier and, for this reason, not many fell into the “excellent” category. However, despite the age of the houses, the majority are well maintained and have been kept in good condition. The second largest category of homes was those that were in fair condition with 17.7 percent falling into this category. Reasons that homes were rated fair were

mostly because of poor upkeep that was apparent in the cracked pavement and condition of the siding. These homes are not beyond repair and could benefit from some investment. There were very few houses that qualified as being in poor condition, with only 1.6 percent falling into this category.

Table 3-1: Single Family Home Quality Assessment

<i>Condition</i>	<i>Number of Homes</i>	<i>Percent of Homes</i>
<i>Excellent</i>	86	13.9%
<i>Good</i>	414	66.8%
<i>Fair</i>	110	17.7%
<i>Poor</i>	10	1.6%

Multi-Family Housing Inventory

Housing that qualified for this category was primarily composed of townhouses. All the multi-family housing that was assessed was found near the City of Clio, with most being found on Clio Road. There were no multi-family housing units that were assessed as fair or poor, as shown in Table 3-2. Most units were assessed as in good condition with their age showing but generally kept up and well-maintained with no visible damage to the siding, shingles, or windows. Those units in good condition composed 56.2 percent of the total number of multi-family housing units assessed. The remaining 43.8 percent were composed of those that were assessed as being in excellent condition. Those units that were in excellent condition were primarily townhouse style housing. These townhouses rated excellent due to the fact they were newer construction and well maintained with almost no visible wear and tear.

Table 3-2: Multi-Family Housing Quality Assessment

<i>Condition</i>	<i>Number of Units</i>	<i>Percent</i>
<i>Excellent</i>	196	43.8%
<i>Good</i>	252	56.2%
<i>Fair</i>	0	0%
<i>Poor</i>	0	0%

Mobile Homes

There are 187 mobile home units in Vienna Township, and we assessed 66 across three mobile home parks; Tradewind Mobile Ct., South Creek Mobile Home Park, and Maple Run as shown in Table 3-3. Of those assessed, there were none that qualified as being in excellent condition. 21.2 percent were in good condition meaning there were no visible signs of deterioration (See Table 3-3). The majority qualified as fair, at 54.5 percent. A majority of reasons for being rated as fair include damage to the siding and woodwork requiring repair. A further 24.2 percent were rated as being in poor conditions. These were the mobile homes that appeared vacant and not being maintained.

Table 3-3: Mobile Home Quality Assessment

<i>Condition</i>	<i>Number of Units</i>	<i>Percent</i>
<i>Excellent</i>	0	0%
<i>Good</i>	14	21.2%
<i>Fair</i>	36	54.5%
<i>Poor</i>	16	24.2%

General Housing Characteristics

Housing values and contract rent are good indicators of housing demand and affordability. As of 2017, the median rent in the township was \$695. This is lower than the median rent in Genesee County at \$738 but significantly lower than the State of Michigan at \$824. Housing value depends on several factors: land values, construction costs, demand for housing region-wide, availability of utilities, school district, and proximity to major employers and transportation.

Table 3-4: Median Contract Rent

Jurisdiction	Median Rent
Vienna Charter Township	\$695
Genesee County	\$738
Michigan	\$824
<i>Source: 2013-2017 American Community Survey</i>	

As stated in Chapter 2 and referenced in Table 3-5, the value of owner-occupied housing units in Vienna Charter Township and neighboring communities as indicated by the 2013-2017 American Community Survey. Owner-occupied housing in the township with a value of less than \$50,000 amounts to 9.4 percent of the total. This is a much lower proportion than what is found in Mt. Morris Township or the county as a whole (41.3 and 26.2 percent, respectively), but it is consistent with what is found in Flushing Township and Montrose Township, where 7.3 percent and 12.1 percent of owner-occupied housing is valued less than \$50,000, respectively. The median home value in Vienna Charter Township is \$118,100. This is higher than the median home value in most surrounding communities, and \$21,600 higher than the county’s median home value of \$96,500.

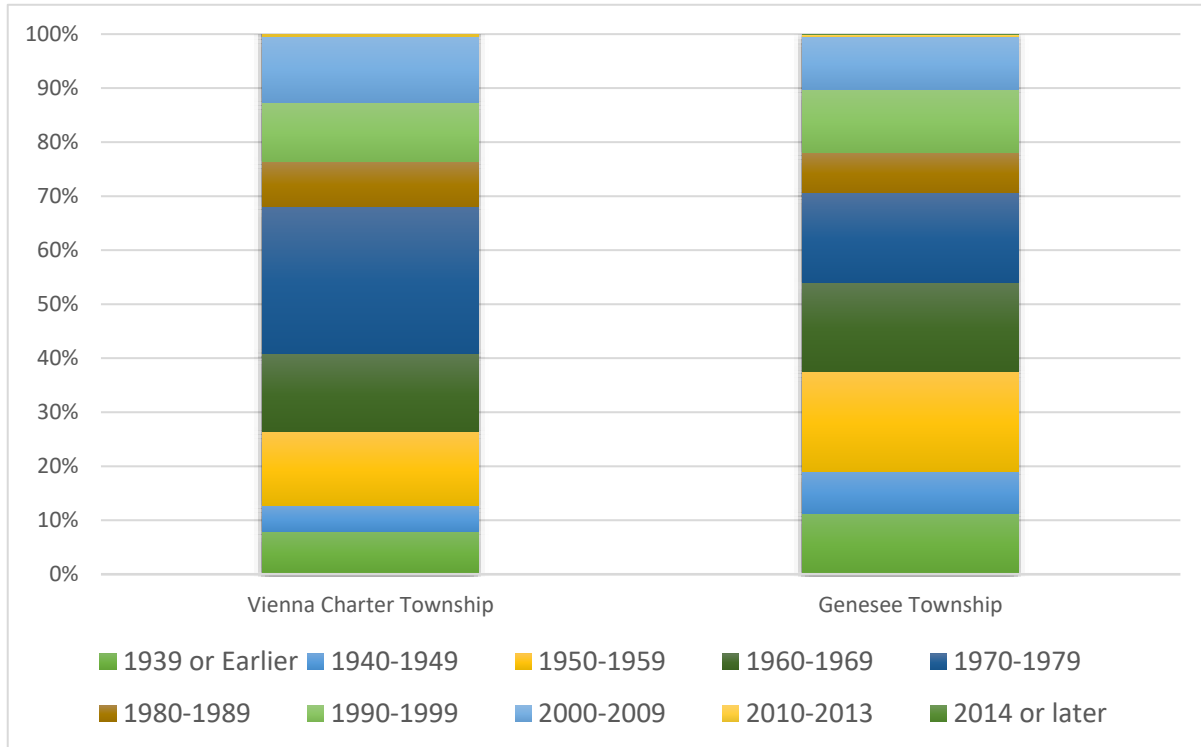
Table 3-5: Value of Owner Occupied Units

Values in Dollars	Vienna Township	Mt. Morris Township	Montrose Township	Flushing Township	Genesee County
Less than \$50,000	9.4%	41.3%	12.1%	7.3%	26.2%
\$50,000 to \$99,999	27.1%	31.7%	36.3%	19.1%	25.5%
\$100,000 to \$149,999	32.6%	15.9%	21.2%	33.3%	21.5%
\$150,000 to \$199,999	17.3%	5.8%	17.1%	22.9%	13.1%
\$200,000 to \$299,999	10.6%	3.7%	11.4%	11.2%	8.7%
\$300,000 to \$499,999	2.0%	0.6%	1.2%	5.8%	3.6%
\$500,000 to \$999,999	0.8%	0.9%	.4%	0.5%	1.1%
\$1,000,000 or more	0.0%	0.2%	.4%	0.0%	0.3%
Median Value (Dollars)	\$118,100	\$60,700	\$103,800	\$130,900	\$96,500
<i>Source: 2013-2017 American Community Survey</i>					

Another way to evaluate the housing stock is to look at the age of the structure. Older homes tend to have more issues and deteriorate more quickly. As they wear out, they tend to require significant renovation. Figure 3-1 indicates that 73.6 percent of the housing units existing in 2013 were built after 1960. Vienna Charter Township had its largest home construction boom in the 1970s, when 27.3 percent of the current housing stock was built. This is similar to the county where 16.6 percent of the total housing units were built between 1970 and 1979. However, the county experienced a sustained housing boom starting in the 1950s and ending by 1980. Since the 1980s, the township has seen considerably less new homes being built. This trend is similar to that seen in Genesee County, with both jurisdictions seeing a slight jump in homes being built in the 1990s and early 2000s. These numbers can be seen represented in Figure 3-1. The age of the housing in Vienna Charter Township creates a situation where a large number of homes will

be in need of rehabilitation at about the same time. The need for repair and rehabilitation is currently evident in some of the older homes and older subdivisions in the township. Generally, housing is in good condition. While most of the housing stock is more than 30 years of age, homes in Vienna Charter Township have been well-maintained.

Figure 3-1: Age of Housing Stock



Source: 2013-2017 American Community Survey

Projected Housing Demand

The need for housing will depend primarily on the number of residents Vienna Charter Township will have in the future. While population projections are not an exact science, they provide valuable insight that can help when planning. A number of factors could affect population change in the future, with the two most important factors likely to be regional growth patterns and local land use policies and regulations. Regional growth patterns will determine if there will be a continued increase in demand for housing in Vienna Charter Township. Local land use policies and regulations will determine how much of the demand will be accommodated within the township. In addition, the character of the existing population will also impact future population. This is the age structure, the propensity to move, and the propensity for families to have children will also affect population growth in Vienna Charter Township. Certain physical parameters such as the amount of vacant land available for residential development, the presence of wetland or flood prone areas, and the type of housing that is constructed in the future will also dictate possible population change.

Forecasts of population change can be prepared based on the assumption that previous trends and land use policies will continue. Computer forecasting is one method of making use of previous population data to forecast future change. Table 3-6 indicates the population forecast for

Genesee County and some of its municipalities as conducted by the county for their 2014 “Genesee Our County Our Future Plan”.

Vienna Charter Township is expected to have a modest decrease in population over the next 25 years. This is consistent with the county and most adjacent communities, although the county is expected to decrease in population at a greater rate than Vienna Charter Township’s modest decrease. The loss in population for Genesee County overall between 2010 and 2045 is 4.21 percent. The City of Flint is expected to decrease by 23.33 percent while Vienna Charter Township is only expected to decrease 0.74 percent. Looking at the history of population change in the township, this is not surprising. The population shrunk by 93 people during the 1990s, then increased by 147 people in the 2000s. The projection expects the population to remain between these two numbers with a modest decrease of only 98 people resulting in a 2045 population of 13,157.

Table 3-6: County and Municipality Population Projections for 2045					
	1990	2000	2010	2045 Projection	Percent Change
Genesee County	430,459	436,141	425,790	407,870	-4.21%
Mt. Morris Township	25,198	23,725	21,501	21,835	1.55%
City of Flint	140,719	124,943	102,434	78,538	-23.33%
Vienna Township	13,201	13,108	13,255	13,157	-0.74%

Source: Genesee Our County Our Future Plan, 2014

When projecting housing demand, we look at the projected population and compare it to the average household size in the community. The number of persons per household is a good indicator of the character of a community. A higher average persons per household ratio generally reflects a population with more children and a younger median age. Rural and farming communities often experience the highest average persons per household. Conversely, a lower than average persons per household figure often is an indicator of an aging population with fewer children in the household. A low figure may also reflect a housing stock which attracts more single people or young couples; a housing stock with a high percentage of multiple family housing units may also attract smaller households. The persons per household figure which is dropping more quickly in a community than in the neighboring communities may precipitate the beginning of a new generation of young families coming into the community.

Table 3-7: Persons Per Household		
	2000	2010
Mt. Morris Township	2.68	2.61
Vienna Township	2.61	2.52
Genesee Township	2.62	2.55
Genesee County	2.54	2.48

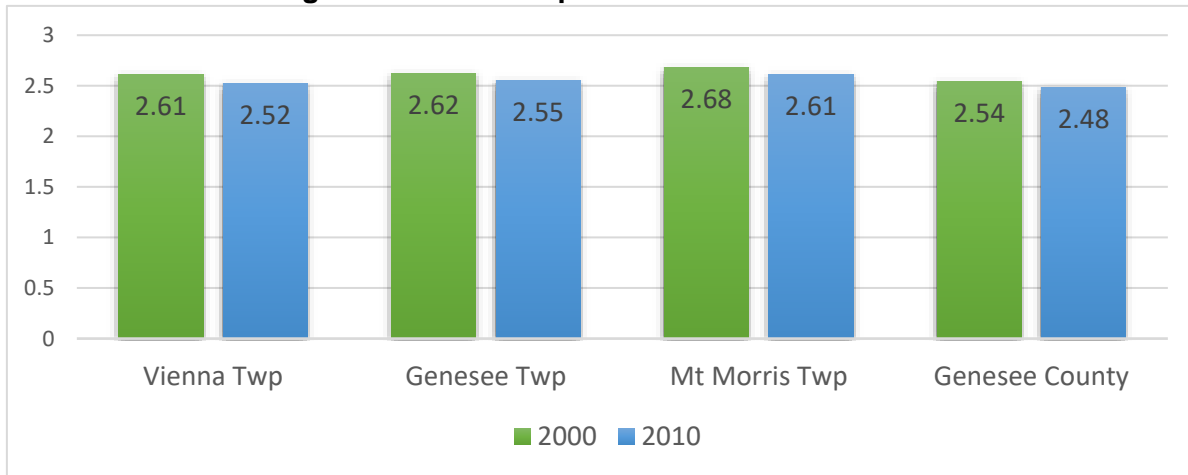
Source: 2010 U.S. Census Bureau

The persons per household statistic usually changes through the history of a community. Current national trends such as the aging of the population and the tendency of the population to have fewer children and to have children later in life has affected the persons per household figure in virtually all regions of the United States.

Table 3-7 and Figure 3-2: Persons per Household 2000 - 2010 show the persons per household in both 2000 and 2010 for Vienna Charter Township and neighboring jurisdictions. The township has an above average persons per household ratio when compared to surrounding jurisdictions,

which could indicate a young to middle-aged population who are raising families. In 2000, the persons per household ratio was 2.61 for Vienna Charter Township compared to 2.54 for the county overall.

Figure 3-2: Persons per Household 2000 - 2010



Source: 2010 U.S. Census

The ratio declined in every community between 2000 and 2010. The decline in persons per household was greater in Vienna Township than in surrounding jurisdictions, at 0.09 persons per household. The township reached a ratio of 2.52 by 2010. This loss of persons per household in Vienna Charter Township is likely due to the increase in average age of the township residents between 2000 and 2010 (37.5 years old in 2000 and 42.5 years old in 2010). A decrease in the number of children combined with an increase in the number of senior citizens will result in a smaller persons per household ratio.

To complete the housing demand projection, we take the population of the township and compare it to the average household size to determine the estimated housing demand. Therefore, to accommodate a net population of 13,157 in 2045, the township will need to have 5,222 housing units available to its residents in the year 2045.

By conservatively assuming that the persons per household will not decrease during the plan period lower than the 2010 level of 2.52 persons per household and, using the population projection by the Genesee County Metropolitan Planning Commission, a decrease of 38 occupied housing units should be anticipated between 2010 and 2045. Considering that the number of persons per household will likely continue to decrease from the 2010 figure, and that the housing needs of the township will change with the aging population, the township could expect to see a modest increase in demand for new housing throughout the plan period even with a declining population.

Recommendations

It does not appear the township will be experiencing a population growth or major change in the household size to anticipate a major demand for additional housing. The township may not experience much development pressure in the near future. The township does value protecting the rural character, which is mentioned in other chapters. The township may want to have some preservation strategies in mind or indicators of when there is too much development the harms the desired rural character.

Much of the agricultural or vacant land within Vienna Charter Township is suitable for residential development. However, land designated to accommodate future residential development will need to be appropriately zoned for residential use. In addition, this land will need to be provided adequate sewer and water services and supported with sufficient transportation facilities.

With the anticipated increase in the population of persons aged 60 and over, demand for housing other than single family detached is likely. The Planning Commission should consider expanding the housing options for senior citizens. The Planning Commission should explore aging in place options. These are housing styles and uses that allow senior citizens to remain in the communities they have been living in throughout their life.

Furthermore, with the projected change in the economic conditions in Genesee County and the expansion of retail-oriented jobs in Vienna Township, “missing middle” housing styles should be considered. These are housing styles such as duplexes, triplexes, courtyard apartments, bungalow court, townhouses, multiplex, and live/work environments that accommodate middle income residents.

Chapter 4. Economic Development

Every municipality is responsible for guiding future growth. The intellectual challenge is in creating an appropriate mix of agricultural, residential, commercial, industrial, and public uses that reflect current conditions while positioning the municipality for projected changes. Knowing what uses exist, and what uses need to exist to address unbalanced or community land use deficiencies will guide the type and location of economic development that a community should plan for and facilitate through the future master plan guided political decision-making process.

Current Economic Conditions

The 2010 U.S. Census gathered a wide range of information regarding the economic conditions of Vienna Township. Of the estimated 12,804 people who reside in Vienna Township in 2017, 5,568 were employed in the labor force. Of these 5,568 people,



Figure 4-1: Picture of Commercial Plaza

Table 4-1: Resident Occupation by Industry		
Industry	#	%
Civilian employed population 16 years and over	5,568	100
Management, business, and financial occupations	651	11.69
Computer, engineering, and science occupations	226	4.06
Education, legal, community service, arts, and media occupations	382	6.86
Healthcare practitioner and technical occupations	413	7.42
Healthcare support occupations	196	3.52
Protective service occupations	88	1.58
Food preparation and serving related occupations	285	5.12
Building and grounds cleaning and maintenance occupations	194	3.48
Personal care and service occupations	214	3.84
Sales and related occupations	578	10.38
Office and administrative support occupations	887	15.93
Farming, fishing, and forestry occupations	6	.11
Construction and extraction occupations	369	6.63
Installation, maintenance, and repair occupations	213	3.83
Production occupations	537	9.64
Transportation occupations	99	1.78
Material moving occupations	230	4.13

Source: American Community Survey, 2013-2017

2,818 or 50.6 percent are male and 2,750 or 49.4 percent are female. This is consistent with

Genesee County where the employment rate was divided equally between men and women with 50 percent of those employed being male and 50 percent being female.

The breakdown of occupations held by Vienna Township residents can be seen in Table 4-1. The most common industry for Vienna Township residents is office and administrative support with 887 people. This is followed by management, business, and financial occupations with 651 people and sales and related occupations with 578 people. The least common occupation for Vienna Township residents is farming, fishing, and forestry with only an estimated 6 people working in this industry. This is followed by protective service occupations, such as fire fighters and police officers, with only 88 individuals employed in this field.

Many of the people who live in Vienna Township commute outside the township for work. In 2017, 31.8 percent of employed residents commuted outside of Genesee County for work. 20.3 percent of those commuters reported a commute time of 20 to 24 minutes. The location of Vienna Township at the intersection of M-57 and Interstate 75 (I-75) allows residents easy access to jobs across the region.

 **31.8 % Commute Outside Genesee Co.** 

20.3% 20-24 Minutes

Near M-57 & I-75

When assessing current economic conditions, it is vital to look at the jobs offered within the community and compare this to the jobs residents are employed in. Gaps between the data can help identify potential industries that should be encouraged to locate within the township. For example, there are 887 individuals employed in the office and administrative support field who live in the township but, according to the 2012 economic census, there are less than 100 jobs of this type offered in the township. This requires residents to commute outside the municipality and represents an untapped industry the township could take advantage of. The breakdown of jobs offered in Vienna Township is outlined in Table 4-2.

Table 4-2: Number of Jobs by Sector		
Meaning of 2012 NAICS code	Number of Establishments	Number of Jobs
Manufacturing	5	51
Wholesale trade	6	100 to 249
Retail trade	38	867
Transportation and warehousing	2	20 to 99
Information	5	109
Finance and insurance	14	67
Real estate and rental and leasing	6	16
Professional, scientific, and technical services	10	48
Administrative and support and waste management and remediation services	9	20 to 99
Educational services	1	0 to 19
Health care and social assistance	43	596
Arts, entertainment, and recreation	4	35
Accommodation and food services	17	356
Other services (except public administration)	18	100 to 249
Source: 2012 Economic Census		

The largest employer in Vienna Township is the retail trade with 867 jobs offered. Retail jobs tend to fall on the lower end of the pay scale, but offer opportunities for unskilled workers. On the other hand, Vienna Township offers 596 health care and social assistance jobs which tend to be higher paying. According to the 2012 Survey of Business Owners, Vienna Township is home to 696 companies, which is a large number relative to the population of the township. This relatively high number of companies is most likely due to the fact that the retail industry, which tends to employ only a few people per store, forms the backbone of the local economy.

Projected Economic Conditions

For this analysis, the projected economic conditions for Vienna Township are based off the economic plans of Genesee County and the Economic Development Strategy and Prosperity Plan for the I-69 Thumb Region. Both plans indicate the direction the county and state intend to take the economy of the area in which Vienna Township sits.



Flint and Genesee County Comprehensive Economic Development Strategy

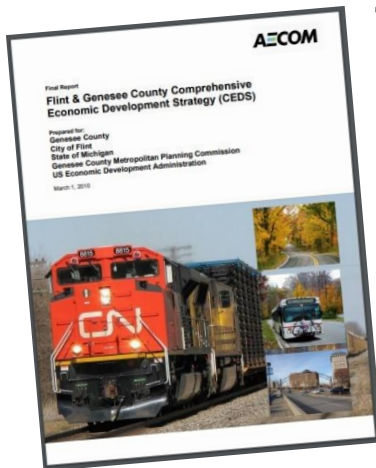
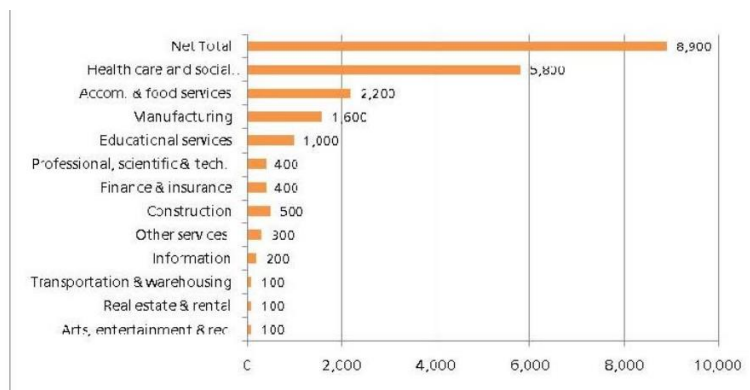


Figure 4-3: Flint and Genesee County Comprehensive Economic Strategy Plan

The Flint and Genesee County Comprehensive Economic Strategy was developed in 2010 by AECOM. There were several advantages the region has that were identified in their analysis. These advantages, which Vienna Township should take advantage of, include a large trading area across the thumb region, an increasingly diversified employment base as healthcare and service-based industries begin to surpass manufacturing as the largest source of wages, a growing agricultural base, competitive wages which help to attract business investment, competitive office and industrial rents, and strong existing transportation networks.

Several priorities were identified in the Flint and Genesee County Comprehensive Economic Strategy that could impact Vienna Township’s local economic growth. One short-term priority is to streamline public services offered by townships and municipalities in the county. The plan identifies the growing importance of aviation,

Figure 4-2: Table About Private Sector Employment from Plan



education, and medical services to the county economy.

Vienna Township already taps into the medical industry which as an asset the township can build off of. From the plan, it was forecasted the largest growth industries are health care and services, food services, and manufacturing as shown in Figure 4-2. The plan also identifies entrepreneurship/business training as key with more focused effort by universities to develop

technologies and commercialize them. Vienna Township has a robust retail and small business sector, but could do more to attract entrepreneurs. Economic sectors that are targeted for future growth in Genesee County include sustainability, water-intensive industries, renewable energy, and advanced technology.

Economic Development Strategy and Prosperity Plan for the I-69 Region

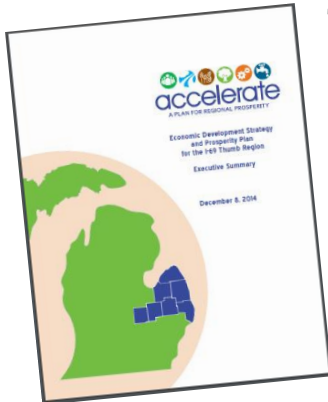


Figure 4-4: Accelerate Plan

The regional plan was developed in 2014 for the I-69 region, which is defined as Huron, Sanilac, St. Clair, Tuscola, Lapeer, Genesee, and Shiawassee Counties. The plan identified a few issues facing the region. 28.5 percent of jobs are filled by people commuting from outside the region, while 47 percent of residents commute outside the region for work. This means there are not enough jobs offered within the region to satisfy the existing population. This factor could contribute to 17 percent of households within the region are living in poverty.

On a more positive note, unemployment fell faster in the region than the state as a whole, and the region offers a robust export industry. About 20.4 percent of the export industry is composed of manufacturing, followed by healthcare at 15.9 percent and tourism at 13.6 percent.

Vienna Township should consider prioritizing these sectors as areas for future growth. The region benefits from thousands of acres of farmland, hundreds of miles of shoreline, international trade routes, an urban area, and several small cities. Employers indicate that a major hinderance to the growth of their businesses is a lack of quality workers.

The Economic Development Strategy and Prosperity Plan for the I-69 Region identifies several actionable steps the region will take to improve the economy. The first strategy is to attract qualified workers and invest in educational programs and skills training to improve the quality of workers in the region. The next strategy is to invest in infrastructure and capitalize off the international nature of the I-69 corridor. Other key strategies include maximizing agribusiness opportunities; offer funds to create, attract, expand, and retain businesses; develop the tourism sector; and create a unique identity and sense of community for the region.

Together, the county and regional economic development strategies identify areas of growth and investment that Vienna Township should keep in mind when moving through the political decision making process.

Chapter 5. Existing Land Use

The purpose of the land use survey and analysis is to show current land use patterns that will be an important influence on future growth in Vienna Township. Current trends are compared with the past, helping to draw conclusions that will be useful in future land use decisions. The two sets of information might have slightly different total acres in the township due to drafting errors or corrections by the data source. The 2000 information was based on a windshield survey of the township conducted in the summers of 2000 and 2001. The 2019 data was based on aerial imagery and verification by a windshield study by going in person to the various sites in question. The two sets of data were summarized to create a table that compares the land uses side by side for 2000 and 2019.

Land Use Categories

The various land use classifications are based on the 2000 existing land use survey. There are some slight differences between how the data was interpreted. The 2000 data divided large lot single-family residences (more than 5 acres) so that only 1 acre was classified as single-family and the rest was considered “vacant”. In the 2019 existing land use survey, the single-family, regardless of size, was not divided but instead has the full single-family classification (Table 5-1). This is part of the reason there is a large jump in single-family residential between that period of time.

Single-Family Residential: This category includes any parcel containing a single-family home. As previously stated, individual parcels were used as the basis for determining the land use. The township is proud of the rural character provided within the township. The majority of the land use in the township is larger lot single-family residential homes.



Figure 5-1: Picture of a Rural Home

Multiple-Family Residential: This includes duplexes, apartments, and other multiple tenant buildings. There are a few clusters of multiple-family in the township primarily located near Vienna Road near Saginaw Street.

Mobile Home Park: Any parcel with land where groups of mobile homes are located were included in this classification. There are a few pieces of property that have mobile home parks, one located along Maple Run and the other near Linden Road.

Commercial: This is the combination of office and commercial with uses involving the sale of goods or services and professions related to executive, administrative, accounting, clerical, medical, and other professional offices. There are various spots throughout the township where existing commercial activity is located. Two primary corridors are along Vienna Road and Saginaw Street.

Industrial: This category is for manufacturing, storage facilities, and warehousing. There are a few larger properties classified as industrial, but most of these are located along Saginaw Street.

Public/Semi Public: This category includes school facilities, recreation areas, churches, and other community focused uses. From the 2000 census, this section merges public, recreation, school, and quasi-public.

Vacant/Fallow: These are primarily natural areas that do not appear to have been developed or buildings that were once used, but do not appear to be active. The third largest existing land use in the township is vacant/fallow land. This provides for opportunity for “greenfields”, otherwise undeveloped land. Developers usually desire this property because often there is not commonly existing contamination onsite or man-made features to plan around.



Figure 5-2: Picture of Community Gazebo

Agricultural Land: This category is when property is primarily classified as productive agricultural land. This is the second largest classification with almost 30 percent of the land use in the township.

Table 5-1: Existing Land Use

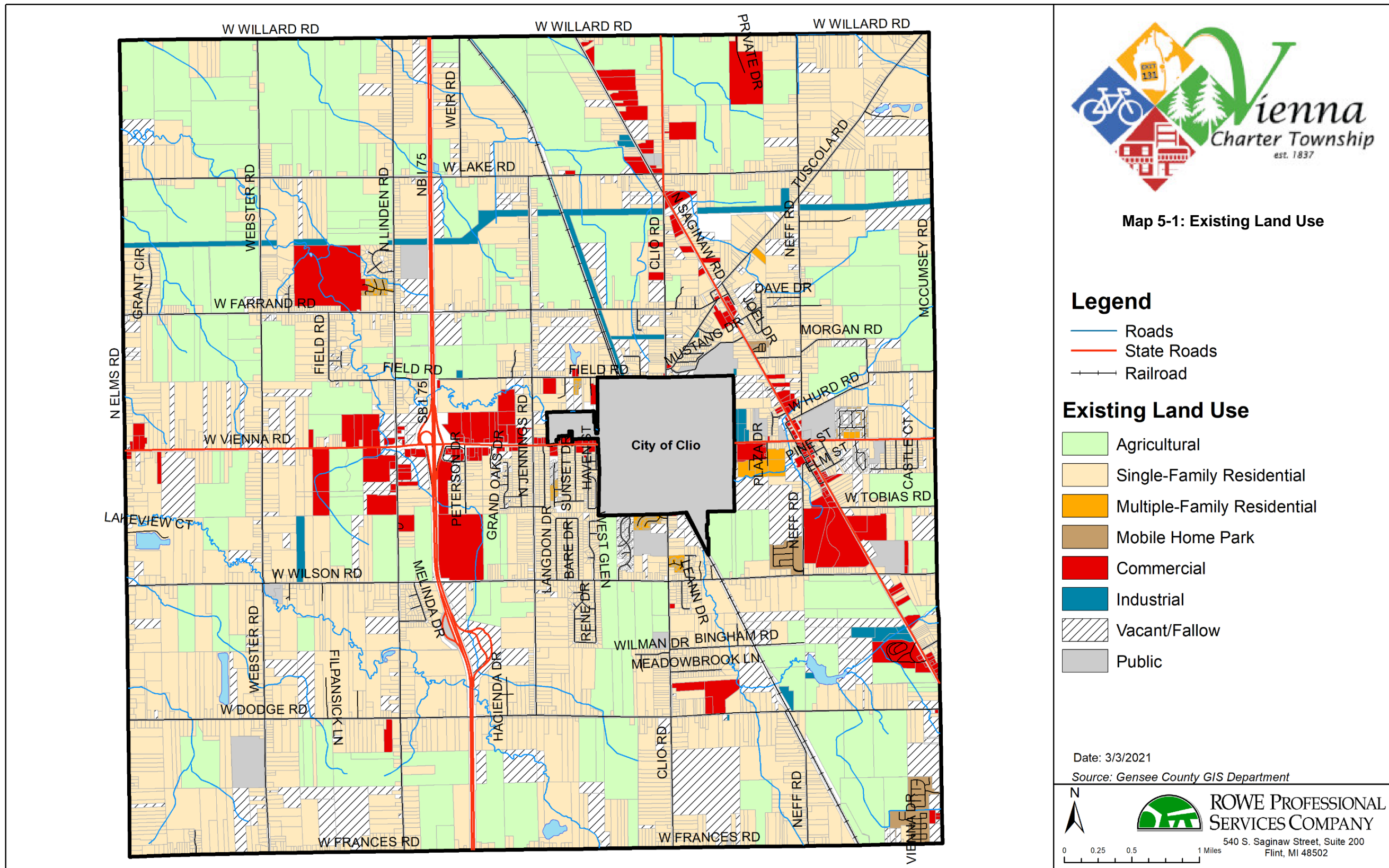
Land Use Type	2000		2019	
	Area (acres) Estimated	%	Area (acres) Estimated	%
Single-Family Residential	5,042.9	22.4%	10,455.7	47.8%
Multiple-Family Residential	77.3	0.3%	93.8	0.4%
Mobile Home Park	101.1	0.4%	104.6	0.5%
Commercial	412.3	1.8%	1,140.4	5.2%
Industrial	58.9	0.3%	280.2	1.3%
Public/Semi-Public	2,027.1	9.0%	294.0	1.3%
Vacant/Fallow	3,448	15.3%	2,998.2	13.7%
Agricultural	11,315.1	50.3%	6,527.5	29.8%
Total	22,482.7	100%	21,895.0	100%

Land Use Comparison

Comparing the changes between the nearly 20 years shows some significant changes. There is a large increase (25.4 percent) in the amount of single-family residential development and decrease (20.5 percent) in agricultural land. It would appear the township is urbanizing where there is less land used for agricultural practices instead of large lot single-family residential homes. This may be a large part of the discussion in the Future Land Use Plan to determine if that is the direction the township wants to go. Other areas that show increased land use over the last 19 years include a 3.4 percent increase in commercial area. There is also a slight increase (1 percent) in industrial land uses.



Figure 5-3: Picture of Rural Landscape in Township



Chapter 6. Environmental Features

Initial Impressions

The most obvious resource within Vienna Township is the vast, open farmlands. These farmlands are slowly being subdivided into single-family lots. This is a trend occurring all over the state of Michigan. Some measures are being taken at the state level to prevent the destruction of more farmlands. Zoning amendments such as cluster housing, density bonuses, and large lot zoning may also help prevent the loss of farmland within Vienna Township. Legislation adopted by the State Legislature requires townships to adopt zoning standards that will provide an option to developers that will permit them to develop home sites at the permitted density on smaller areas of land if half of the parcel remains as open space.

I-75 acts as a major physical barrier within the township. All mile roads have overpasses, except for Frances and Field Roads. These roads are not heavily traveled, causing very few traffic problems. West to east pedestrian traffic may be somewhat impeded, as the only access is provided by overpasses along major roadways. The I-75 interchange provides beneficial access to the township and its amenities. Thus, Vienna Township may be able to take advantage of any market, including industrial and high-technology uses. The interchange may be able to attract some industrial businesses due to ease of access and close proximity to communities such as Flint, Birch Run, Bay City, Midland, and Saginaw. The express may also have some negative effects on the community, such as noise, traffic, and litter.

Two major commercial corridors follow alongside Vienna Road and Saginaw Street. These commercial developments have high accessibility and a sufficient amount of vacant land for commercial in-fill. There are also some conflicting uses adjacent to each other along these routes. Saginaw Street also provides an alternate north/south route from I-75. High traffic



Figure 6-1: Natural Area

volumes along Saginaw should be considered when expanding commercial areas, allowing for commercial growth in a safe and manageable pattern. Existing commercial uses along Saginaw have occurred in an unplanned fashion. Along Vienna Road, there seems to be vast areas of parking in the larger retail developments and numerous curb cuts. The Business Development Authority (BDA) Plan, published in 1999, addresses some of these problems.

Vienna Township has great potential for a park/trail system. Currently there is no connectivity between the existing bike paths and residential areas, parks, or schools. Pedestrian paths to schools, parks, churches, and

commercial areas would allow safer access for young children and senior citizens by keeping them away from busy roadways. Currently, Vienna Township has paved paths for recreation that include Trolley Line Trail running North and South, and the Pine Run Pathway running East and West. By providing linkages from these trails to residential areas, parks, and schools the township could provide easy pedestrian access to all of its public facilities.

Residents' uses have an enormous potential for growth. The easy access to the expressway allows residents a convenient commute to surrounding cities for working, shopping, and recreational opportunities. Vienna Township may act as a commuter community, providing a rural setting for people working in surrounding cities such as Saginaw, Flint, and Bay City.

The purpose of identifying natural features within the township is to act as a guide for decisions relating to future developments. Wetlands are protected by the state. The decisions made are site specific; that is a determination made by the state as to whether a particular wetland exists and then whether or not it is protected under the state guidelines. Development within flood plains, although not necessarily prohibited, is restricted to certain uses (such as parking and recreation) or can be developed only if compensation is made for the flood plain area.

Wetlands

A wetland may be described in many different terms: swamp, bog, marsh, slough, potholes, or swale. Usually there are low areas with standing water. Although an area may have standing water as little as 12 days out of the year, it can still be classified as a wetland.

Wetlands perform many functions which provide irreplaceable benefits to the community. They provide excellent water pollution control, both in and around farmlands and urban areas. Wetlands also act as natural retention ponds by slowing overland water flow and reducing flooding, sedimentation, and soil erosion downstream. Most wetlands act as recharging zones for groundwater supplies. In addition to water protection, wetlands provide a place for recreation, hunting, and fishing, as well as providing habitat for plants and wildlife, which may include threatened or endangered species. Waterfowl depend on wetlands for nesting and breeding, as do songbirds, amphibians, and plant species. Numerous mammals use wetlands for protection, feeding, and resting areas, as well as for travel corridors.

The map entitled Wetland shows wetland areas scattered throughout Vienna Township. A large number can be found in the township's southwest corner, along Brent Run. Development around these areas appears to be limited to single-family housing on larger lots. Future development should be carried out in a way that will help protect and promote the health of these fragile lands.

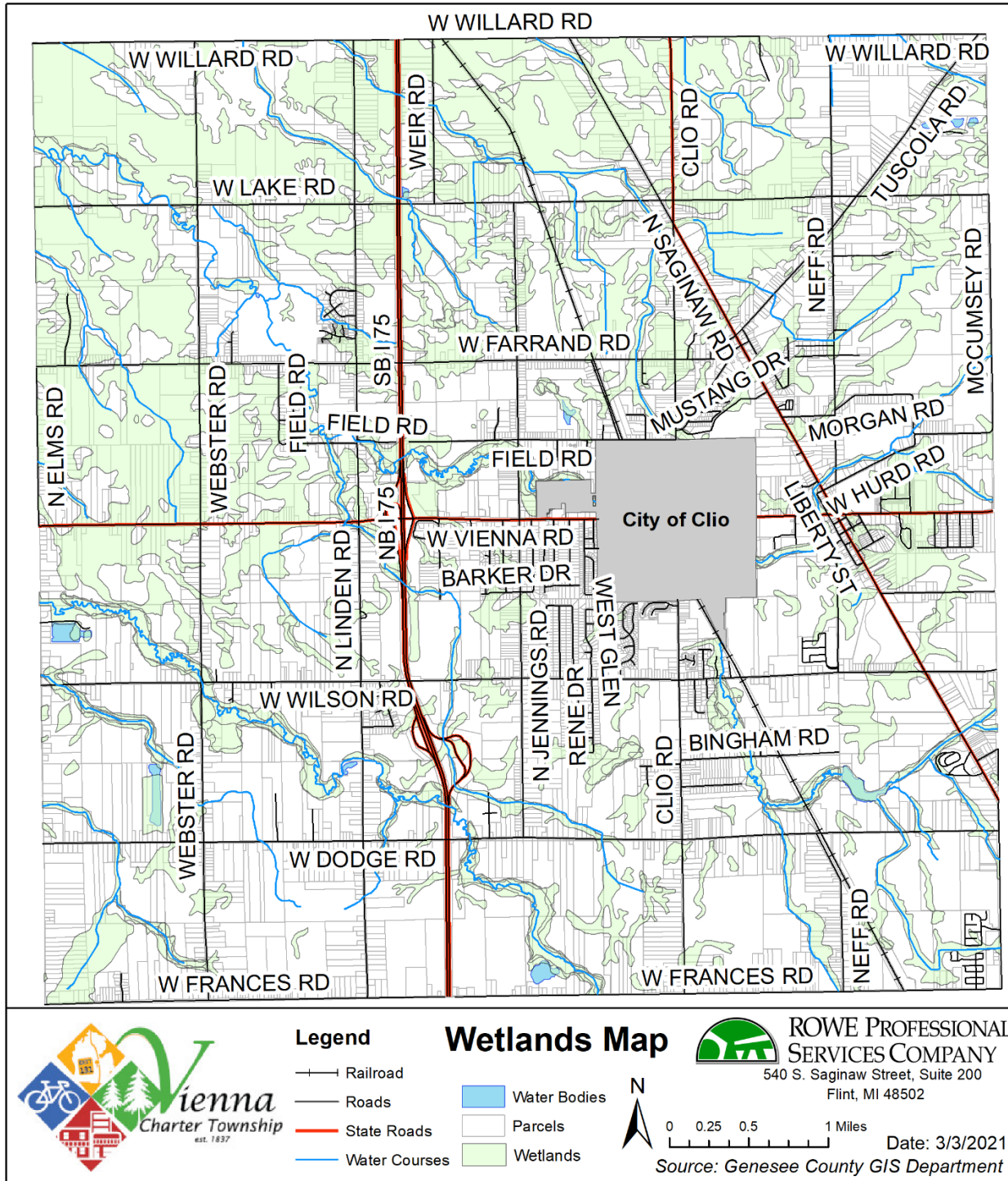
Floodplains and Drainageways

Drainageways include all rivers, streams, creeks, and intermittent waterways. Floodplains are lowlands adjacent to drainageways and are susceptible to inundation by water from any source. Together, they are a part of the surrounding watershed. All the drainageways in Vienna Township are part of the Flint River Watershed. Map 6-1 shows the boundaries for different chances of flooding at an annual rate.

Drainageways and floodplains play an important role in protecting health and the environment. Floodplains allow for water retention and sediment control, while drainageways carry excess water, nutrients, and sediments away. Drainageway corridors contain a great amount of plant and animal life, as they provide travel corridors with abundant food and shelter. Drainageways and floodplains are also beneficial to humans, providing areas for recreation, education, hunting,

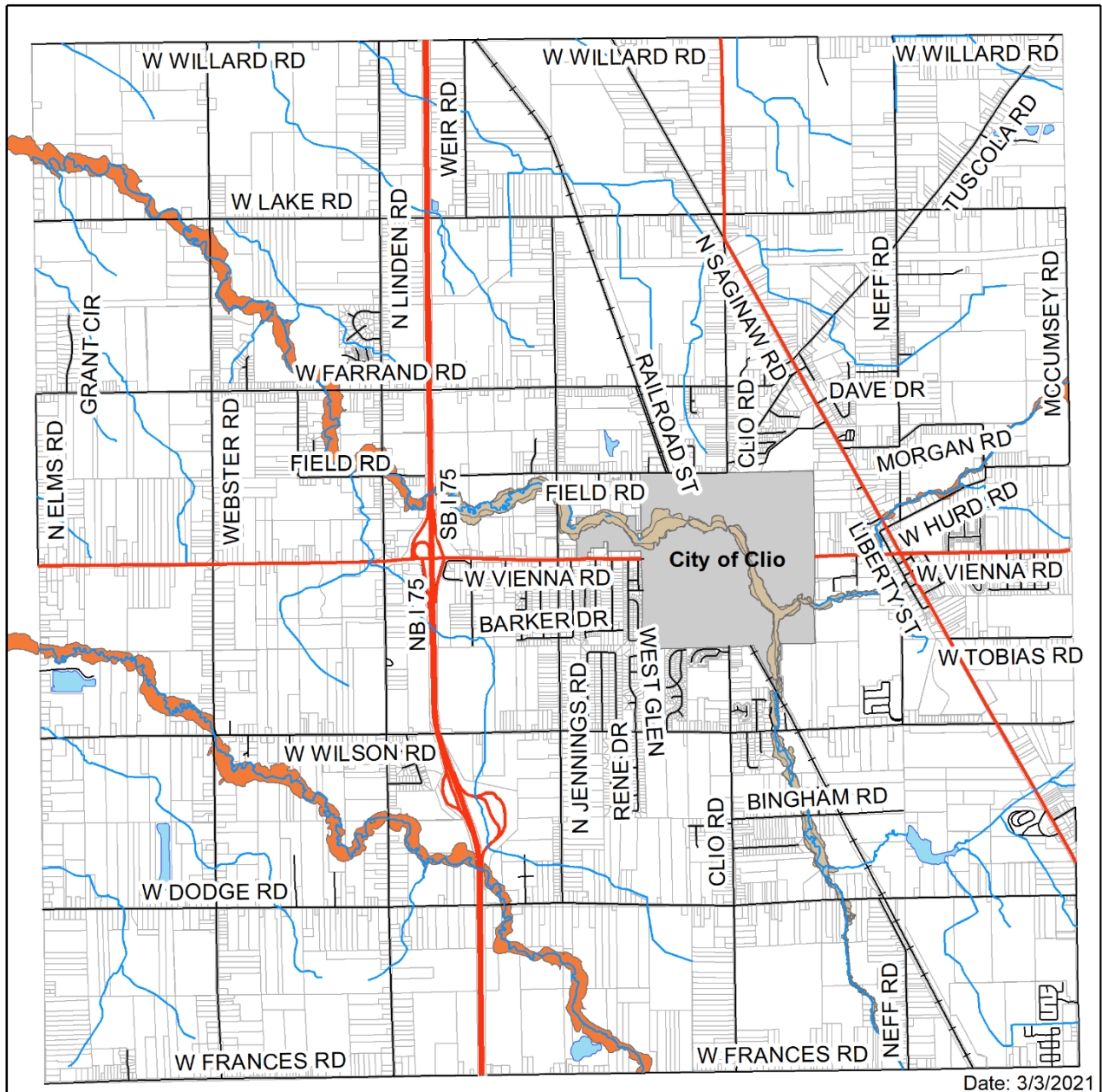
and fishing. Floodplains tend to be nutrient-rich areas, providing prime farm lands for crop growing. Creeks within the township provide some break in the landscape, with rolling terrain and tree cover. There are very few water resources within the township, so these natural waterways should be protected and preserved.

Map 6-1: Wetland



R:\Projects\18C0297\Docs\Master Plan\Maps\Wetland Map 11x17.mxd

Map 6-2: Floodplain



Date: 3/3/2021

Vienna
Charter Township
est. 1837

Legend

- Railroad
- Roads
- State Roads
- Water Courses
- Water Bodies
- Parcels

FloodZones

- 100 year flood zone 1% annual chance flooding, BFEs Determined
- 100 year flood zone 1% annual chance flooding NO BFEs Determined
- 500 year flood zone 0.2% annual chance flooding

Floodplain Map

Source: Genesee County GIS Department

ROWE PROFESSIONAL SERVICES COMPANY
540 S. Saginaw Street, Suite 200
Flint, MI 48502

The three major drainageways in Vienna Township are Brent Run, Pine Run, and the Mason Drain. All are surrounded by floodplains. Future development in these areas should be restricted in order to reduce losses that could occur due to flooding.

Woodlands

For Vienna Township, woodlands were classified as any stand of trees greater than 2 acres. Woodlands provide the community with many crucial benefits. They provide wildlife habitat and environmental protection, as well as aesthetic value. They are able to absorb many airborne pollutants, protect land from high winds, as well as act as buffer strips.

Wooded areas are scattered throughout the township, with the largest tracts occurring in the southwest and south sections. Trees along waterways are of major importance, as they help reduce erosion and help stabilize the banks of the streams. Trees along the expressway and industrial areas should also be protected because they provide visual and sound buffers for incompatible uses. Farmers should be encouraged to keep trees along fields to help reduce wind erosion. Zoning Ordinances can be used to assist with tree protection and to provide replacement for trees that are moved.

Sensitive Soils

Sensitive soils tend to have high water tables and are poorly drained. These soils can severely limit urban development, as they are unsuitable for septic fields. Basements can be subject to flood and frost heaving may occur. The majority (94.9 percent) of the township soils are classified as “very limited” (22,188 acres). Very limited soils indicate one or more features are unfavorable for development of a septic field. These areas have poor soils and high maintenance can be expected when maintaining a septic field.

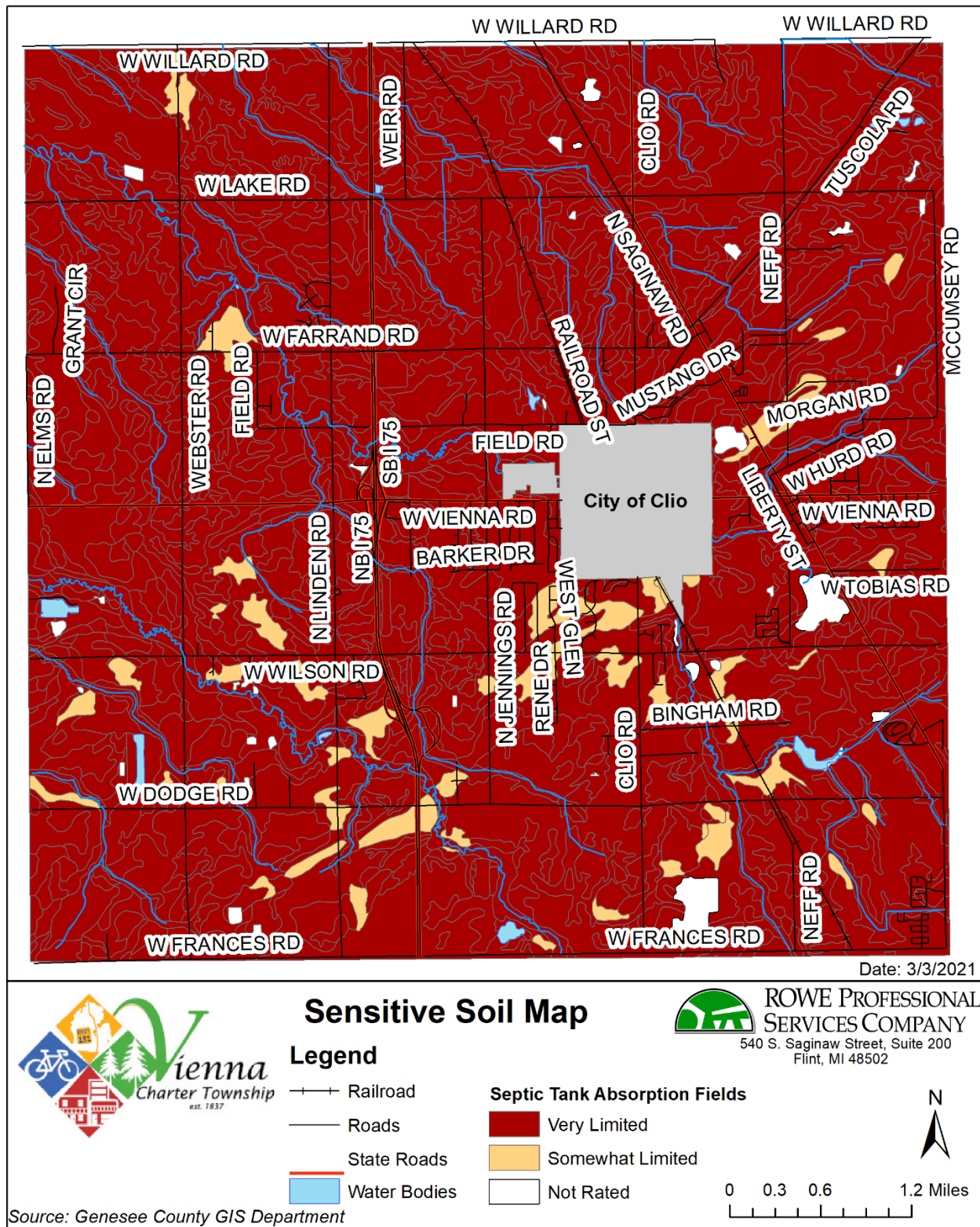
There is a small portion of area about 3.8 percent of the township that has soils classified as “somewhat limited”. Somewhat limited indicate moderately favorable aspects for development of a septic field. These areas have fair performance and moderate maintenance to upkeep. It would appear if the township would like to encourage denser single-family residential development, water services would have to be extended to those areas of the township or connect to that water service.



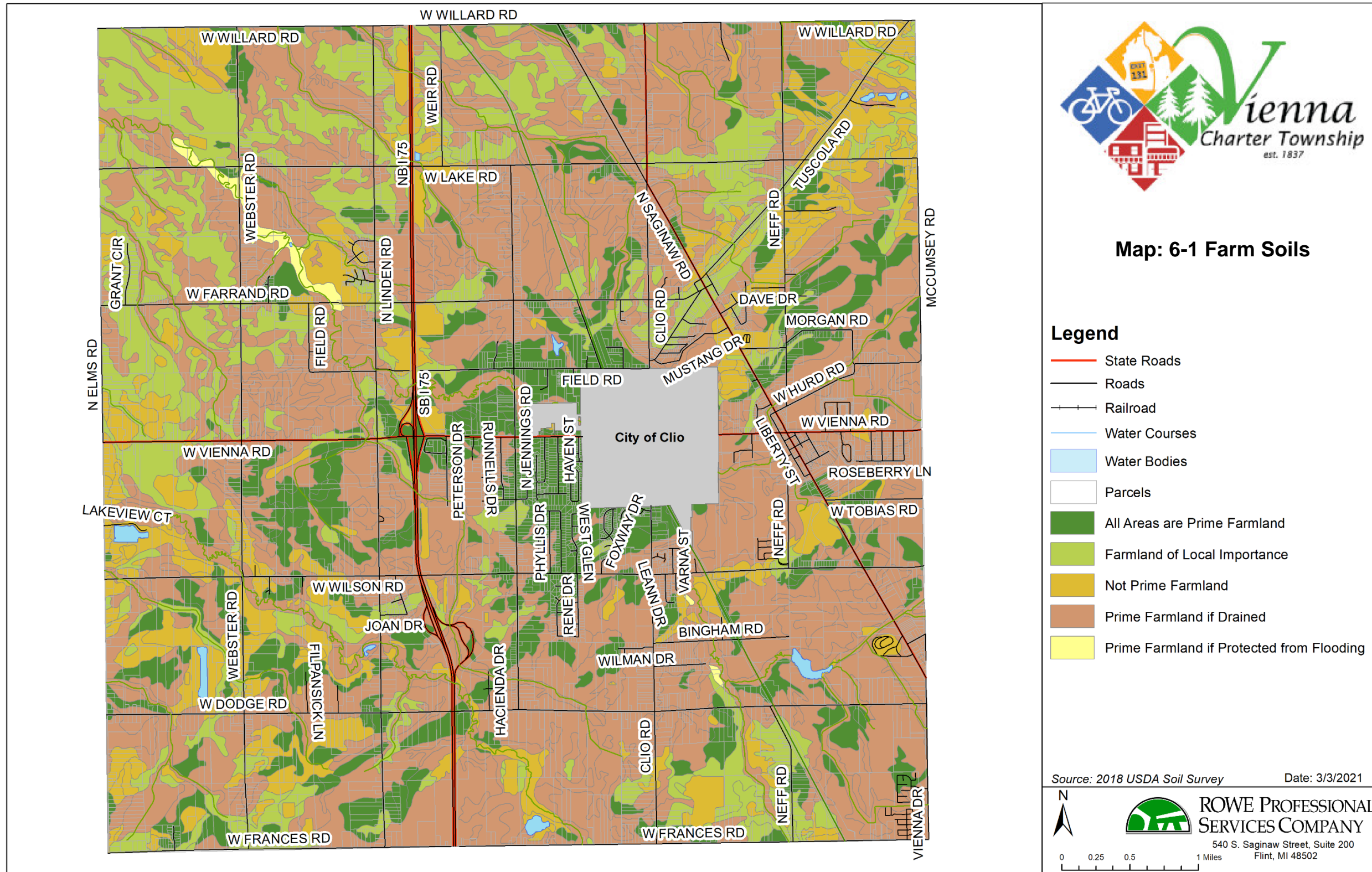
Farmland Soils

Farmland soils are best suited for crops. These soils tend to be nearly level, with a low risk of erosion. Little or no artificial drainage is needed, as these soils are usually well drained. Farmland soils also have good bearing capacity, permitting the use of heavy farm equipment even during wet conditions. Farmland soils are scattered throughout Vienna Township, with some concentrations in the northwest and southwest corners. Some of these farmlands are enrolled in Public Act 116, mainly in the northern section of the township. P.A. 116 provides some future protection of farmland by allowing farmers to sign a development rights agreement. This agreement allows a farmer and the state to jointly hold the right to develop the land for a term of years. 3,400 acres in Vienna Township are enrolled in P.A. 116, approximately 30% of the total agricultural land area in Vienna Township.

Map 6-3: Sensitive Soils



Map 6-4: Farm Soils



Natural Hazards

Due to the rural characteristics found in Vienna Township, natural hazards are likely to occur. Preparing and preventing mishaps results in a happier population and increases the overall health of the area. Preserving wetlands, woodlands, and floodplains can aid in keeping the rural feel and upholding the all-embracing aesthetic of this township.

Much of Vienna Township's rural characteristic comes from the prominence of farmland that is found in the area. In order to maintain the farmland and the natural features found throughout the township, it is important to analyze the risk of soil degradation and wildlife destruction from the use of chemicals such as pesticides and fungicides, as well as increased erosion from unsustainable farming techniques. Agricultural production often is accompanied with the addition of chemicals to the land to increase crop yield, however the artificial additives can have deteriorating properties to the surrounding areas. Vienna Township should encourage best farm practice that encourage farmers to be environmentally conscientious. Encouraging practices such as crop rotation, low energy irrigation systems, and reduced use of chemical soil additives farmers can protect land by preventing soil erosion, water runoff that carries fertilizers and chemicals to waterways, and the prevention of native species endangerment.

Vienna Township features a large portion of wetlands and floodplains. Because of this, the risk of flooding for developments or future developments near these areas is increased. By conserving land in these areas to special uses, the township can prevent potential flood issues for future land owners and decrease the potential for increased pollution and land degradation. One strategy that could be implemented is the development of public recreational areas on parcels that are largely covered in floodplains. Placing sports fields, for example, in these areas allows the land to be used for public health and enjoyment, and if flooding were to occur, no significant damage would be done and building degradation would occur. By doing this, the township will prevent potential developmental risks and utilize the land in a way that benefits the community.

Best stormwater management techniques should occur in the township to prevent pollution and unnatural flooding. Installing cisterns in areas of low permeability could capture stormwaters before they are able to reach the ground and then be used for things such as irrigation for either agricultural production or lawn care. The implementation of swales in areas of high development could reduce the amount of water buildup in more urban areas and direct it to natural wetlands without added pollution from running on pavement. Every inch stormwater travel on pavement before reaching its outflow area, it picks up more pollution; by preventing the stormwater from being directed down paved areas, the township can prevent natural waterway pollution as well as reduce the likelihood of flooding.

Utilizing these techniques would be beneficial to the current and future residents of the township. Reducing pollution allows the public to continue to admire and sustain the rural aesthetic that the township wishes to uphold. Creating public recreation areas can improve the health of the residents and allow them to take pride in the surrounding natural features. Preventing water pollution can increase the health of the residents, wildlife, and abiotic organisms that make up Vienna Township.

Chapter 7. Energy

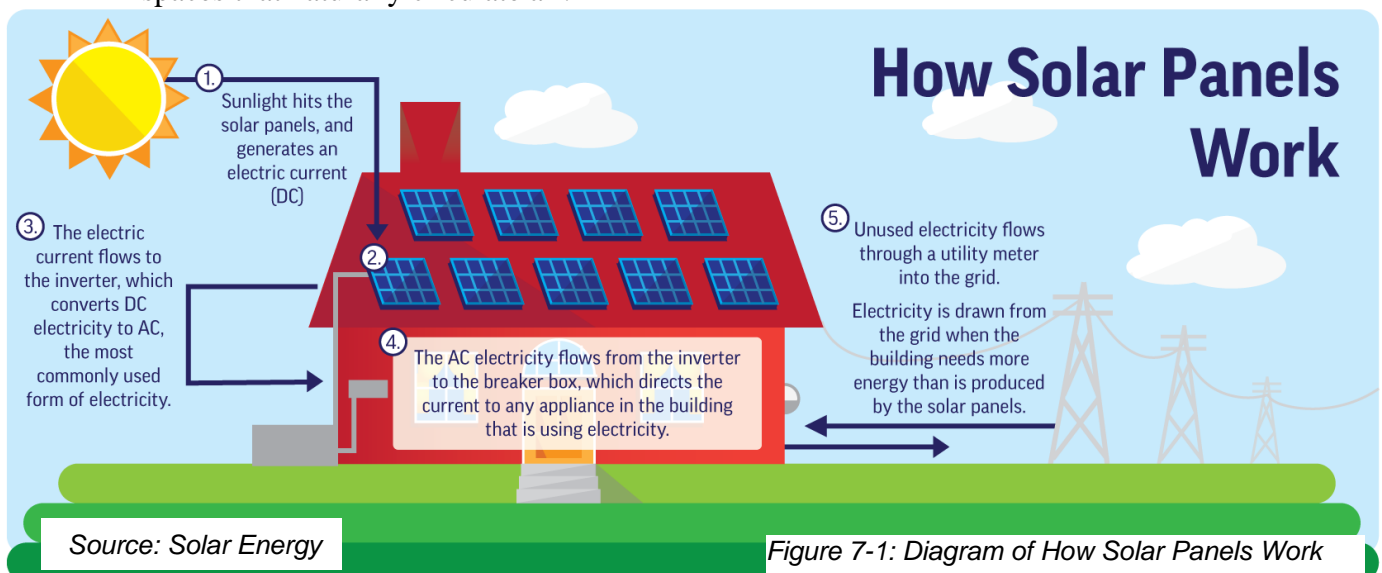
The township is aware of the need for energy in the constantly advancing digital world of today. Energy is necessary to operate computers, charge cellphone, etc. As part of the township's master plan, this chapter indicates the need for when some alternative energy may be appropriate. Alternative energy sources decrease the township's dependency on fossil fuels and increase environmental health. A diversity of energy sources also increases the resiliency of the energy network. Discussed in this chapter are four types of alternative energy sources: solar, wind, geothermal, and hydropower.

Solar

Solar energy is both a clean and renewable source of energy that works by utilizing the radiant energy emitted by the sun. Devices, such as solar panels, will capture photons found in sun rays and harness their energy. The harnessed energy from these photons can then be converted into energy that is capable of heating water, heating living spaces, generating electrical energy, and more. Technology advancements have provided numerous ways to utilize this abundantly available resource. The most common type of solar energy is active solar which would include solar panels.

Solar technology can be classified as:

- ❖ **Active Solar:** Active solar techniques include the use of photovoltaic systems, concentrated solar power, and solar water heating to harness the energy. Active solar is directly consumed in activities such as drying clothes and warming air.
- ❖ **Passive Solar:** Passive solar techniques include orienting a building to the sun, selecting materials with favorable thermal mass or light-dispersing properties, and designing spaces that naturally circulate air.



How can the township utilize solar energy?

Currently, Vienna Township has regulations in place for solar energy that can be found on the township's website, ordinance 449 (Amendment to Zoning Ordinance Regarding Solar Energy Collector Systems). The township classifies two types of solar energy collectors that are regulated in the township: building-mounted and ground-mounted. There are also two classification types for personal use and for industrial use. Private solar energy collectors are considered accessory to the principal use and can fit in any zoning district if proper standards are followed. Industrial solar energy is most appropriate in the agricultural residential district, where there are large spaces of primarily cleared forest areas to locate these large facilities.

Wind

Wind energy is a form of solar energy. Wind energy/power is the process by which wind is used to generate electricity by utilizing wind turbines that convert the kinetic energy found in wind to mechanical power; a generator can then convert mechanical power into electricity. Wind energy, like solar energy, produces no greenhouse gases and can make use of local resources in terms of labor, capital, and materials.

How can the township utilize wind power?

Currently, Vienna Township has no regulations on wind power in the township. Wind energy conversion systems are focused to be located in predominately rural areas. With the nature of the urbanization of the township, this may not be appropriate in the township.

Geothermal

Geothermal energy uses the heat from the Earth as a clean and sustainable source of energy. One of the biggest advantages of geothermal energy is that it's constantly available; the constant flow of heat from the Earth provides a limitless supply of energy. A viable geothermal system requires heat, permeability, and water. Today, geothermal energy can be harnessed through power plants and heat pumps. The most common appropriate in the township is likely to be heat pumps for private use. This type of geothermal energy is used by drilling wells into the Earth and then piping steam or hot water to the surface. Geothermal heat pumps use the Earth's constant temperature for heating and cooling. Heat pumps transfer heat from the ground (or water) into buildings during the winter and reverse the process in the summer.

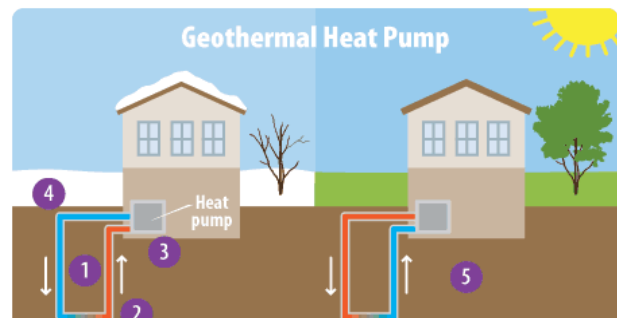


Figure 7-2: Diagram on Geothermal Energy

Source: Environmental Protection Agency

How can the township use geothermal energy?

Currently, the township does not have any regulation on geothermal energy. If interest arises, the township may further explore this option.

Hydropower

Hydropower is created by utilizing running water that can be captured and turned into electricity which is called hydroelectric power or hydropower. Hydropower depends on rivers and streams for energy generation, so the potential to use this energy source varies throughout the country.

Similar to wind energy, hydropower uses the kinetic energy in moving water (moving at a sufficient speed, with a certain amount of volume) to spin a turbine which in turn rotates a generator which then generates electricity. Often times, to increase the volume of moving water, dams are formed to collect water and offers a small opening which utilizes gravity to spin the turbine. The opening used to move the smaller volumes of water and faster rates is referred to as a penstock.

How can the township use hydropower?

The township does not have any regulation regard dams. It may not be the most appropriate for the township to invest in because the existing waterway would not appear to generate enough water flow to have a cost effective dam. There are also some recreational activities such as kayaking that could be hindered by placing a dam if that is not specifically part of the equation. If interest arises, the township may further explore the option of hydropower.

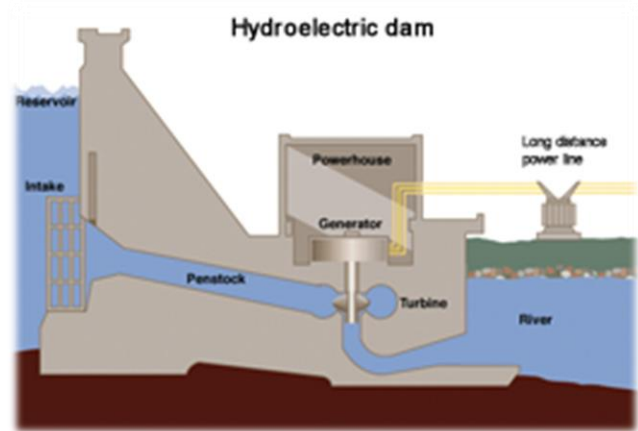


Figure 7-3: Diagram on How Hydroelectric Dam Works

Source: Energy Information Administration

Chapter 8. Parks and Recreation

Recreation Inventory

The Vienna Township Parks and Recreation Plan helps to form a sense of the recreational opportunities that exist in the in the community and further explain what they plan to do to expand or improve their parks and recreation in the future. In the 2018 Clio Area Five-Year Parks and Recreation Plan that is joint with the City of Clio and Thetford Township, they identify recreational facilities in Vienna Township which include the Clio Sports Complex, the M-57 Bike Path, Township Park at Linden Road, Trolley Line Trail, and Tufford Park. There are many different amenities within the parks and recreation system in Vienna Township such as: pavilions, benches, play structures, picnic areas, and walking/biking paths. They are all situated near the west side of the township and are available to the community.

Evaluation of Recreation Facilities

Vienna Township's recreational facilities require accessibility updates at the Clio Sports Complex and Tufford Park. Improvements to these two facilities include ADA accessibility and improvements to hard surfaces for pedestrian and vehicle movability. Tufford Park is currently not ADA accessible, as the parking lot and any accessibility to the park is gravel. Vienna Township is also deficient in standards set forth in Guidelines for the Development of Community Park, Recreation, Open Space, and Greenway Plans.



Goals and Objectives

There are five major goals within the Parks and Recreation Master Plan that include several objectives; below, these goals and a portion of the objectives that are more specific to Vienna Township are shown.

- 1. Develop partnerships and pursue grants to meet parks and recreational needs.**
 - a. Communicate with developers on shared use arrangements and the provision of conservation easements.
 - b. Apply for grants to develop and maintain park facilities.
- 2. Increase development of park facilities.**
 - a. Utilize and expand on existing sidewalks to provide linkages to parks and recreational facilities.
 - b. Continue to upgrade outdated or hazardous playground equipment.
- 3. Promote non-motorized connections within existing facilities and neighboring communities.**
 - a. Work to expand the Clio Area Bike Path and the M-57 Bike Path through the City of Clio and the townships of Thetford and Vienna.

- b. Expand the Trolley Line Trail south to Mt. Morris and encourage its development in Saginaw County.
- 4. Establish key natural features/areas for conservation.**
- a. Complete an inventory and proposed land use overlay and policies for conservation easements. Developments should recognize: limits of flood plain and forested land, outdoor recreation and green space, and scenic, historic, educational, and environmental significance. Judicious development should allow a close relationship with natural features without destroying them.
- 5. Maintain an on-going public communication and education of the Clio Area Parks and Recreation Board.**
- a. Conduct yearly open houses to solicit public input and create awareness of recreation opportunities and achievements.
 - b. Identify education opportunities, seminars, etc. that can be attended by the Board in order to generate new ideas for improvement or maintenance of facilities.

Action Program

The Clio Area Five-Year Parks and Recreation Plan recognizes improvements to the existing parks and recreation facilities should occur and has put an action plan specific to each facility in the area in place. Vienna Township parks and recreation facilities are included in this action plan.



A summary of the top priorities for the community can be condensed into these seven statements:

1. The network of non-motorized trails that exist within Vienna Township should see expansion and linked to surrounding counties, villages, townships, and cities.
2. Efforts to increase accessibility in the Clio Sports Complex will continue to reach universal access to all play fields and pavilions. The complex will continue to be heavily programmed.
3. The support of the development marked in the Tufford Park Master Plan (specific to the Pine Run Creek floodplain north of Vienna Road) to guide future development of currently owned land for use by parks and recreation.
4. Proposal of an outdoor active water recreation facility such as a pool or spray park in the Clio area.
5. The acquisition of land in the Clio area suitable for parks and recreation to expand on the currently underserved number/variety of public parks in the area.
6. Encourage active living, promote community, and facilitate economic development in the Clio area through the development of an indoor recreational facility to serve the population of the City of Clio, the Clio Area School District, and the townships of Thetford and Vienna.
7. The investigation of the creation of a parks and recreation authority pursuant to Public Act 312 of 1929 or Public Act 321 of 2000 to evaluate its merits.

These seven statements are more thoroughly incorporated in the 2018 Clio Area Five-Year Parks and Recreation Plan.

Chapter 9. Infrastructure

Water Distribution System

The township has an Operation and Maintenance agreement with Genesee County Drain Commissioner Water & Waste Services (GCDC-WWS) for providing operation and maintenance services for the township's water distribution system. A map of the township's system can be found in Appendix A. The water mains in the township's system vary in size from 6-inch diameter up to 36-inch diameter.

Much of Vienna Township's water system can be seen in the confines of Dixie Highway, Wilson Road, Linden Road, and Farrand Road. There are water mains that run farther out from the City of Clio, many of the lines running toward the outskirts of town service large densities of single-family residential homes or mobile home parks located near the edge of the township.

Water Source

Water is supplied to the township by GCDC-WWS. Raw water is pumped from Lake Huron by the Karegnondi Water Authority via 66-inch and 60-inch diameter water mains to the Genesee County Water Treatment Plant. Once treated, the water is pumped to the Genesee County system via a 48-inch diameter water main which connects to the Genesee County system at Henderson Road in Richfield Township. Water supplied to the township is metered by GCDC-WWS at various locations.

Water is supplied to the township by an existing GCDC-WWS water main loop. The water main loop enters the township from Mt. Morris Township along Vienna Road, continues east along Vienna Road through the City of Clio, turns south along Clio Road in the City of Clio, and exits Vienna Township at Clio Road and Frances Road. The water main loop consists of 12- and 18-inch diameter water mains.

GCDC-WWS is currently studying their existing distribution system for any deficiencies. The study is anticipated to be complete and available for review by the end of 2019. The study will include any proposed improvements for GCDC-WWS transmission lanes as well as evaluate the reliability of the township's water distribution system. Any reliability deficiencies will be noted in the GCDC-WWS study.

Valves

Pressure is regulated within the township by pressure reducing valves (PRVs) located along the GCDC-WWS water main loop. The locations of the PRVs are shown on the attached map in Appendix A. The PRVs are owned and operated by GCDC-WWS. The entire township is located within one pressure district. Since Vienna Township is in a low elevation area of Genesee County, the water pressure is typically very good within the township.

Water Storage

The township currently has no water storage facilities. GCDC-WWS adequately supplies water to meet demands. The location of GCDC-WWS storage facilities around the township are shown on the map in Appendix A.

Sanitary Sewer

Vienna Township operates and maintains their own wastewater collection system. A map of the existing sanitary sewer system can be found in Appendix A. The sanitary sewer collection system is comprised of approximately 46 miles of lateral, sub-trunk, and interceptor sewers. The system also includes six pump stations which are maintained by the township's operator contractor.

The sanitary sewer system services over 3,500 connections in 17 sanitary sewer districts. There are both residential and commercial properties serviced by the system. The system services approximately 70 percent of the township's residential areas. The remaining 30 percent of residential areas are located in generally agricultural and rural areas and are serviced by individual septic tanks and fields.

The wastewater collected by the township's sanitary sewer collection system is ultimately conveyed through GCDC-WWS interceptor sewers to GCDC-WWS Anthony Ragnone Treatment Plants in Montrose Township. GCDC-WWS meters the wastewater flow from the township's collection system using meters at each municipal boundary and interceptor connections. The GCDC interceptor runs from the southeast area of the township near the intersection of Frances and Neff Roads, through the City of Clio, and exits the township in the northwest quadrant on Farrand Road.

A Sanitary Sewer Master Plan was prepared for the township by ROWE Professional Services Company in 2005. The plan included a full analysis of the township's existing sanitary sewer collection system capacity, future projected flow capacity analysis of the system, and recommendations for improvements to the system.

Drainage

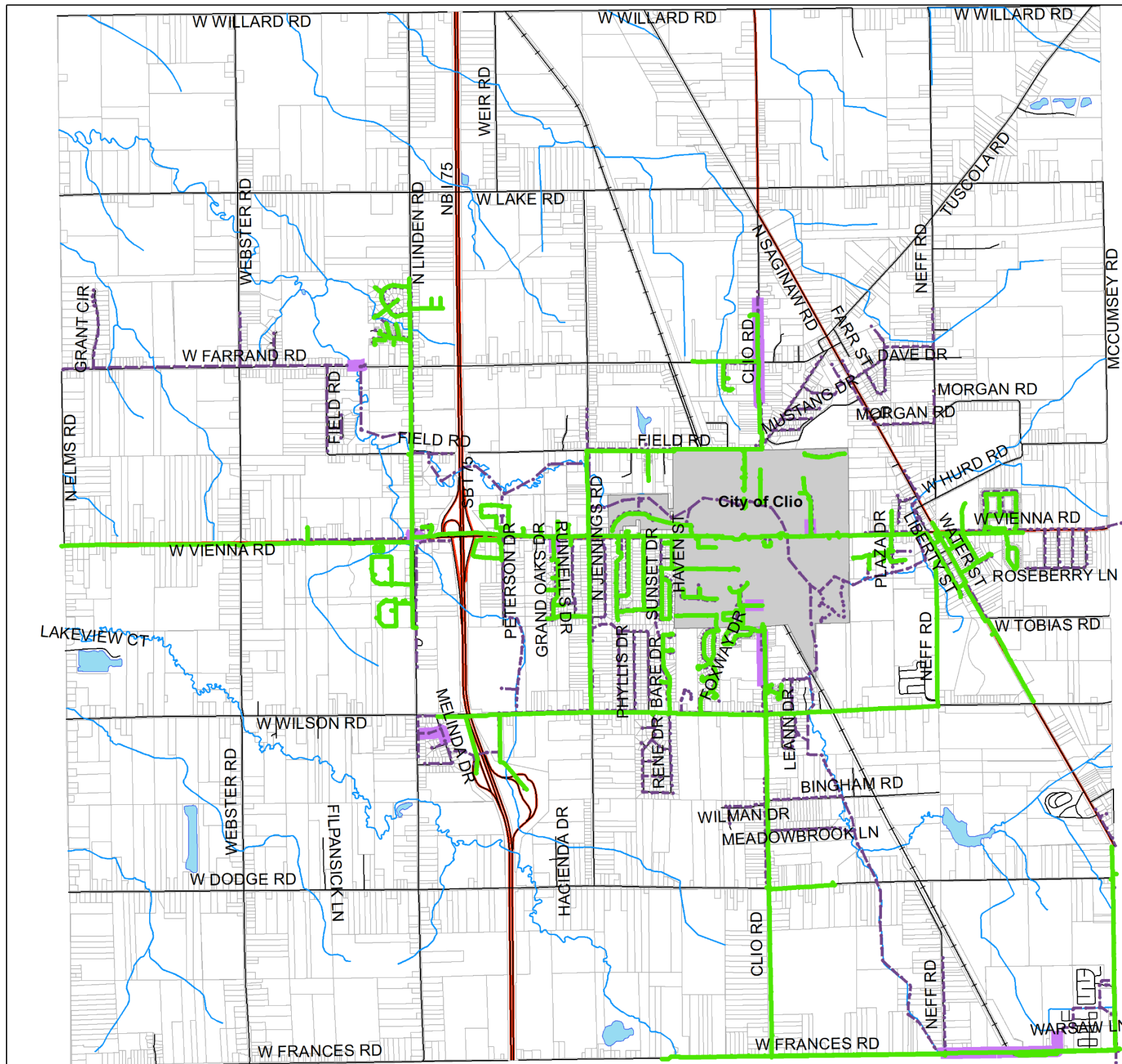
All storm drainage from the township eventually enters the Flint River. There are numerous drains throughout the township that are under the jurisdiction of Genesee County Drain Commissioner Surface Water Management (GCDC-SWM). GCDC-SWM is responsible for maintaining these drains.

There are also various natural watercourses throughout the township that fall under the jurisdiction of the State of Michigan such as Pine Run and Brent Run. The Genesee County Road Commission (GCRC) has jurisdiction over drainage systems servicing county roads and the Michigan Department of Transportation (MDOT) has jurisdiction over drainage systems servicing state roads. GCDC-SWM requires all new developments to provide measures to provide water quality treatment and control stormwater runoff rates and volumes to prevent flooding of existing drainage systems. Similarly, the State of Michigan, MDOT, and GCRC enforce stormwater runoff standards to provide stormwater quality treatment and control flooding of their existing drainage systems.

If flooding issues arise, GCDC-SWM, under the authority of the Drain Code, can be petitioned for drainage improvement projects for existing drainage facilities or construction of new drainage facilities. As part of this process, a surveyor or engineer will prepare a preliminary

engineering report that defines the size and depth of the proposed drain, prepare drawings, calculate quantities, and estimate cost of the potential construction. This study is considered to determine the practicability of the proposed project. Costs for the improvements are specially assessed to property owners of benefit within the project drainage district. GCRC and MDOT are responsible for maintenance and improvement to their drainage systems.

Map 9-1: Utility Map

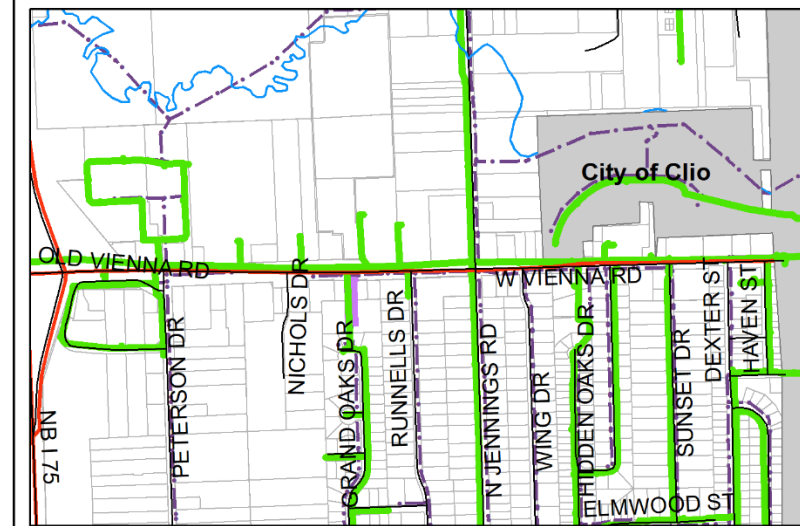


Map: 9-1 Utility Map

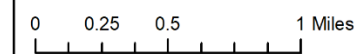
Legend

- | | | |
|--|---------------|-----------------------|
| | Railroad | Utilities |
| | Roads | Water Main |
| | State Roads | Gravity Sanitary Line |
| | Water Courses | Main Sanitary |
| | Water Bodies | |
| | Parcels | |

Vienna Road Between I-75 to City of Clio



Not to Scale



Source: Genesee County GIS Department



Date: 3/3/2021
ROWE PROFESSIONAL SERVICES COMPANY
 540 S. Saginaw Street, Suite 200
 Flint, MI 48502

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Chapter 10. Thoroughfares Plan

Transportation Network Inventory

Roadway Network

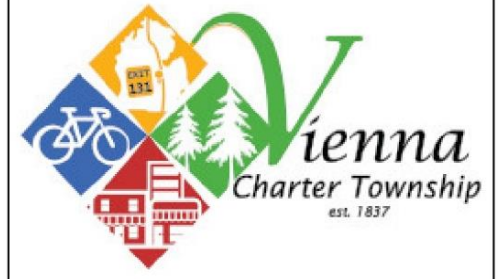
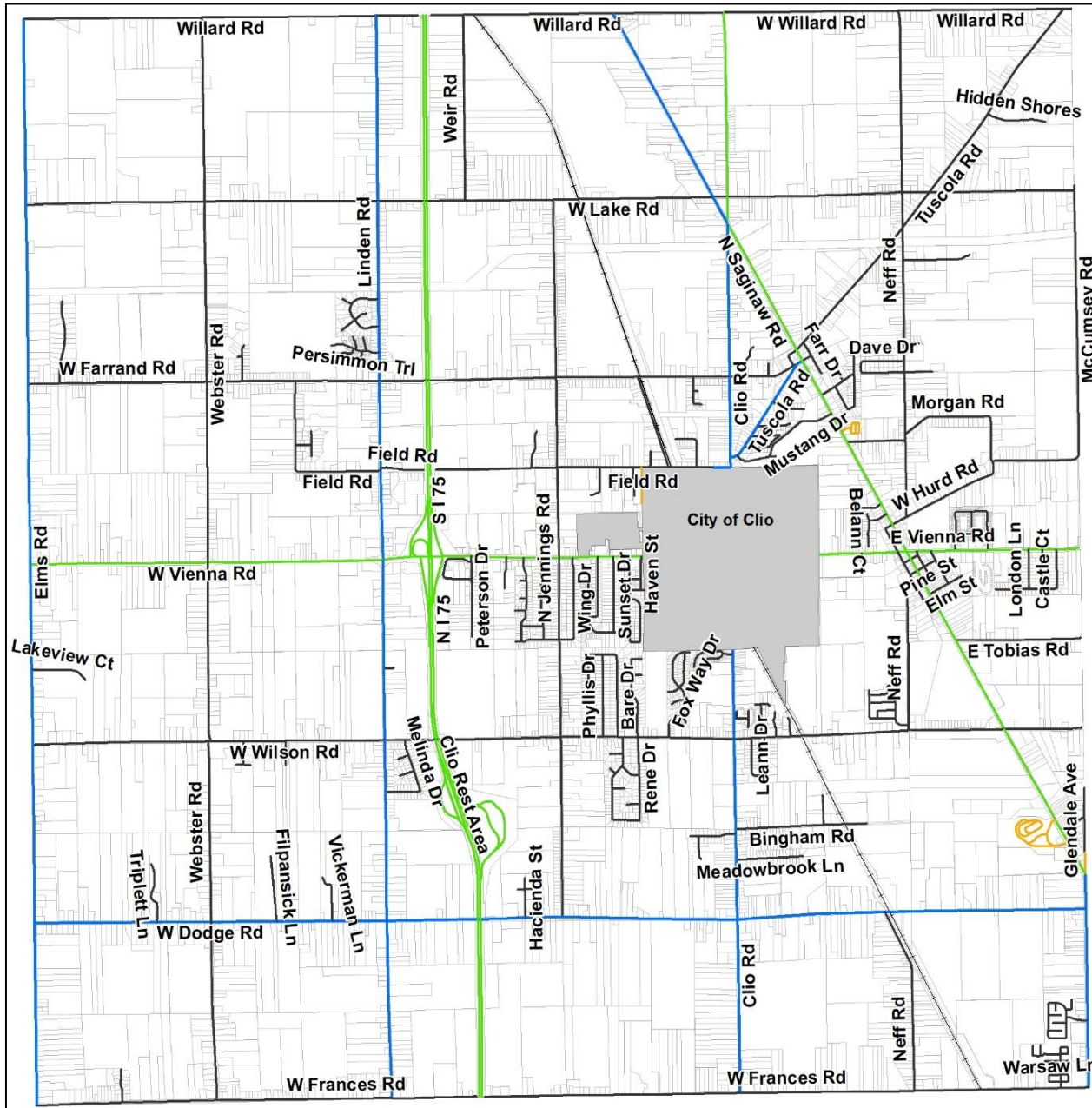
Vienna Township's roads are divided into four categories—primary, secondary, local, and other. Primary roads generally include limited-access highways that are divided, under State Management, accessible by ramps, and are distinguished by the presence of interchanges. Secondary roads are main arteries, usually in the U.S. Highway, State Highway, and/or County Highway system, with one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads. Local roads are thoroughfares that allow local traffic to gain access to property, usually including sidewalks, and can be lined with buildings. All roads that do not fall under these categories fall under the “other” category.



As shown in Map 10-1, the majority of the roadways located within the township are classified as local roadways. The primary roadways include Interstate I-75, a portion of Clio Road, M-54 Dixie Highway (North Saginaw Road), and M-57 Vienna Road. The secondary roadways are considered Dodge Road, Linden Road, a portion of Clio Road, Elms Road, and a portion of N. Saginaw Road. The Genesee County Road Commission is responsible for the majority of the roads in the township (excluding private roads). A concern with major roadways is the number of curb cuts. The more driveways increase safety concerns as more people are able to interrupt the flow of traffic either cutting across or adding to network. A concept the township may explore in partnership with MDOT is an access management plan. Specifically, for Vienna Road, Linden Road, and Dixie Highway.

In 2016, the Genesee County Metropolitan Organization (MPO) assessed the condition of the Federal Aid eligible roadways within the Charter Township of Vienna. Pavement Surface Evaluation and Rating (PASER) is a rating system designed to assess the quality of roadway segments (Map 10-3). Developed by the University of Wisconsin-Madison Transportation Information Center, the rating system is a visual survey method used to evaluate roadway conditions on a scale of 1 to 10. A road with a PASER rating from 8 to 10 is considered ‘good’, meaning that routine maintenance is required. A rating in the range of 4 to 7 is considered ‘fair’ condition and requires capital preventative maintenance, such as overlays, in order to preserve the quality of the road. A road with a rating from 1 to 4 is considered ‘poor’ condition and requires structural improvements, such as reconstruction.





Map 10-1: Road Classification Map

Legend

- +— Railroad
- Parcels

Road Classifications

- Primary
- Secondary
- Local
- Other

Source: Genesee County GIS Department Date: 11/22/2019



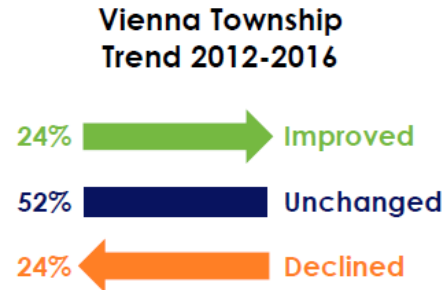
ROWE PROFESSIONAL SERVICES COMPANY
 540 S. Saginaw Street, Suite 200
 Flint, MI 48502

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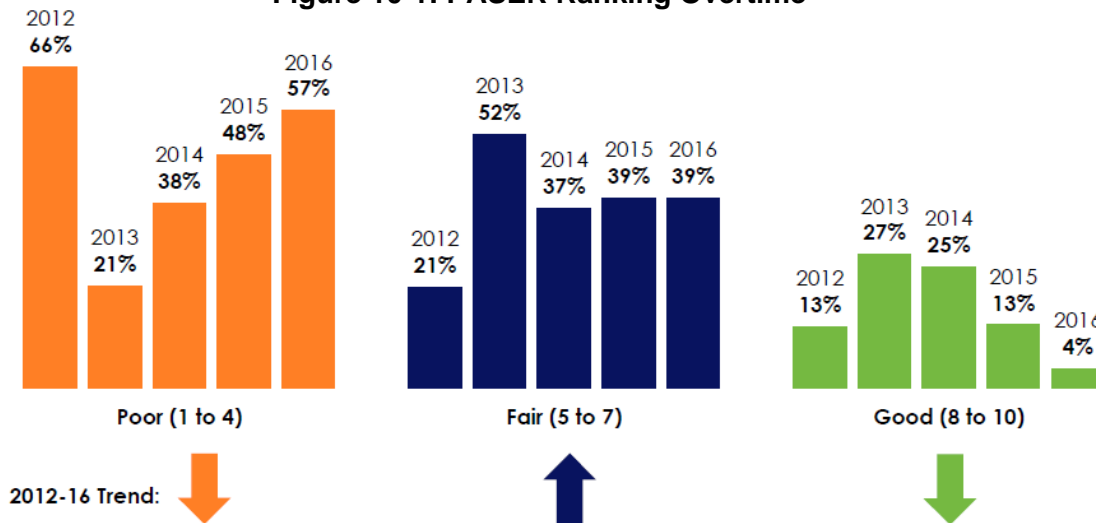
The purpose of this analysis is to provide the township with a tool for planning future street improvements; creating an asset management plan will provide a guide for county and township officials to select the right treatment at the right time, maximizing the life of the street system.

The 2016 PASER Survey of Genesee County, prepared by the Genesee County Metropolitan Planning Commission, provides a summary of the 2016 PASER ratings for the Federal Aid eligible roadways of each community in Genesee County. Figure 10-1 shows the ranking system of the roads since 2012. There was a major improvement to the road system in 2012 but, since then, there is a steady climb of poor quality roads in the township. The roads considered in “good” quality after 2012 show a constant decline in road quality. Between 2012 and 2016, the township has a 24 percent increase in improved roads. In Genesee County, Vienna Township is ranked #16 out of 17 townships, with 17 being the worst.



Source: PASER Survey 2016 GCMPC

Figure 10-1: PASER Ranking Overtime



Source: PASER Survey 2016 GCMPC

Provided in Map 10-3 is the survey of the various different roadways that would be eligible for funding not under the Michigan Department of Transportation (MDOT)’s jurisdiction. The roadways that are considered “poor” include: a portion of Elms Road, Dodge Road, majority of Clio Road, and portions of Linden Road.

There is only one section considered in “good” quality on Elms Road between W. Lake Road and Willard Road. The remaining of the road section eligible for funding are considered fair which include N. Saginaw Road (Dixie Highway), portions of Linden Road, and Tuscola Road.

There are limited options for the township on their own to fix the road quality, but some township has been able to leverage funding to the county to better prioritize or get on the schedule to be fixed.

As previously mentioned, some of the roads are under MDOT’s jurisdiction. The three roads are Dixie Highway, M-57 (Vienna Road), and I-75. As shown in the modified map below (Map

The I-75 Freeway

From the standpoint of development and potential tax base, the I-75 freeway provides one of the township’s greatest assets. This potential is for commercial uses that not only serve the passer-by on the freeway, but also as access to regional travel and community-wide shopping facilities. The freeway provides the potential for visual exposure for national and international companies that find this important. Frontage, with exposure to the freeway, becomes an important factor in their choice of location for buildings such as offices and research facilities. There must be access to the lot to take advantage of exposure; parallel roads form the best type of access. Vienna Township has Linden Road which provides almost ideal relationships to the freeway for residents and businesses. The depth between Linden Road and the freeway is ¼ mile, an excellent depth for the development of large parcels by large nationally- or internationally-known firms.

Railroad

Vienna Township currently has a railroad running from the south-east section into the middle of the northern sections in the township (Map 10-4). The railroad is called the Lake State Railway. LSRC’s is approximate 375 miles of track run from Plymouth through its headquarters in Saginaw, up to Gaylord and Alpena. There are other lines in the network that run to Midland, Bay City, and Paines.

Air

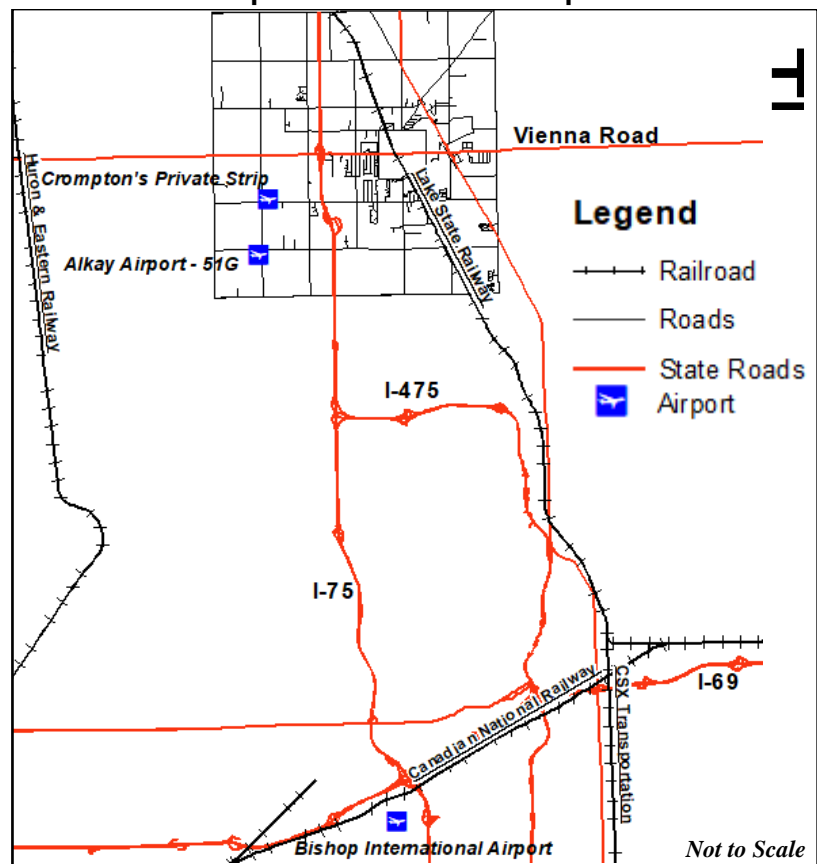
There are two privately-owned runways that can accommodate small aircraft. Both facilities are located in the southeast side of the township (Map 10-4).

The Alkay Airport – 51G is a small, privately-owned airfield has three grass surface runways, the longest runway at 1,933 feet. It is open to the public and has different hangers and tiedown areas available onsite. The facility is located along Webster Road between W. Dodge Road and W. Frances Road.

There is also Crompton’s Pvt Strip, a privately-owned facility with one runway, located near the intersection of Crompton Drive and Wilson Road. The runway is a grass surface, running north and south, approximately 680 feet in length.

From a more regional approach, the township is located approximately 17 miles from the Bishop International Airport in the City of Flint. There are two main runways, with the largest runway

Map 10-4: Air and Rail Map



being 7,848 feet. The airport offers hanger space. The township has easy access to the airport due to I-75 being located near the center of the township.

Nonmotorized Transportation

The Parks and Recreation Plan in this Master Plan discusses the walking/biking trails that can be found in Vienna Township. There are sidewalks located along Vienna Road, but not always on both sides of the road. The sidewalk area is completed north of Vienna Road going from Dixie Highway to Linden Road through the City of Clio. There is a sidewalk along Vienna Road, but only on the north side of the road. The township has various pedestrian amenities near the I-75 ramps with benches, landscaping, and pedestrian-friendly lighting. The existing sidewalk areas could be enhanced by continuing these amenities along Vienna Road, a major thoroughfare. Evidence of constant pedestrian traffic include dirt paths along Dixie Highway. The sidewalk section starts at Vienna Road and ends at Menards. Sidewalks are absent in many of the subdivision developments.



The township may consider developing a nonmotorized transportation plan to provide more direction where infill sidewalks or connection paths may be needed. After some direction is provided, the township may want to consider adopting a policy of requiring sidewalks in new developments on all the major and secondary thoroughfares. Sidewalks are needed to provide safe access to recreational and shopping activities for residents and for recreational use by residents and by persons working in the township.

The City of Clio is completely surrounded by the township and, in many areas, has existing sidewalk infrastructure. The township's denser residential areas are located around the city. It may be appropriate to prioritize connectivity to existing infrastructures in these more dense areas.

When looking at the sidewalk infrastructure, it is important to keep in mind the rural character in some areas of the township. It may be more appropriate to evaluate where residents live and where they would like to walk to have a more focused nonmotorized network of various nodes rather than a grid system of sidewalks. Discussed later in this section is the idea of using complete streets, which can be very helpful when there are rural, suburban, and more urban corridors in the same township because these different areas have different travelers and character needs.

Mass/Public Transportation

Vienna Township currently has no means of mass/public transportation. The closest active bus route to Vienna Township is the Mass Transportation Authority (MTA). Route 1 goes along Saginaw Road from the farmer's market to the Save-A-Lot just north of Stanley Road in Mt. Morris Township. There are various programs available to township residents by MTA which include Rides to Wellness and Ride to Groceries. The Clio Area Senior Center provides many services to seniors that can also assist with mobility around the community.

SWOT Analysis

A SWOT analysis is a standard evaluation tool to assess strengths, weaknesses, opportunities, and threats. In this case, the SWOT analysis approach is being used to analyze the township’s transportation system. The SWOT analysis includes information on key elements of the transportation network. Each element of the analysis is detailed below:

SWOT Analysis			
Strengths •Are characteristics that would improve or are positive attributes.	Weaknesses •Are real, perceived, or uncertain characteristics that negatively impact or hinder the township.	Opportunities •Are current or future approaches or are strategically related to physical elements that could be added to achieve an improvement.	Threats •Are external negative features or disadvantages that the community has. Can be categorized as real, perceived, or unknown.

Understanding the underlying issues and causes of a threat, as well as minimizing their impacts, are methods by which their damage can be mitigated. The SWOT analysis can be broken down into internal and external influences. Internal influences tend to be specific, while external influences are generally area-wide or outside of the, in this case, township boundaries.

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> • I-75 and M-57 interchange • Located near the International Bishop Airport • Has railroad service in the township • Has a nonmotorized trail system • Has some pedestrian amenities along sidewalks 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> • No bus services • Sidewalks not continuous throughout the township on both sides of roadways • Township does not have direct control of roadways
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> • Identify the township’s desire to have bus service • Work with regional transit agencies to develop an appropriate plan for bus service • Work with GCRC to develop a plan/process of township participation in road improvement funding • Develop a policy for sidewalks throughout the township • Develop/adopt a Complete Streets policy regarding the roadways within the township 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> • A significant portion of the township roads are poor quality (PASER) • No real policy(ies) regarding the township’s transportation network • Not having adequate funding to make nonmotorized and motorized improvements • Partnership with other organization such as MDOT and GCRC desire to go in a different direction than the township

Concepts and Standards

Access Management

Incorporate the MDOT “Access Management Guidebook” policies/practices into the Township Ordinance site plan review process. A planning process that links access management principles with land use and corridor planning is the best way to look at the big picture and ensure appropriate relationships between present and future needs. Access management is implemented through review of development proposals under local zoning and subdivision regulations, as well as during the driveway permit process administered by local, county, or state road authorities. It is also implemented through improvements to roadway design and specific capital improvement projects on targeted corridors with adopted access management or corridor improvement plans.

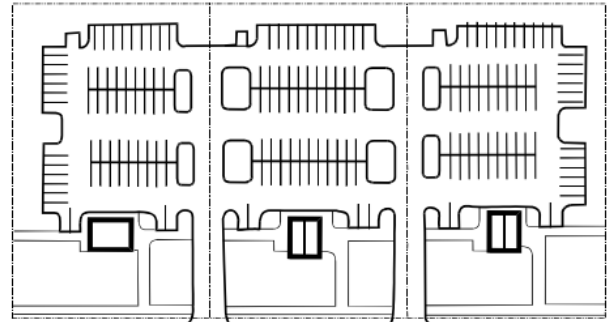


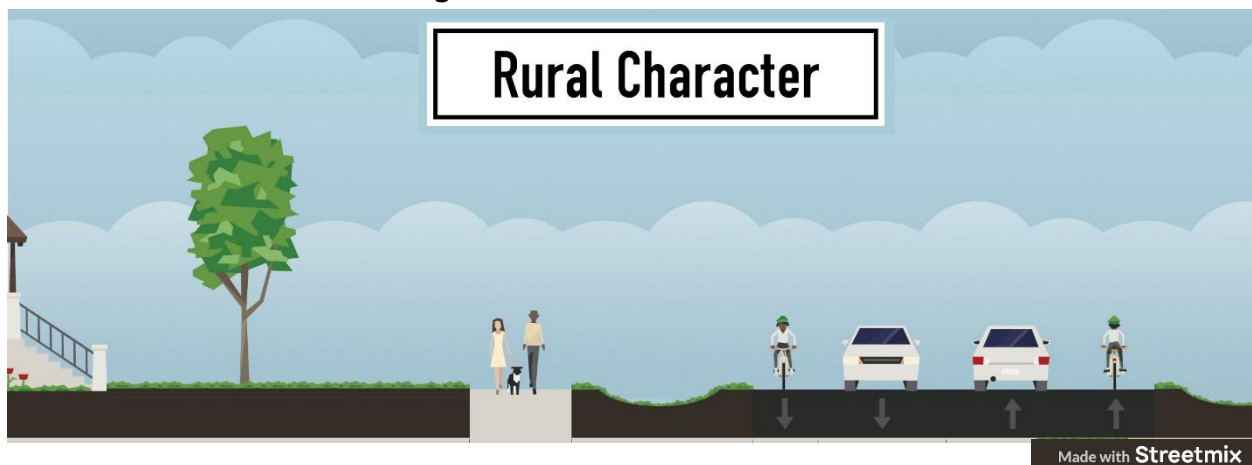
Figure 10-2: MDOT Shared Driveway Diagram

Figure 10-2 shows the utilization of shared driveways and service drives (photo credit, page 46 of “Access Management Guidebook”). This diagram shows that, instead of three driveways, two driveways could be used and a customer would be able to drive to the neighboring establishment more easily without going back onto the main road.

Complete Streets

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. One of the key concepts behind complete streets is that different types of road settings have different ways of addressing all users. For Vienna Township, there should be at least two models; one for rural and one for suburban environments.

Figure 10-3: Rural Cross Section

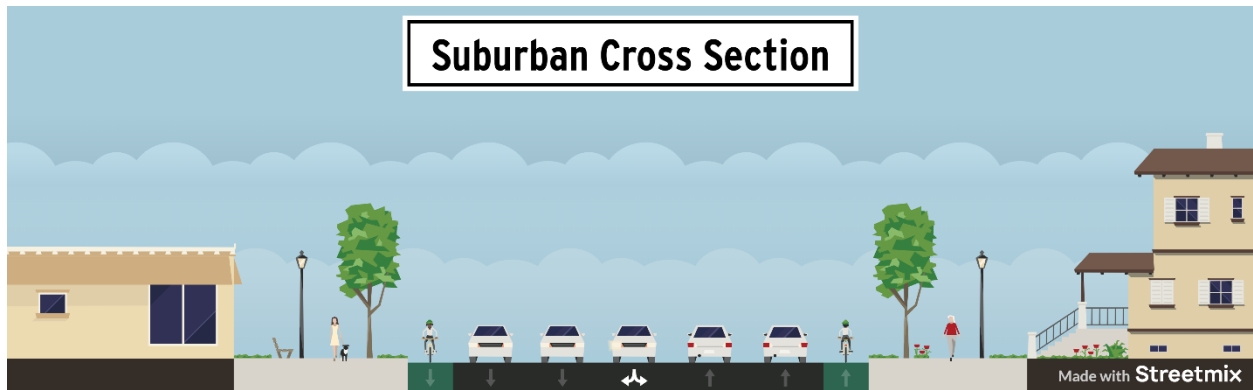


In rural environments, it is common to have roadside ditches on either side of the road (Figure 10-3). One feature of a complete street is to have a larger shoulder (5 feet), so that pedestrians, bicycles, or other nonmotorized users are able to maneuver that is not very expensive and works for the amount of use it may receive. For thoroughfares with more pedestrian traffic or part of a

trail or node system, a larger sidewalk may be appropriate on the other side of the ditch away from the roadway.

For the suburban environment, outside of the roadway sidewalks are more common with a grassed area as a buffer (Figure 10-4). Sidewalks in this environment are more likely to be used at all hours. Different pedestrian amenities that can be useful include pedestrian friendly lighting, raised garden beds, street trees, and benches. In some areas, it may be appropriate to have a bike lane beside the road.

Figure 10-4: Suburban Cross Section



Chapter 11. Regional Concerns

The Charter Township of Vienna is a part of the greater region. The relationship or actions of the township can impact the regional level or decisions at the regional level can impact the township. For this chapter, the term region shall be limited to be surrounding townships and those travelling along the I-75 interstate.

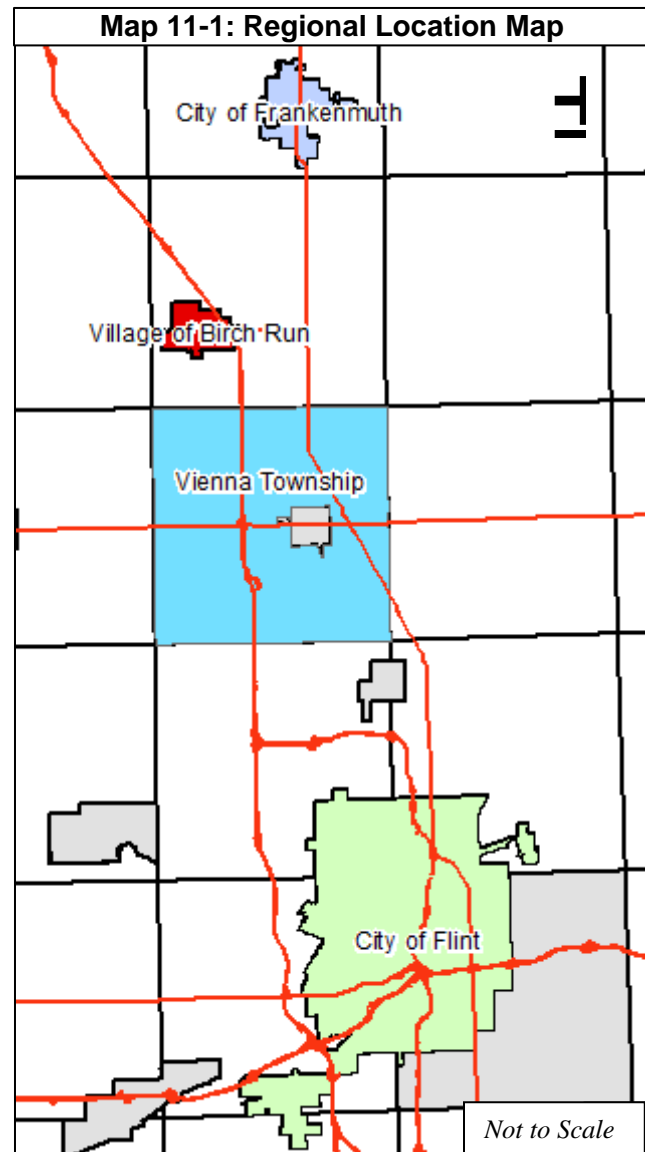
Tourism

The Charter Township of Vienna is primarily located along the I-75 interstate at exit 131. The township competes with other nearby exits including exit 136 to Birch Run or Frankenmuth and Mt. Morris Road to Mt. Morris or Flushing at exit 126. The biggest competition is exit 136 which offers more amenities than any other nearby exit. Amenities off the exit 136 include several drive-through establishments, a few sit-down restaurants, shopping center, and recreation.

The township has been making strides to improve exit 131 to attract visitors off I-75. These improvements include beautification efforts such as street lighting, banners, benches, and landscaping; as well as increased sidewalks and trail roads for pedestrian traffic. The township has ambitions of being more of a recreational attractor due to the current and future amenities to be located in the township. One major asset includes the Sports Complex. The township has increased the trail system and improvements to the Sports Complex.

Development Pressure

With the township located on the most northern boundary of Genesee County and primely located near I-75, it provides for current and potential residents access to a variety of employers in other areas. As discussed in the housing study chapter, there does not



appear to be a major demand for new residential single family homes. Based on the proposed projections, it appears the population may slightly decline in the township.



However, the township is located just 15 minutes from the City of Flint a major employer, has an exit on I-75, and two major roads Dixie Highway and Vienna Road. There may be more a demand for new commercial or industrial uses, but it will likely not be traditional retail or large manufacturing facility. These two major roads are home to some existing commercial and industrial businesses. These properties are more likely to get redeveloped. Redevelopment projects are generally more costly than new construction.

There are different funding programs through the Michigan Economic Development Corporation, but that does take time to develop. Commonly when companies need more room, they will consider an addition more costly than relocating and building a new facility.

There is some area near these major roads or on these streets that are untouched. The township is known for its agricultural beauty and “greenfields”. Greenfield is land that has not previously been developed. For some developers, this is ideal property because there is likely no contamination on site or many existing features to strategize around when compared to brownfields or redeveloping a site.

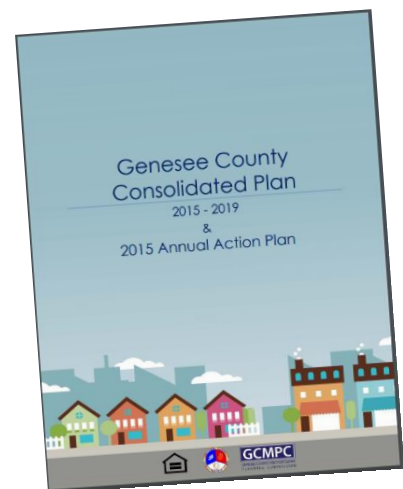
Partnership with the City of Clio

The City of Clio is located along Vienna Road and completely surrounded by the Charter Township of Vienna. In multiple discussions, the township and city have shown a willingness to work together and look out for the public good of residents. There are a variety of public services such as fire, public service groups, and school district that share commitment to improving the community. From a more local scale, it is important for the city and township to continue to work with one another to provide for services and public cohesiveness between the two jurisdictions. It was discussed in various different public engagement events to encourage the continued good relationship and support between the city and township.

Housing

From a larger regional standpoint, the Charter Township of Vienna is part of the Genesee – Lapeer – Shiawassee Region 5 Council of Government. In the Genesee County Consolidated Plan for 2015 to 2019 & 2015 Annual Action Plan completed by the Genesee County Metropolitan Planning Commission (GCMPC), the Charter Township of Vienna is one of the communities that is focused on regarding housing concerns.

The area of concern is located on south of Vienna Road along I-75 to Clio Road. This area can further be described as census tract 101.14 in Vienna Township. This tract has been identified to have housing issues for those within extreme low- and low-income housing units. This area is shown in an orange hatched area shown on Map 11-2. Another concern is Environmental Justice Zones (EJ Zone) where



racial or ethnic minorities or low-income families are concentrated. The report indicates census tract 101.14 is in an EJ Zone. Below is a description of the characteristics of the market in the area:

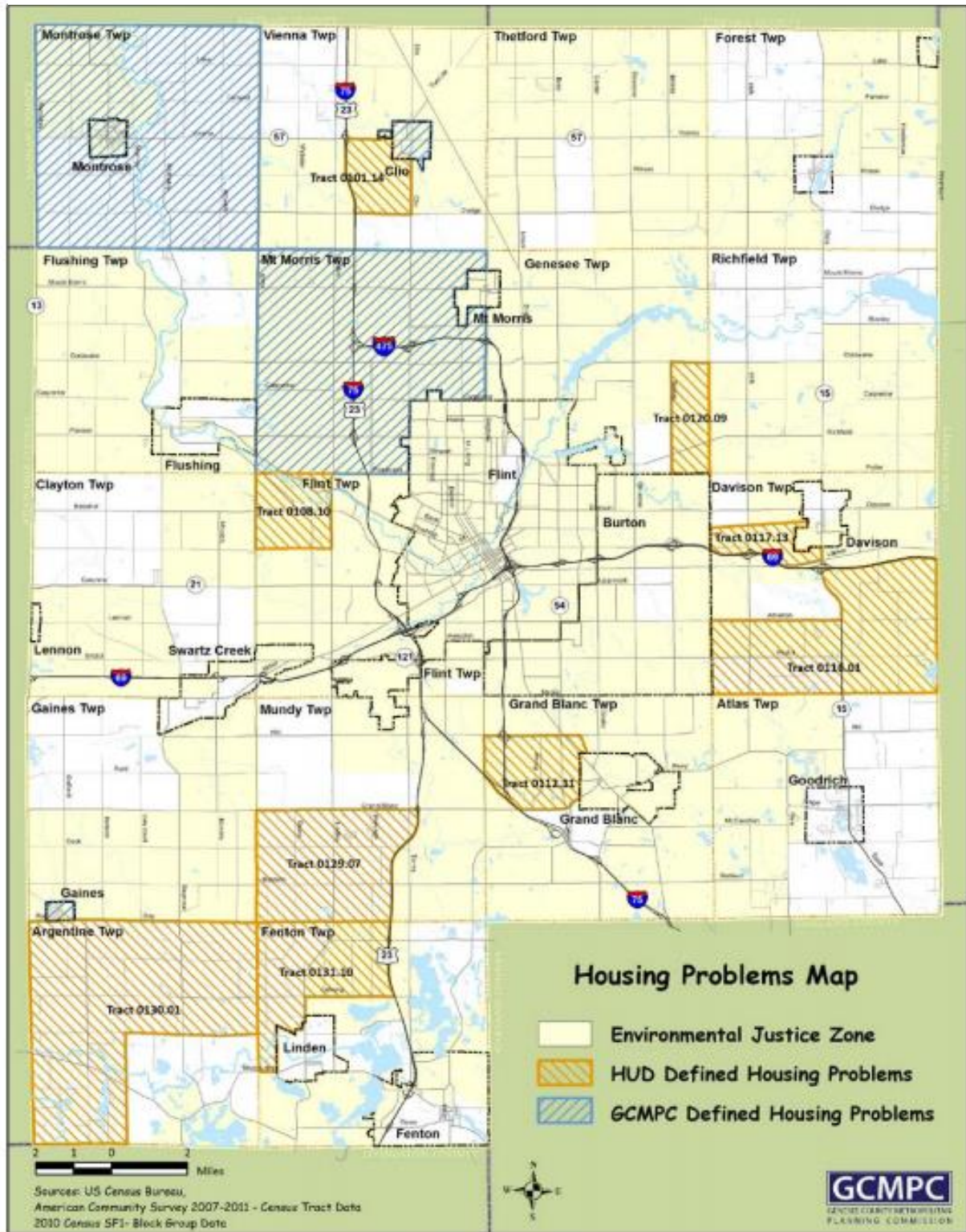
“Roughly 82% or more of extremely low- and low-income (EL/LI) households are cost burdened within this area. The unemployment rate is 16.87% and less than 22% of the population within this census tract has an educational attainment of some college or associates degree. (pg 80 GCMPC)”

Vienna Township was provided Community Development Block Grant funding in 2015 to assist in non-public service projects to potential help the previously stated concern for housing. In partnership with GCMPC, various issues are able to be identified and work other potential resources to help the issue. The GCMPC is finalizing their 2020-2024 report by the end of 2019.

As part of the report, their housing market analysis review of the entire county had the following highlights where the quality of housing is consistent with the findings in Chapter 3: Housing Study:

- *“A surplus of housing units in Genesee County indicates that the needs of the population are not based on a specific type of housing but rather, the affordability and quality of housing*
- *Twenty-five percent of housing units in Genesee County, outside the City of Flint, are in need of at least minor repairs as visible from the outside of the unit*
- *There is a significant shortage of housing units affordable to extremely low- and low-income households*
- *Concentrations of housing problems, as defined by HUD, are located in eight municipalities around Genesee County*
- *Homeless programs in Genesee County offer a wide-range of services, including emergency shelters, transitional housing, leasing assistance, case management, clothing closet, medical services including mental health and substance abuse, utility and security deposit assistance, youth services, homeless outreach, job readiness, medium-term rental assistance and food assistance. “ (Page 52, GCMPC)*

Map 11-2: Environmental Justice Zones and Housing Problems



Chapter 12. Public Engagement

The Charter Township of Vienna opted to have several public engagement opportunities to hear from the residents, business owners, or anyone that engages with the township. A variety of public engagement methods that were used in the assessment period of the master plan include open house and stakeholder interviews. This input from that assessment report resulted in a push to have a comprehensive update of the master plan. For the master plan update, additional public input was used to get a greater consensus. The first method of public engagement was a community survey and the second was the master plan open house.

Community Survey

Survey Response Characteristics

The 96 respondents could pick between five different possible connections to Vienna Charter Township. 54 percent of the respondents live within Vienna Charter Township. The next largest are those who frequently visit businesses, friends, and family within the township. This group accounted for 27 percent of the responses (Figure 12-1). Participants could select more than one.

We then asked those who live within the township how long they have lived here. Of those who responded to the survey, approximately 46 percent have lived in the township over 20 years (Table 12-1). The other larger grouping is those who have lived in the township for 3 to 5 years (11 percent).

Figure 12-1: Connection to Vienna Charter

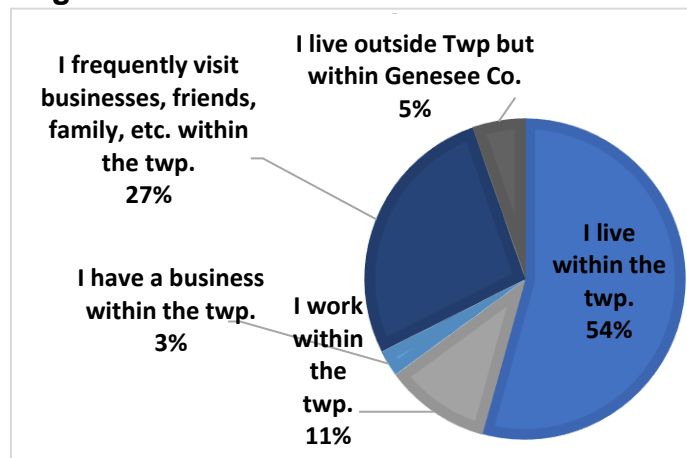


Figure 12-2: Years Business Has Been in the Township

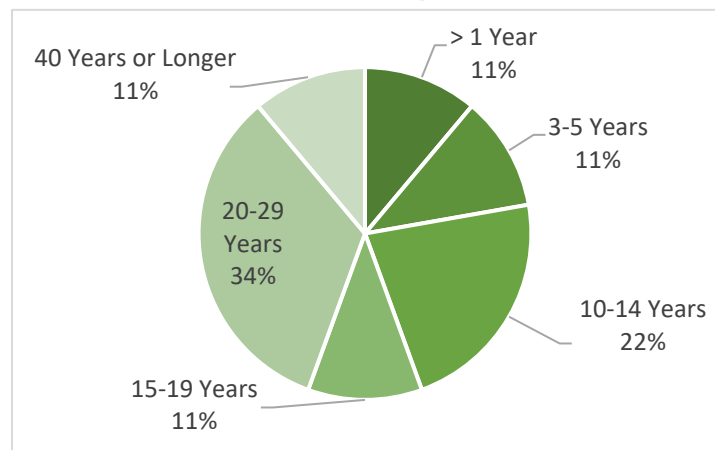


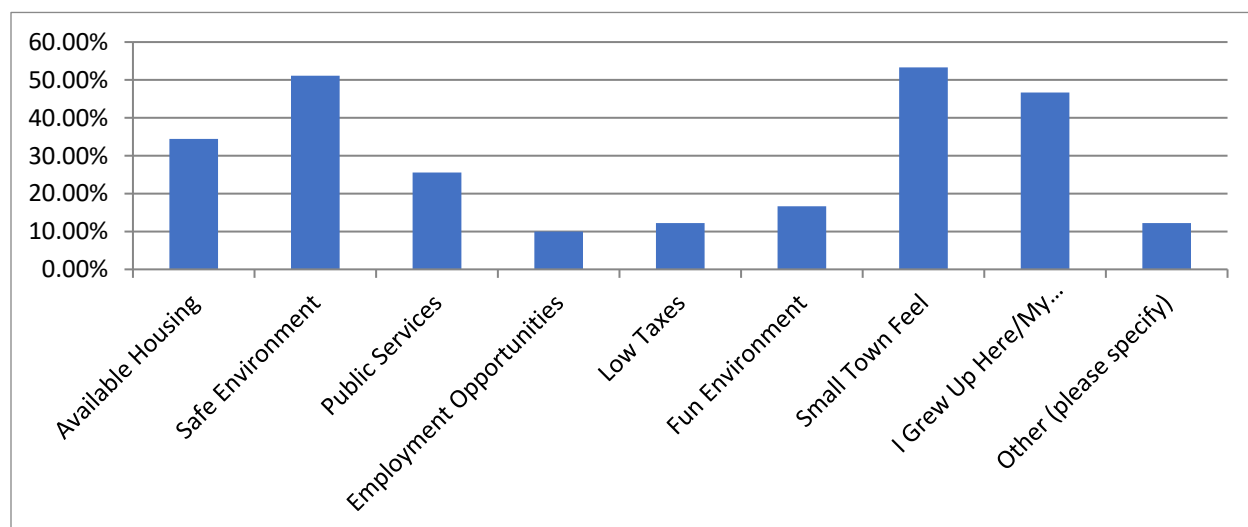
Table 12-1: Years Residents Have Lived in Vienna Charter Township		
Less than 1 year	2%	2
1-2 years	6%	6
3-5 years	11%	10
6-9 years	8%	8
10-14 years	5%	5
15-19 years	9%	9
20-29 years	12%	11
30-39 years	15%	14
40 years and longer	19%	18
Does not apply	13%	12

Next, we asked the age range of the different respondents and found that the largest group (45 percent) was composed of those aged 40 to 64. There were only three responses from those under the age of 19.

Finally, we asked respondents what their various reasons are for choosing to live in Vienna Charter Township. The majority of respondents (51 percent and 53 percent, respectively) said they choose to live in the township because of the safe environment and the small-town feel. A significant number (47 percent) also said they grew up in the township or their family is from the area. Please note, more than one response could be selected.

Table 12-2: Age of Respondents		
Age	%	#
Child 12 and under	2%	2
Teenager 13-19	1%	1
Young Adult 20-29	3%	3
Adult 30-39	22%	21
Middle-Aged Adult 40-64	45%	44
Senior Citizen 65 and up	27%	26

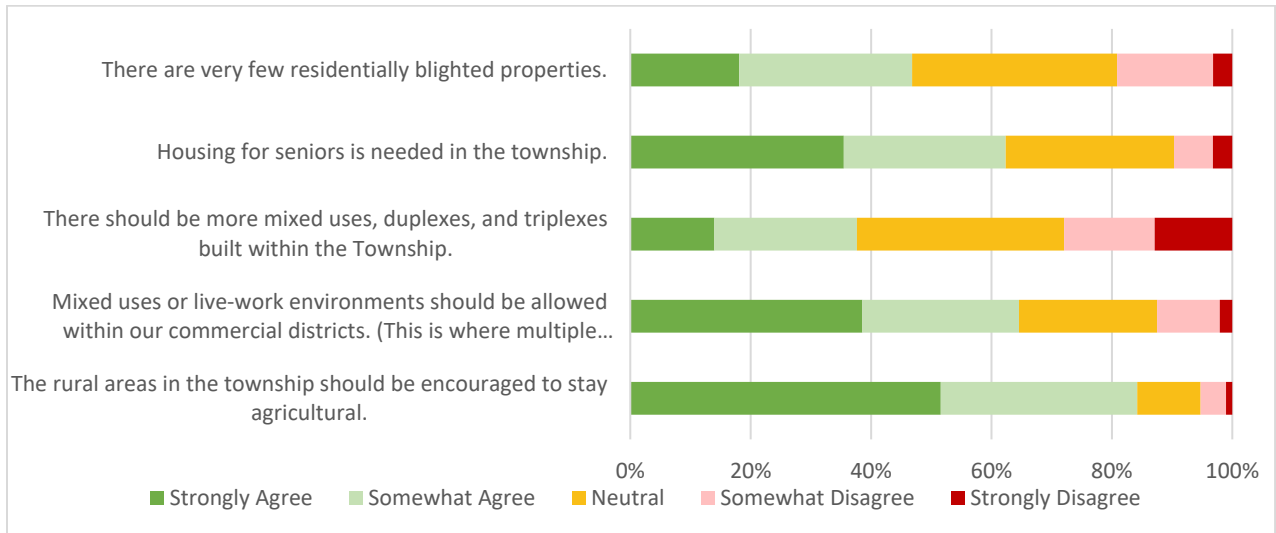
Figure 12-3: Reasons for Living in the Township



Residential Questions

There were five questions asked in this section. Respondents were asked to rank how strongly they agreed with certain statements. The first statement was, “the rural areas in the township should be encouraged to stay agricultural.” With this statement, 52 percent strongly agreed and 33 percent agreed, lending strong support to the statement. The second statement was, “mixed uses or live-work environments should be allowed within our commercial districts”. To this statement, 39 percent strongly agreed and 26 percent agreed. Responses to this statement were more mixed but leaned towards agreements. The third statement was, “there should be more mixed uses, duplexes, and triplexes built within the township.” The greatest number of responses (34 percent) were neutral followed by 24 percent in agreement. The fourth statement was, “housing for seniors is needed in the township”. Again, the responses leaned towards agreement with 35 percent strongly agreeing and 27 percent agreeing. Finally, the last statement was, “there are very few residentially blighted properties”. Responses to this statement were fairly mixed with 34 percent remaining neutral and 29 percent agreeing against 16 percent disagreeing.

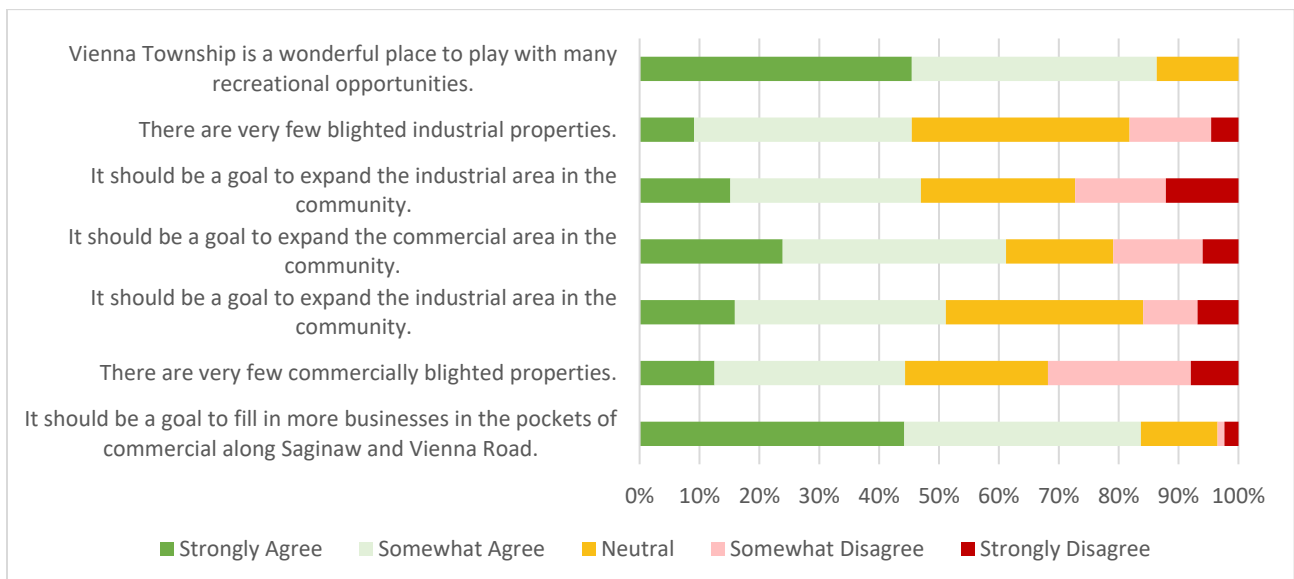
Figure 12-4: Opinions on Residential Issues



Non-Residential Questions

There were seven questions asked in this section. Respondents were asked to identify how they felt about each statement on a scale from strongly disagree to strongly agree. The three statements with the highest amount of agreement (either strongly agree or agree) were: “Vienna Township is a wonderful place to play with many recreational opportunities,” with 45 percent strongly agreeing and 41 percent agreeing, followed by “it should be a goal to fill in more businesses in the pockets of commercial along Saginaw and Vienna Road,” at 44 percent strongly agreeing and 40 percent agreeing, followed by “it should be a goal to expand the commercial area in the community,” with 24 percent strongly agreeing and 37 percent agreeing. The two statements with the greatest amount of disagreement were: “there are very few commercially blighted properties,” with 8 percent strongly disagreeing and 24 percent disagreeing, followed by “it should be a goal to expand the industrial area in the community,” with 12 percent strongly disagreeing and 15 percent disagreeing (Figure 12-5).

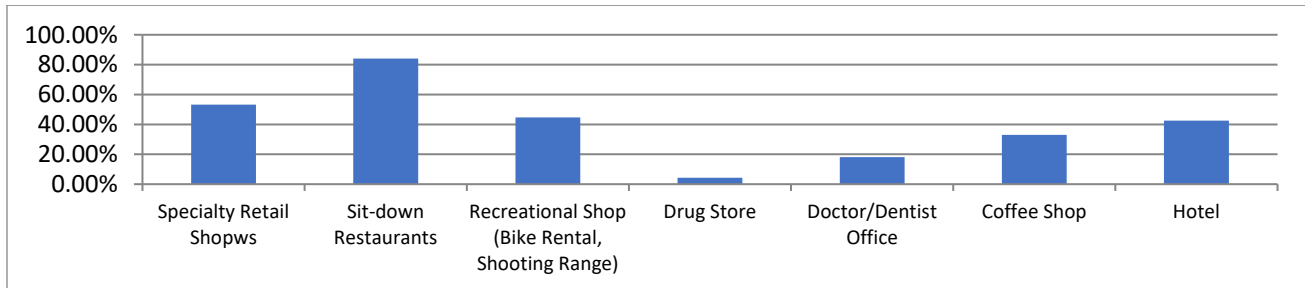
Figure 12-5: Opinions on Non-Residential Issues



Commercial Questions

The focus of this questions was on Vienna Road and the types of commercial businesses respondents would like to see added to that commercial corridor. The overwhelming majority (84 percent) would like to see more sit-down restaurants in the village. This was followed by 53 percent of respondents who would like to see more specialty retail shops. Drug stores were the least preferred commercial amenity at only 4 percent of responses (Figure 12-6).

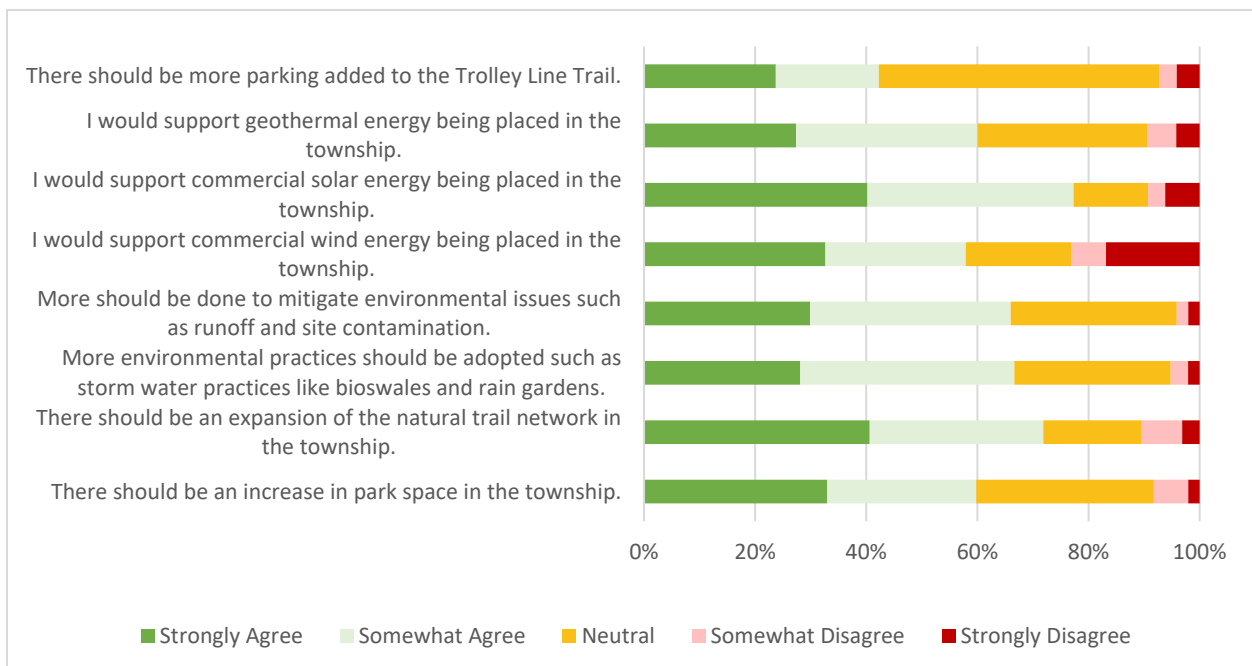
Figure 12-6: Commercial Preferences



Environmental Questions

There were eight statements posed to respondents regarding the environment. Respondents were asked to identify how they felt about each statement on a scale of strongly disagree to strongly agree. The three statements with the greatest amount of agreement were: “I would support commercial solar energy being placed in the township,” with 41 percent strongly agreeing and 37 percent agreeing, followed by “there should be an expansion of the natural trail network in the township,” with 41 percent strongly agreeing and 31 percent agreeing,” followed by “more environmental practices should be adopted such as storm water practices like bioswales and rain gardens,” with 28 percent strongly agreeing and 39 percent agreeing. The statement with the greatest amount of disagreement was, “I would support commercial wind energy being placed in the township,” with 17 percent strongly disagreeing and 6 percent disagreeing (Figure 12-7).

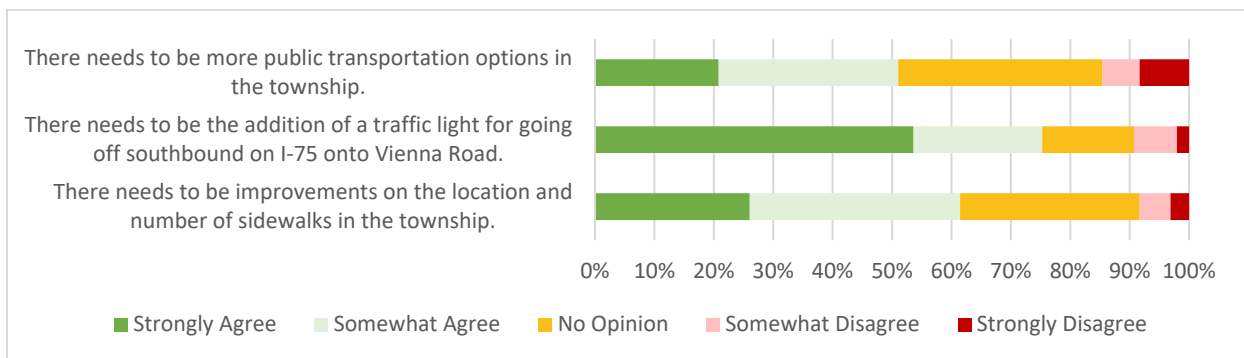
Figure 12-7: Opinions on Environmental Issues



Transportation Questions

Respondents were given three statements regarding transportation in Vienna Charter Township and asked to identify how they felt on a scale of strongly disagree to strongly agree. The first statement was, “there needs to be improvements on the location and number of sidewalks in the township,” with a slight majority of respondents agreeing at 26 percent strongly agree and 35 percent agreeing. The second statement was, “there needs to be the addition of a traffic light for going off southbound on I-75 onto Vienna Road,” with overwhelming agreement at 54 percent strongly agreeing and 22 percent agreeing. The last statement was, “there needs to be more public transportation option in the township,” with the largest number of respondents reporting no opinion at 34 percent and a slight majority agreeing with 22 percent strongly agreeing and 30 percent agreeing (Figure 12-8).

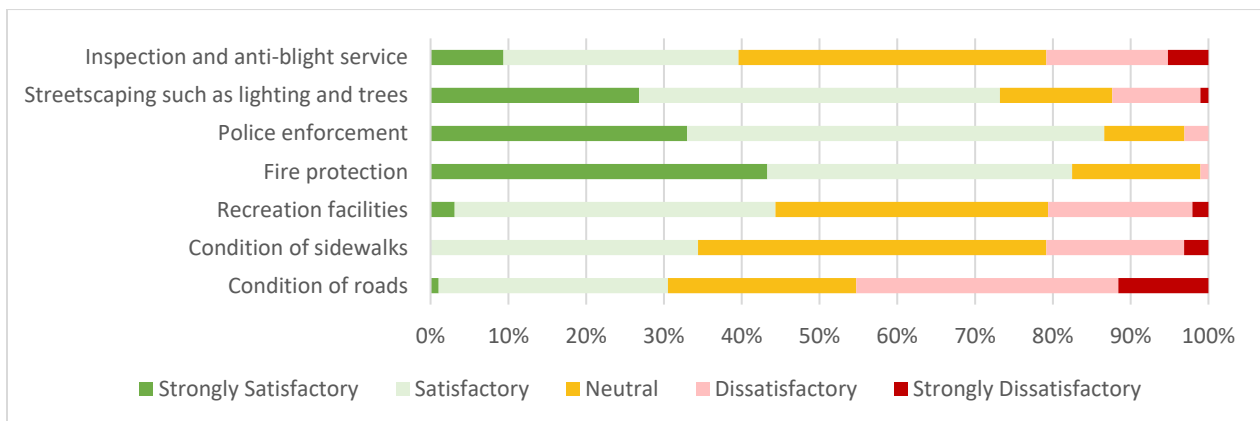
Figure 12-8: Opinions on Transportation Issues



Community Services

The community services section asked respondents to rank the performance of seven different items ranging from police enforcement to the condition of roads. The top three services with the highest satisfaction were police enforcement with 33 percent strongly satisfied and 54 percent satisfied, followed by fire protection with 43 percent strongly satisfied and 39 percent satisfied, followed by streetscaping (lighting and trees) with 27 percent strongly satisfied and 46 percent satisfied. The service with the greatest amount of dissatisfaction was the condition of roads with 12 percent strongly dissatisfied and 34 percent dissatisfied compared to only 1 percent strongly satisfied (Figure 12-9).

Figure 12-9: Opinions on Community Services



Master Plan Open House

Another strategy the township undertook to get public input was to hold an open house. As part of the open house, the Planning Commission picked topics to explain and obtain priority from the community. ROWE developed boards to explain the various topics. With the boards was a survey to fill out. In an attempt to be adaptive, we had available both the open house and survey on the website. In addition, for several weeks the boards were on display at the Clio Senior Center with a survey. With these efforts, we were able to obtain 18 responses.

Agricultural

Vienna Township is a combination of agricultural land with urban core around the City of Clio with the three main commercial corridors. The first topic is residential focused on open space preservation, cluster housing, missing middle housing, and accessory dwelling units. The first question was to ask how important it is to preserve open space and rural atmosphere. A majority (78 percent) find it is very important to important to maintain. In an effort to address preserving open space offered were four strategies whose results are shown below (10 is ranked the highest). The most supported preservation method was to require new subdivisions to have one tree in each lot (8.6 ranking) and consider adding a zoning ordinance requirement to have setbacks from natural features like wetlands, water courses, and other natural features (8 ranking), shown in Figure 12-10.

RESIDENTIAL

OPEN SPACE PRESERVATION

- "Open Space" is mostly undeveloped land that both preserves natural space. It can be used to provide recreational amenities such as walking/biking trails to protect the environment and provide outdoor recreation opportunities to residents.

WAYS TO MAINTAIN A RURAL FEEL WITH PROMOTING OPEN SPACE:

- Requires tree plantings in new subdivisions. Trees provide for many financial benefits such as converting CO2 to oxygen, providing shade, decreasing damage of ice off etc. It can also make a newly constructed subdivision look more consistent with other residential areas in the township.
- A wetlands setback helps to prevent encroaching upon protected wetland areas from pollution or being built on.
- Limit where utilities can be expanded. By limited the access to public utilities, it limits the density that would be allowed in that area. Without access to public utilities, the lot generally have to be larger to adequately provide space for a well and septic system.

CLUSTER HOUSING

- Cluster housing is a style of residential construction where homes are grouped together and the extra land is used as open space.
- Explore cluster housing to encourage higher-density development along with open space preservation.
- Amend the zoning ordinance to incentivize developers to build cluster housing.

THE MISSING MIDDLE

- Modify the zoning ordinance to permit and encourage "missing middle" style housing by right in residential zoning districts.
- Missing Middle includes: duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, townhouses, multiplexes, and live-work environments.
- Encourage these types to vary in amenity, size, cost, accessibility, etc. to meet the diverse needs of the community.
- Live/Work Environments are where the owner or renter live and operate a business in the same unit. Also called mixed-use, where the street-front levels are retail establishments or other small businesses, and the upper levels are occupied by other renters and/or owners.

ACCESSORY DWELLING UNITS

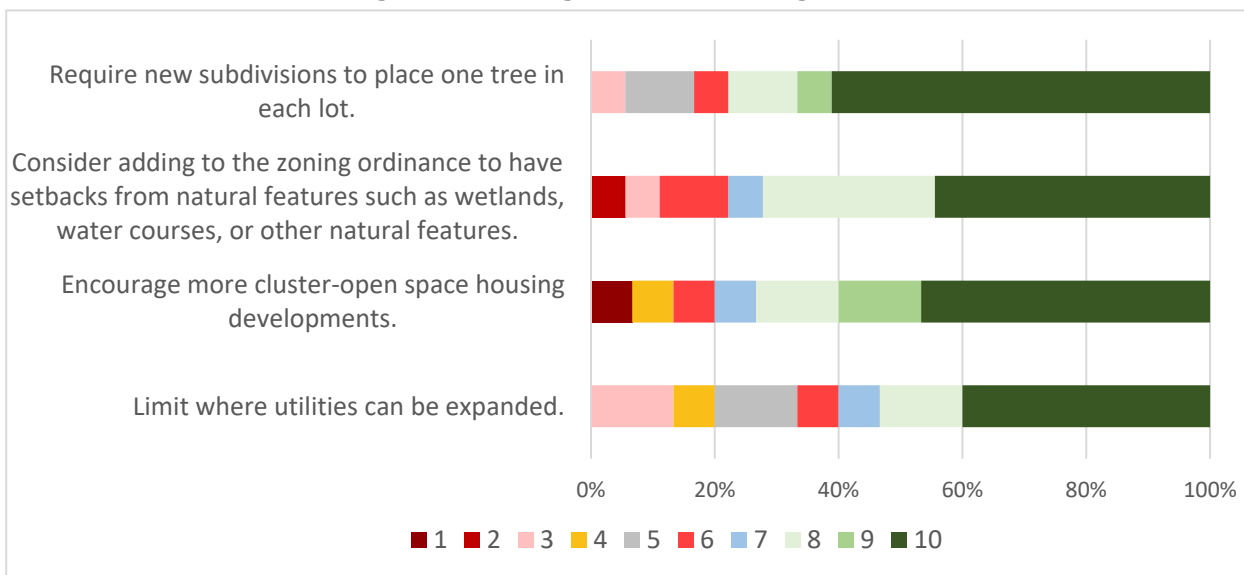
- This would be allowing the conversion of an accessory building to be a dwelling unit.
- This provides more income to the property owner to be able to rent out the same.
- Can provide an alternative to family to take care of grandparents.
- But, it can directly impact the character of the neighborhood by doubling the number of vehicles or people living in an area.

SENIOR HOUSING

- Explore different types of senior housing options in locations that will best service the needs of senior residents within the township.
- Help provide guidelines on home modifications to make houses more accessible for senior residents.

Planning by: **ROWE PROFESSIONAL SERVICES COMPANY** 2020

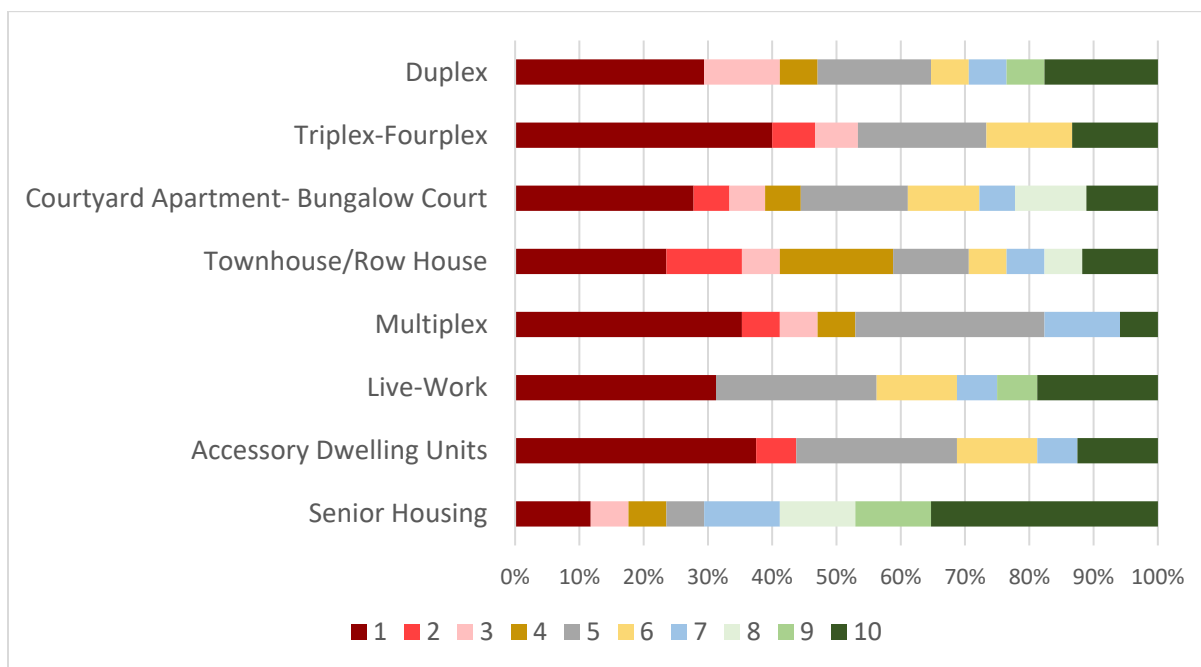
Figure 12-10: Agricultural Strategies Ranked



Residential

We asked how important it was to provide housing options outside of conventional single-family homes. Half find that it was very important to important, 22 percent were neutral, and 28 percent find it not very important to not important at all. The alternative housing types offered include duplex, triplex/fourplex, courtyard apartments or bungalow court, townhouse and row houses, multiplex, live-work, accessory dwelling units, and senior housing. The different types of housing were ranked 10 to 1 (10 being the highest score). The top two types supported include senior housing (7.2) and live-work (5.2). The two least supported types include triplex/fourplex (3.9) and multiplex (3.8) shown in Figure 12-11.

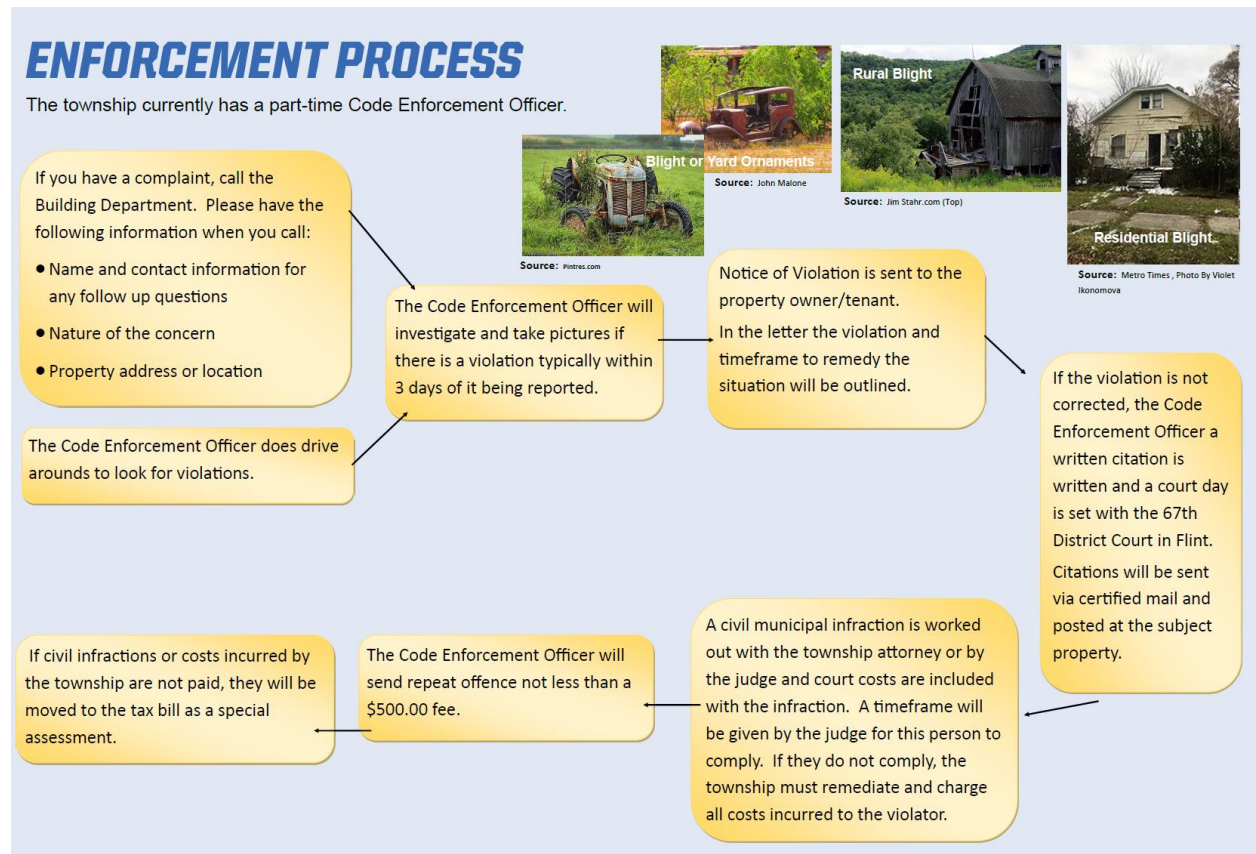
Figure 12-11: Alternative Residential Housing Ranked



Enforcement

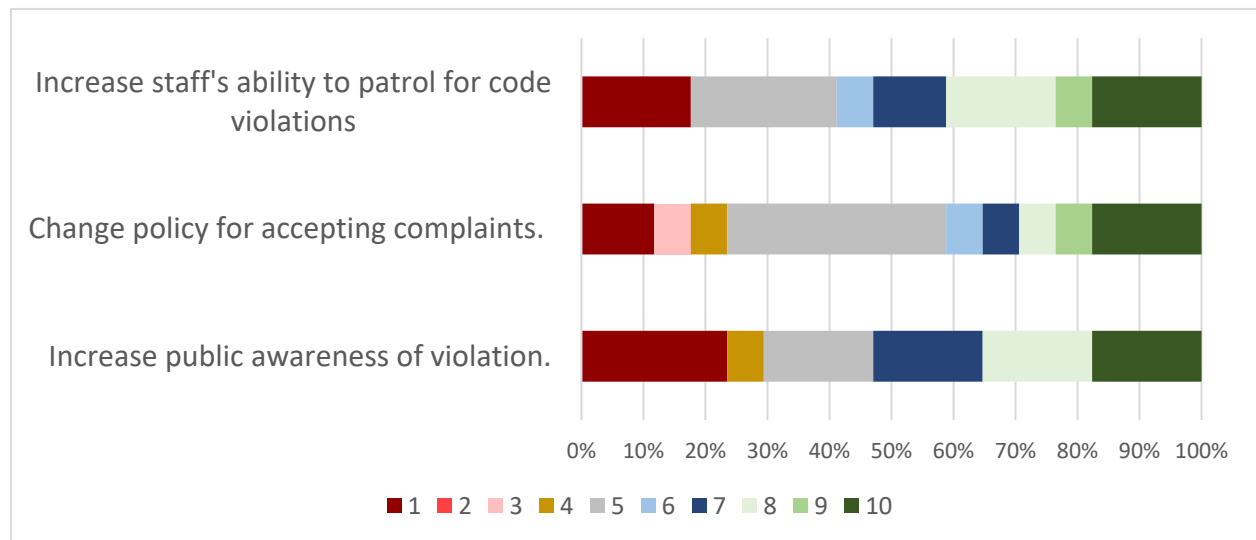
The enforcement board explained the current process and talked about residential and commercial growth. The importance of closely monitoring and stringent enforcement of building, zoning, and maintenance codes in commercial areas was very important to important to the majority (approximately 88 percent). The same question was asked for residential areas where it was slightly less favorable at 82 percent. The same question was asked for rural areas of the township where it was even less favorable at 64 percent. This would indicate that enforcement in less populated areas like rural is not as important.

Provided below is the enforcement process in Vienna Township. The process is either started by a complaint or observed by the township. After an initial notice is issued, they have a certain timeframe to come into compliance. If the situation is not remedied, a written citation will be issued and could result in a civil municipal infraction.



As part of the goal to address code enforcement, we provided three strategies to improve enforcement. Respondents were asked to rank these strategies 10 to 1 (10 being the most appropriate/effective) as shown in Figure 12-12.

Figure 12-12: Enforcement Strategies Ranked



The final part of the enforcement section was asking for additional ways to consider changing code enforcements summarized below:

- There is no evidence that code enforcement exists.

- Looking at Clio as someone who considered moving here there are tailers and junk in driveways and yards, would cause me to search for another community to live. It is embarrassing to live next to.
- There is not enough enforcement on run down area that should be addressed often on rentals that are in really bad shape.
- People should not have to provide their name to file a complaint to prevent people from complaining. I have heard people’s names get leaked. Residential homes need attention. Watch for junk cars to not be left in the driveway and ensure enforcement is not playing favorites.
- We must keep properties well maintained to encourage good growth in rural and business locations. Enforcement should be done even if there is not a complaint.
- No one knows the complaint process. The township does not work well with the people they are supposed to represent.
- Enforcement is too strict.
- Just need to fair across the board.

Commercial

The commercial topic board involved what type of development should take place along the three major commercial corridor including Linden, Vienna, and Saginaw Roads. All respondents found it was very important or important to ensure there is compact commercial use areas rather than strung out haphazardly along a major thoroughfare. For the three corridors, respondents were asked to rank reach development options 1 through 10 (10 a top priority).

For Linden Road, we provided three options on how development could occur and asked them to rank which option they thought was a higher priority. As listed below, most support infill and limiting the commercial area along Linden Road.

- Rank 5.8 – Infill vacant properties and limited growth to have commercial uses.
- Rank 5.12 – Development of the entire corridor as the market will allow.
- Rank 4.63 – No additional commercial development.

For Vienna Road, there were three different options for respondents to select. As listed below, the most supported option was to fill in more commercial development rather than residential, but keep the corridor similar to what it is now.

- Rank 6.53 – Fill in more commercial development rather than residential by keeping the corridor similar to what it is now.

COMMERCIAL

LINDEN ROAD

Linden Road has a collection of various retail commercial uses, restaurants, professional offices, and auto repair shops. Other non-commercial uses along this road include agricultural land, vacant undeveloped land, and single-family homes, specifically halfway to Field Road and beyond and past Wilson Road.

- No additional commercial growth — Based on the zoning map commercial development along Linden Road would be limited to the areas within the yellow lined area.
 - This would restrict infill development along the west side of Linden Road to infill between the two major retailers Walmart and Menards.
 - Would convert a few single family home properties and agricultural/vacant land.
 - Would provide prime property viewable from I-75 to be developed.
- Infill and limit commercial development — Based on the recommendations of the Target Market Analysis the grow would not go beyond the red-dash line.
 - Would allow for prime property that is viewable and has easy access to I-75 to be developed near other established areas.
 - It is recommended to have non-retail commercial uses. (Single new businesses, anchors, and employers can develop built-to-suit structures or convert vacant facilities through adaptive reuse.)
- Allow commercial development to go as the market demands.

VIENNA ROAD

Vienna Road is under the jurisdiction of Michigan Department of Transportation (MDOT). Vienna Road has direct access onto and off of I-75 and goes through the City of Clio. There are clusters of commercial and

- Stay the Same — Clusters of commercial with pockets of residential
- Increase the density of commercial development and allow mixed uses.
 - Near the I-75 interchange, it is a prime location for a traditional retail, fitness center, hotel & conference center, attached for-lease housing, and business center/working/work share space for resident workers and employers.
- Fill in more commercial development rather than residential but keeping the corridor similar to what it is now.

SAGINAW ROAD

Saginaw Road has a collection of single-family residential, non-retail residential, industrial, agricultural, and vacant land. This corridor is particularly challenging due to the existing established uses along this corridor.

- Stay the Same — Continue to encourage a mixture of auto-related commercial development to focus along this corridor.
- Infill vacant properties to have non-retail commercial uses — Keep residential where it currently exists, but infill with offices that are usually less intense.
- Encourage nodes for retail commercial uses — Encourage certain intersections to have retail uses, while the remaining portion of the corridor is encouraged to have non-retail commercial.
- Encourage expansion of the commercial area — Encourage that single family homes along Saginaw be converted to non-retail commercial uses.
 - Feel free to use more than one strategy

What is Mixed Use?

- Mixed Use is a blending of residential, commercial, cultural, institutional, and/or entertainment uses into one space.
- Mixed Use development has many benefits including: more efficient use of the land

Non-Retail Commercial Uses

- Applications approved the premises will not be used to sell goods or services to the public, but will still be used for business purposes (e.g. offices, warehouses)

City of Clio

Recommendations for the Vienna Corridor, between County M Target Market Analysis, Street View Street View, and Maps, Inc.

Source: Google Maps & Genesee County GIS Department

Planning by **ROWE PROFESSIONAL SERVICES COMPANY** 2020

- Rank 5.73 – Stay the same – Cluster of commercial with pockets of residential.
- Rank 5.13 – Increase the density of commercial development and allow mixed uses.

The final corridor that was evaluated with scenarios was Saginaw Road where there were four to select from. Below are the ranked results; the most supported option was to encourage nodes for retail commercial uses.

- Rank 6.53 – Encourage nodes for retail commercial uses.
- Rank 6.19 – Encourage expansion of the commercial areas.
- Rank 5 – Infill vacant properties to have non-retail commercial uses.
- Rank 4.71 – Stay the same – continue to encourage a mixture of auto-related commercial development to focus along this corridor.

Redevelopment Opportunities


Three specific commercial sites were selected as prime redevelopment and development opportunities. These three areas include the Kmart Plaza near I-75 and Vienna Road, Clio Square Plaza on Vienna Road closer to the City of Clio, and Circus Park along I-75 and Wilson Road. All strategies were given a rank between 1 to 10 (10 the most appropriate/effective).

For the first property the Kmart Plaza, we offered five different amenities that might be a good fit in this area. The Kmart Plaza is located on the northeast corner near I-75 and Vienna Road. As the name would imply, there used to be a Kmart in this location as the retail anchor. The most favorable option was an anchor retail store (ranked 8.86); the next two top ranked included hotel conference center (7.19) and built to suite fitness center (6.69). The least supported options include mixed use development (residential/commercial) (5) and attached housing units (3.87).

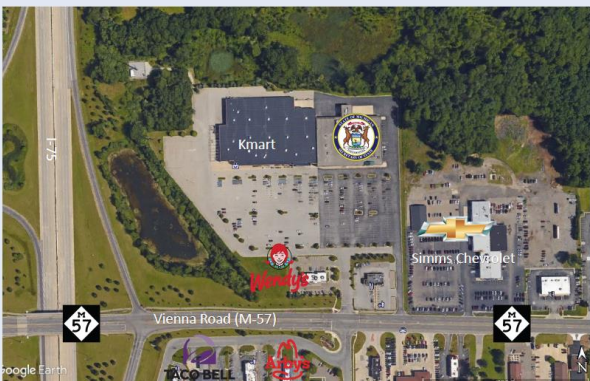
KMART PLAZA


- This commercial plaza is an auto centric plaza with a mixture of retail and office uses such as Big Kmart (now closed), Secretary of State, Hurley, Perfect Fit Bridal, etc.
- This property has connection to the out-lots along Vienna Road and its own light to exit and enter the plaza.

**Mixed
Use**




Source: <http://www.tamalpaiscommons.com/property/mixed>






Source: Google Maps



Source: Google Maps



Source: Radisson Hotel Kalamazoo

For the Clio Square Plaza, we offered seven different items. The Clio Square Plaza is located on the south side of Vienna Road closer to the City of Clio. The top three supported options include (ranked 7.3) neighborhood grocery store with deli and pharmacy, (7) internet café, and shared workspace/incubator space (6.07). The four remaining options included (5.8) convenience store, (5.8) relocation of Extreme Go-Kart, (4.6) mixed use development (residential and commercial), and (3.7) attached housing units.

CLIO SQUARE PLAZA

- This existing traditional commercial plaza has a variety of tenants for office, entertainment, and retail. A portion of the commercial complex is vacant. This property is primarily located along Vienna Road right outside the City of Clio.



Source: Internet café and library on the Golden Princess cruise ship.



Source: Monitor. Development percolates on University Ave as Green Line Opening Announced By Goodwill, Easter Seals

Internet Café

- Is a café, convenience store, that provides internet access to the public, usually the fee to use the computer is time based.
- Sometimes this can include renting meeting space

Shared Work Space

- Several companies share common administrative amenities such as equipment, utilities, receptionist, custodial services, meeting space, or provide an alternative to working from home.

The final location was the Circus Park area where we offered four different development options to rank. The Circus Park area is located along I-75 and Wilson Road. The top two options include a medical campus ranked 7 and detached single family housing (4.9). The least supported options include cottage style housing and lease attached townhouses and lofts, both ranked at 4.8. It would appear it is still desired to have this area be more commercial/office in nature rather than residential.

CIRCUS PARK

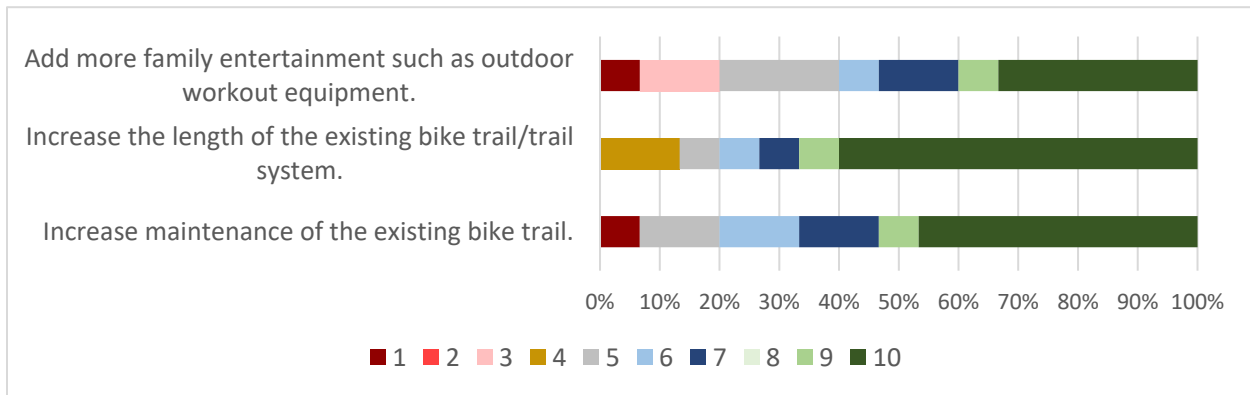
- The majority of the property is utilized as agricultural property, near I-75 just north of Wilson Road. At one point, this property was intended to be a health complex. The existing Shriners Temple include banquet facilities.



Transportation

The final board was transportation including topics of expanding biking and walking trails, promote recreation family entertainment, improve road quality, and provide convenient mass transportation. One of the first questions for this section was how important it is to continue to work on improving the non-motorized network in the township. The mass majority found it was very important or important (84.5 percent). Respondents ranked three strategies based on high priority versus low priority to improve the trails shown in Figure 12-13.

Figure 12-13: Trail Improvements Strategies



All respondents found road quality very important or important. Two strategies offered to improve road quality were to work with transportation organizations like Michigan Department of Transportation (MDOT) and Genesee Road Commission to provide necessary level of services and explore the township leveraging funds to help prioritize roadways with the county. Both were very well supported with ranked scores over 8.2 out of 10 (10: appropriate/effective).

STUDY AND IMPROVE ROAD QUALITY

GCMPC has rated the condition of most roads in Vienna Township as Poor or Fair. These roads were assessed for their condition in 2016.

- **Good road condition** means the road surface is in new or like-new condition, or has some minor cracks and seals in the asphalt. They do not require much more than normal maintenance.
- **Fair road condition** means the road surface shows some wear or aging; these are prime candidates for capital preventive maintenance such as crack sealing or thin overlay to prolong the life of the road.
- **Poor road condition** means the road surface is reaching the end of its life; most cost effective repairs include rehabilitation and reconstruction.

Source: Genesee County Metropolitan Planning Commission

2016 PASER Survey

2016 PASER Survey Results:

- Good (8 to 10): 41%
- Fair (6 to 7): 37%
- Poor (1 to 5): 22%

GOOD
FAIR
POOR

Public transportation results varied greatly regarding support to have more public transportation services. Of respondents, 53 percent found it was very important and important, while 27 percent were undecided and 20 percent was not very important and not important at all. Of all the priorities discussed, this was the lowest priority. The two strategies to improve public transportation offered include expanding the existing bus route to come into Vienna Township/City of Clio and having a transit stop in Vienna Township for the Saginaw Regional Route to Birch Run Township/Saginaw. Both of these were ranked slightly favorable at 5.8 (expand bus route) and 5.9 (add transit stop).

The final part of the open house survey asked if there were any additional comments. A summary of those comments is listed below:

- Add no longer term parking on lawns in subdivisions, limit to one travel trailer or boat in the yard and enforce garage sale and political signs.
- Would like to see commercial areas expanded, but want to protect wetland and waterways. There needs to be more senior housing and smaller business shops and boutique in the area.

- I wonder what will be happening with the Edgerton school building in two years.
- Changing some of the ordinances to accommodate everyone not just a few.
Improvements of the roads and changing Saginaw Road back to what it was.
- Try and keep us more rural, but bigger city feel.

Chapter 13. Goals, Objectives, and Strategies

General

Goal: The township has a transparent, fiscally responsible, and reliable government.

1. To promote public involvement and access to local government, in order to gather public input on basic policy issues.

Strategies:

- Continue to use and update the Capital Improvement Plan (CIP).
 - Conduct a five-year review of the master plan every five years.
 - Continue to collaborate with the Clio school district.
2. To ensure public information on governmental procedures is readily available to the public.

Strategies:

- Keep the website up to date with information.
 - Explore using social media.
 - Create a procedural manual with flow charts to hand out to the public.
3. To continue to support various Township public safety services.

Strategies:

- Continue to support and participate in the Clio Area Fire Department.
- Continue to support and work with the Genesee County Sheriff Department.

Recreation and Environment

Goal: The township provides adequate land and facilities to meet the current and future recreation needs of Vienna Township for all ages.

1. To evaluate a site to provide a community park on the west side of the township.

Strategies:

- Acquire at least 40 acres of land that has scenic and natural features as well as characteristics that would enable part of it to be improved for active recreation facilities.
2. To maintain and improve a system of Bike Trails that will serve Township residents with an internal recreation trail and that will connect with other nearby trails, thereby permitting access to county-wide trails and recreations facilities.

Strategies:

- Provide funds for active maintenance and improvement of the trail system.
 - Explore extending the trail to the west Township boundary either along Vienna Road or along stream bed or alternate attractive setting.
3. To provide recreation facilities and services that meet the need of all Township residents.

Strategies:

- Regularly poll community residents as to what types of recreation facilities they would like to see in the township.
- Design and install recreation facilities for the disabled person in Township parks.
- Continue to expand the township trail system, so that parks can be accessed by those without access to motorized transportation. The next step should be to extend the system to the western boundary of the township.
- Working on implementing Vienna Township's Parks and Recreation Plan.
- Continue to work with state, county, and local resources and volunteer organizations to improve the recreation system in Vienna Township.
- Continue to support local recreation activities provided by the Youth Sports Complex and senior center.

Goal: The township has an abundance of natural features throughout.

1. To protect natural features.

Strategies:

- Consider adding to the zoning ordinance to have setbacks from natural features such as wetlands, water courses, or other natural features.
- Consider adding to the zoning ordinance tree retention credits or replacement credits.
- Consider adding to the zoning ordinance to encourage the use of best storm water practices like bioswales and rain gardens.

Residential

Goal: The township has strong single-family home character and rural-suburban atmosphere, while providing a variety of new, high quality housing types and protecting the natural features of the township.

Objectives

1. To maintain and enhance the residential character of existing neighborhoods.

Strategies:

- Continue to follow a policy of stringent code enforcement in all residential areas.
- Explore options adequately regulate RV or similar large recreational vehicles.
- Encourage street tree planting in residential areas such as considering requiring trees in the subdivision control ordinance.
- Explore being part of the Tree City USA program by Arbor Day Foundation.

- Promote the use of entrance details such as signs, lighting, and landscaping in all existing neighborhoods to strengthen the sense of neighborhood identity by evaluating the zoning ordinance.
 - Encourage self-initiative in upgrading property by exploring various programs available to residents like the Genesee County Home Improvement Program or beautification contest.
2. To preserve open space and the rural atmosphere of the township.

Strategies:

- Continue to review what level of density is acceptable in certain areas of the township.
 - Provide greater incentives for the preservation of open space by reviewing the zoning ordinance.
3. To provide appropriate areas for housing other than conventional single-family homes.

Strategies:

- Explore the addition of missing housing types such as tri-plex, four-plex, other attached housing styles like row houses to the zoning ordinance.
 - Evaluate in the zoning ordinance where other residential housing types are permitted or allowed under a special land use.
4. To provide new residential areas that will meet the short- and long-term needs of Township residents.

Strategies:

- Promote the construction of housing that appeals to a wide range of people and meets the needs of all Township residents by evaluating the types of housing that is allowed in the zoning ordinance.
- Assure that new development is built to high standards to protect the health, safety, and welfare of current and future residents.
- Assure single-family areas are protected by providing adequate setback requirements for multiple family and non-residential developments by evaluating the zoning ordinance.
- Require in the subdivision control ordinance and zoning ordinance the creation of stub streets within proposed subdivisions to allow for the interconnection of different neighborhoods as they develop.
- Explore higher density residential styles such as accessory dwelling units.

Commercial

Goal: The township provides for the regional and immediate needs of consumers with a diversity of concentrated commercial areas.

1. To encourage the development of compact commercial use areas, rather than development strung out haphazardly along major thoroughfares or as spot development.

Strategies:

- Evaluate the future land use map to see if it is appropriate to reduce the amount of commercial zoning along Saginaw Road.
 - The development of planned, multi-tenant shopping centers, especially at Vienna Road/I-75, instead of unplanned strip development where uses are located on individual parcels.
 - Consolidation of individual uses on separate parcels into more functional multi-use developments by reviewing the zoning ordinance to allow the mixture of uses.
 - Promote the redevelopment of property and infill development along commercial corridors by evaluating zoning ordinance requirements and the future land use map.
2. To provide for compatible land use relationships between commercial and other uses.

Strategies:

- Avoid the placement of commercial uses next to single-family residential areas.
 - Properly screen commercial uses from residential areas by reviewing the requirements in the zoning ordinance.
3. To continue to work on retaining existing commercial businesses and recruiting new commercial business in the township.

Strategies:

- Continue to work with the Business Development Authority (BDA), Clio Chamber of Commerce, Pure Michigan, and other economic development organizations/partners to retain and recruit new businesses.
- Continue to evaluate the zoning ordinance to ensure that emerging uses to provide applicant direction on the requirements.
- Explore and encourage more sit-down restaurants, specialty retail shops, recreational shops (bike shops), coffee shops, and hotel.
- Continue to promote and use the Michigan Small Business Development Center with Kettering University.
- Work to implement the recommendations in the Target Market Analysis.
- Encourage destination businesses to be located on Saginaw Road.

Goal: The township has quality built and aesthetically pleasing existing and future commercial areas.

1. To encourage the design and layout of commercial uses in Vienna Township that reflect thorough and careful analysis of the site and creative efforts to improve aesthetics.

Strategies:

- Encourage architecture that is clean, uncluttered, and unique, by creating architectural design standards in the zoning ordinance.
- Evaluate the type, number, location, height, and size of commercial signs allowed in the zoning ordinance.
- Evaluate the zoning ordinance to require the desired level of landscaping and screening of parking, loading, and storage areas in order to provide visual relief from large, paved areas and unsightly activities.

- Require waste receptacles to be placed behind buildings and shielded with a retaining wall or fence in the zoning ordinance.
 - Evaluate the landscaping and setbacks requirements to ensure it convey a sense of spaciousness and compatibility with natural features in the zoning ordinance by having performance zoning requirements that provide incentives.
2. To closely monitor and stringently enforce building, zoning, and maintenance codes in commercial areas.

Strategies:

- Renovate or repair buildings, signs, landscaping, or parking areas that are deteriorating.
- Closely monitor changes in business use in existing buildings to be certain that new uses are in compliance with Township building and zoning codes by reviewing when a zoning permit is required when there is a “change in occupant”.
- Strictly enforce requirements set forth in the Zoning Ordinance.
- Adopt an anti-blight ordinance, if there can be a commitment to enforcement.
- Evaluate nonconforming uses/nonconforming structures.

Industrial

Goal: Industrial development is developed in such a manner that increases the community’s tax base, results in proper land use relationships, and does not negatively impact the surrounding environment.

1. To keep the development of new industry from detracting from the overall quality of life in Vienna Township.

Strategies:

- Evaluate the zoning ordinance to physically and visually protect adjacent land uses from the intrusion of industrial land use.
 - Cluster industrial areas to prevent adverse effects on the environment or rural character of the township.
 - Strictly enforce codes and regulations applicable to industrial areas. This includes close monitoring of industries that may be using or storing hazardous chemicals or toxic materials.
2. To ensure that new industry conforms to the design guidelines set by the BDA plan.

Strategies:

- Evaluate the zoning ordinance to require the screening of materials storage, loading areas, and trash receptacles.
- Provide incentives to attract light manufacturing and research firms. These would be best suited to Vienna Township, because such firms generally produce low levels of waste, noise, and traffic, as well as air and water pollution.
- Continue to partner with the BDA.

Thoroughfares

Goal: The township has a traffic circulation system that safely and efficiently serves residents and businesses within the township.

1. To improve the ability of major and secondary thoroughfares to fulfill their primary function: to carry high volumes of traffic within and through the township as smoothly as possible.

Strategies:

- Review the zoning ordinance to encourage elimination of unnecessary curb cuts to existing uses and minimize the number of curb cuts for new uses.
- Promote access to nonresidential corner lots by way of side streets rather than directly from the major or secondary roads.
- Review the zoning ordinance to likewise discourage the placement of curb cuts in close proximity to existing drives on both sides of the street.
- Review the zoning ordinance to encourage shared drive arrangements and connection of adjacent parking lots.
- Review the zoning ordinance to discourage interference from parking spaces and building entrances with vehicular entrances to sites.

2. To improve the appearance of all streets through beautification measures.

Strategies:

- Consider adding to the zoning ordinance to require right-of-way trees.
- Continue to support the BDA efforts to improve streetscaping.

3. To actively pursue a boulevard cross section for Linden Road.

Strategies:

- Review the 2000 Vienna-Linden Conceptual Site Plan and develop a new corridor design that considers newer development along Linden Road.
- Meet with stakeholders along Linden Road to collect input on proposed road designs.

4. To provide means for turn-around on dead-end residential streets.

Strategies:

- Explore connect parallel dead-end streets through right-of-way acquisition where possible.
- Where connections are not possible, provide cul-de-sacs. Where right-of-way is insufficient, provide "T" turn-arounds.
- Urge the county to vacate portions of streets that are not needed to provide more open space and eliminate excess right-of-way.
- Evaluate the requirements in the subdivision control ordinance.

5. To continue to work with transportation organizations such as MDOT and Genesee County Road Commission to provide necessary level of services for business owners, patrons, and residents.

Strategies:

- Continue to advocate for an additional traffic light for going southbound on I-75 onto Vienna Road. (Community Survey 75% support this.)

- Continue to advocate for roads in poor condition in the township be repaired by the proper jurisdiction.
 - Continue to explore strategies to get roadways repaired.
 - Explore getting public transportation services provided in Vienna Township.
6. To continue to work on improving the non-motorized network in the township.

Strategies:

- Explore encouragement of the sidewalk network on primary and secondary roadways.
- Consider developing a non-motorized transportation in conjunction with the City of Clio.

Chapter 14. Future Land Use

The Future Land Use Chapter is the culmination of the existing conditions identified in and the goals, objectives, and strategies to provide a long-range vision for Charter Township of Vienna. The plan reflects the future community that is desirable to residents and visitors, conserves existing assets, and ensures that both existing and future conditions will positively affect community development.

Included is a description of the different future land uses for the township, including the types of uses and the criteria for where they should be located. The Future Land Use Map, in turn, serves as a basis for changes in zoning district that best reflect this vision. For this reason, the land use categories of the Future Land Use Map are parallel to the zoning districts.

Agricultural

About half of the 35 sections that make up the township are indicated as agricultural on the master plan. As noted before, the northern and southwestern portions of the township contain the best soils for farming and it is also within these areas that most of the farms that take advantage of the Act 116 farmland protections measures are located. These are sections that are beyond what is considered the potential service area for public utilities. Thus, the intent of the master plan is to limit the change of these areas to urban development as much as possible.

Preserving farmland is not made very probable under our system of land use planning and zoning. Much of the agricultural area has already been occupied by homes that front on the section line roads. Lot sizes shall have a minimum of two acres. This would also help protect open spaces because this density will result in more openness on each lot. An appropriate minimum lot size is 2 acres.

Location Criteria

- The property has prime farmland soils.
- No plans for continuous extension of water and sewage systems.
- Adequate size to accommodate well and septic facilities onsite.

Low Density Single-Family Residential

The intent of this future land use classification is to preserve the rural character but allow more density than the agricultural classification. This classification will protect single-family homes but allow for some agricultural practices. A minimum lot size of 12,000 square feet or 0.2 acres is allowed as this district transitions to the more suburban environment. This would allow a density of 3 dwelling units per acre.

Location Criteria

- The property has prime farmland soils.
- No plans for continuous extension of water and sewage systems.
- Adequate size to accommodate well and septic facilities onsite.

Single-Family Residential

Areas designated as single-family residential are intended primarily for use by single housing units. In addition to typical subdivision development, single-family clusters shall be encouraged to preserve natural features such as woodlots. Within the single-family residential category, other related and compatible uses should be encouraged, which serve the residents of the area without hampering the single-family environment. This would allow a single-family residential density of 5 dwelling units per acre.

Location Criteria

- Shall have municipal water and sewer services.

Multiple Family Residential

This residential land use allows for the development of residential dwellings at a higher density than single-family residential areas. This land use designation is designed to accommodate the development of both multiple family condominiums, such as those found in the medium density residential area, as well as higher density residential units. Multiple family condominium areas would have a density of 7 dwelling units per acre, while multiple family residential areas would have a density of 14.5 dwelling units per acre.

Location Criteria

- Shall have municipal water and sewer services.

Mobile Home

This residential land use designation allows for the development of a mobile home park, otherwise known as a manufactured housing park. However, it should be utilized only where it can be assured that such development will not interfere with the development of cohesive, single-family neighborhoods.

Location Criteria

- This residential area should have direct access to primary roadways for both ease of access and the ease of transporting housing units into the mobile home park.
- Shall have adequate buffers from single-family residential areas and commercial developments.

Transition

These areas are intended for a variety of low-impact uses that are commercial in nature. Appropriate low impact uses can include office services (doctors, lawyers, dentists, finance, etc.), personal services (barber shops, nail salons, etc.), and multiple family developments.

Location Criteria

- Shall provide an adequate buffer from residential areas.
- Shall have municipal water and sewer services.

General Commercial

The intent for this future land use is to provide a diversity of businesses for daily needs of members in the community. Appropriate uses include retail, personal services establishments, office uses, restaurants, and banquet facilities. More intense commercial uses such as hotels,

drive-through establishments, gas stations, and auto repair may be appropriate as a special land use.

Location Criteria

- Located along primary or secondary roadways.
- May connect to municipal water and sewer services.

Shopping Center Commercial

The intent for this future land use is to provide commercial services for a larger consumer population than general commercial. Appropriate uses include the ones described in general commercial, but also include entertainment establishments like movie theaters and bowling alleys. It is appropriate for these establishments to provide additional landscaping and common parking areas to accommodate the higher volume of vehicular and pedestrian traffic.

Location Criteria

- Located along Vienna Road.
- Shall have municipal water and sewer services.

Highway Commercial

The intent for this future land use is to provide commercial services for a larger consumer population and accommodate needs by highway traffic. Appropriate uses include by right hotels, retail, gas stations, auto repair establishments, restaurants, and banks. It is appropriate for these establishments to provide additional landscaping and common parking areas to accommodate the higher volume of vehicular and pedestrian traffic.

Location Criteria

- Located adjacent or nearby the I-75 interchange.
- Shall have municipal water and sewer services.

Office/Research

Office and research areas are primarily along the I-75 corridor. These areas serve high-intensity, high-occupancy uses such as corporate headquarters, executive offices, and technology/research & development firms. This use serves to benefit offices for companies, research organizations, laboratories, research and development, and executive offices.

Location Criteria

- Positioned along the I-75 corridor for clear visual exposure.

Industrial

The industrial category is based on the combination of all industrial uses in the township and promote new industrial development. Industrial facilities can include automotive supplies with manufacturing, offices, and testing facilities, warehousing, trucking facilities, and general manufacturing. Industrial uses will be concentrated in order to prevent scattering.

Location Criteria

- Industrial sites should stay away from the land uses they may adversely affect.
- Access to I-75 and contained within the Business Development Plan areas along Vienna Road and Saginaw Road.
- Adequate buffering from residential uses shall be provided.

Planned Unit Development (PUD)

The intent of this future land use classification is to provide flexible regulation to encourage innovative layout and combination/mixture of land uses. This can provide efficiency of land use, adequate access to water and sewer services, needed redevelopment and open space. Land uses include mixed use allow residential and commercial uses, or a combination of commercial and industrial uses.

Location Criteria

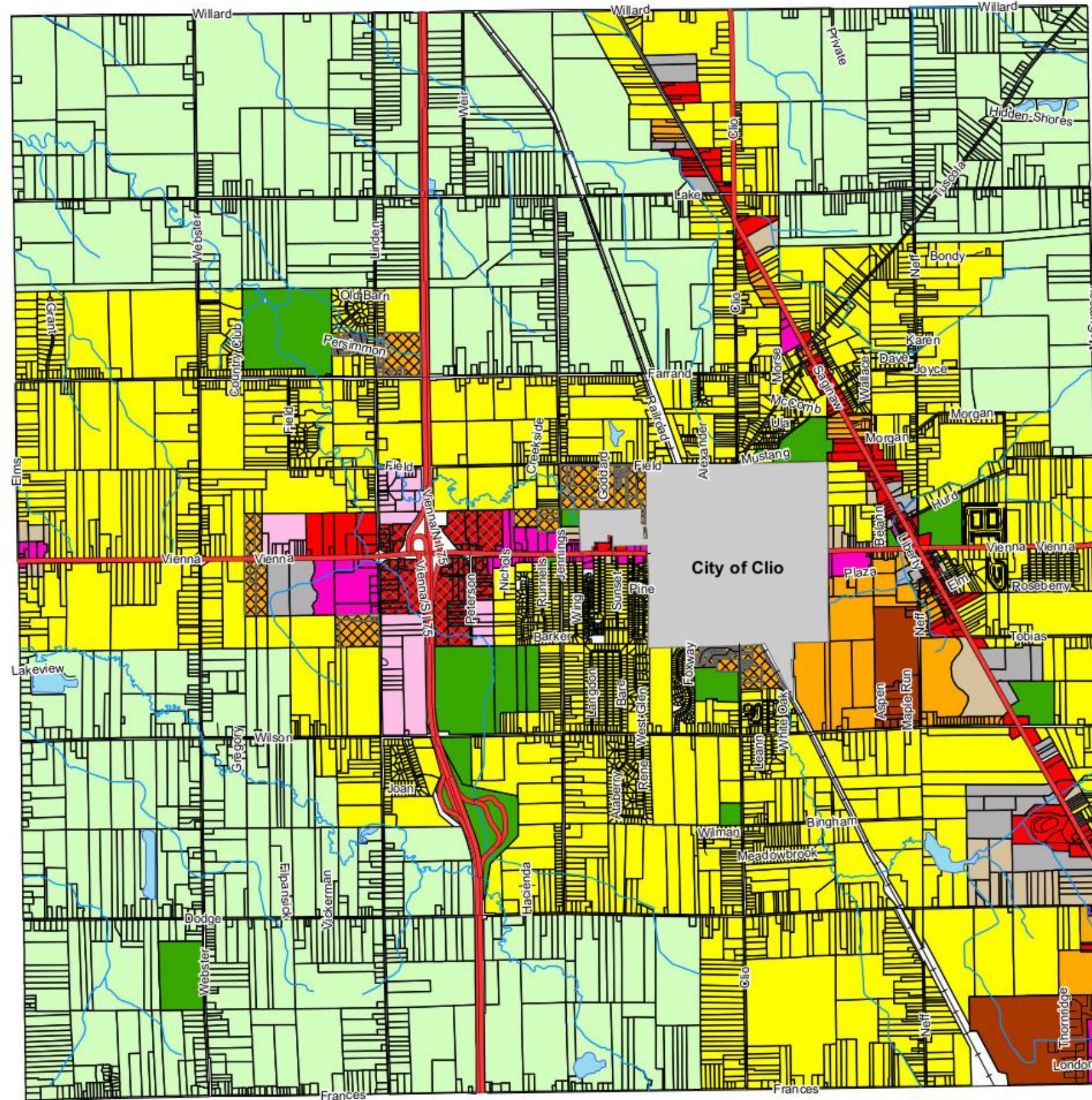
- Shall have municipal water and sewer services.
- Located along primary or secondary roadways.

Public/Quasi-Public

Public/Quasi-Public uses include all uses that are property of a government function (municipal, state, or federal) and land that is privately-owned but provided for the public benefit. Uses that would fall under the public/quasi-public jurisdiction include the township's schools, recreation areas as designated under the Clio Area Recreation Plan, and any other publicly-owned land not used for recreation, such as utility easements and right-of-ways. Quasi-public uses can include privately-owned community centers and parks, and places of worship.



Map 14-1: Future Land Use



Legend

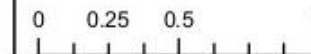
- State Roads
- Rivers
- Roads
- Railroad
- Water Bodies
- City of Clio
- Vienna Township

Future Land Use

- Agriculture
- General Commercial
- Industrial
- Highway Commercial
- Medium Density Residential
- Mobile Home Park
- Multiple Family Residential
- Office/Research
- Public/Quasi-Public
- Shopping Center Commercial
- Single Family Residential
- Transition

Date: 10/19/2020

ROWE PROFESSIONAL SERVICES COMPANY
 540 S. Saginaw Street, Suite 200
 Flint, MI 48502



R:\Projects\18C0297\Docs\Master Plan\Maps\Future Land Use Map.mxd

Chapter 15. Implementation Plan

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

Zoning Ordinance

One of the preeminent tools used by communities to reach the goals of their land use plan is zoning. Zoning is a regulatory power given by the state to local townships through the Michigan Planning Enabling Act (MPEA). MPEA authorizes local units to establish zoning ordinances that control the use of property and design of the property. For a zoning ordinance to be effective in implementing a master plan, it must be tailored to that plan. It follows that when a plan is updated, the local zoning ordinance should also be updated to take into account those changes. This section will review proposed components of the township’s current zoning ordinance that could assist the township in meeting its objectives.

Zoning District Use

The future land use classifications in the proposed future land use plan and the proposed district classifications in the proposed zoning ordinance is as follows:

<i>Table 15-1: Zoning Plan</i>	
<i>Recommended FLU and Zoning Ordinance Relationship</i>	
FLU Plan	Zoning Ordinance
Agricultural	AR Agricultural Residential District
Low Density Single-Family Residential	RSA One Family Residential District
Single-Family Residential	RU-1 One Family Residential
	RMC – Multiple Family Condominium District
Multiple Family Residential	RM Multiple Family Residential District
Mobile Home	MHP – Mobile Home Park
Transition	OST Office Service Transition District
Office/Research	OR Office Research District
	C-1 Local Commercial District
General Commercial	C-2 General Commercial District
Shopping Center Commercial	C-3 Shopping Center Commercial District
Highway Commercial	C-4 Highway Commercial District
Industrial	I-1 Limited Industrial District
Planned Unit Development	*Planned Unit Development District*
	I-2 General Industrial District
	P-1 Parking District
Public/Quasi-Public	No current zoning district
Key: *New Zoning District* Remove Zoning District	

The plan proposes to consolidate schools, recreational uses, and public non-recreation land into one Public/Quasi-Public land use category. Creation of a Public/Quasi-Public zoning district would designate land that falls under public jurisdiction, or may not be publicly-owned but is provided for the public benefit such as community centers or places of worship.

The plan also recommends a number of zoning districts to be removed to better reflect a more cohesive use character within the township. The RMC – Multiple Family Condominium district is being removed and combined with the RM Multiple Family Residential District, the C-1 local Commercial District is being removed and combined with the OST Office Service Transition District to simplify uses and districts. The I-2 General Industrial and P-1 Parking districts are being removed as they are not used in Charter Township of Vienna. Finally, the plan proposes adding a Planned Unit Development District as a separate zoning district. This is intended to better control which properties would be ideal for a mixed unit development.

Proposed Changes to the Zoning Ordinance

Below is a list of various changes from Chapter 13 of the strategies that related to reviewing these sections of the zoning ordinance.

Zoning Districts and Map

- Explore and encourage more sit-down restaurants, specialty retail shops, recreational shops (bike shops), coffee shops, and hotel.
- Encourage destination businesses to be located on Saginaw Road.
- Continue to review what level of density is acceptable in certain areas of the township.
- Explore the addition of missing housing types such as tri-plex, four-plex, and other attached housing styles like row houses to the zoning ordinance.
- Promote the construction of housing that appeals to a wide range of people and meets the needs of all township residents by evaluating the types of housing that is allowed in the zoning ordinance.
- Explore higher density residential styles such as accessory dwelling units.
- Provide greater incentives for the preservation of open space by reviewing the zoning ordinance.
- Evaluate in the zoning ordinance where other residential housing types are permitted or allowed under a special land use.
- Assure single-family areas are protected by providing adequate setback requirements for multiple-family and non-residential developments by evaluating the zoning ordinance.
- Require in the subdivision control ordinance and zoning ordinance the creation of stub streets within proposed subdivisions to allow for the interconnection of different neighborhoods as they develop.
- The development of planned, multi-tenant shopping centers, especially at Vienna Road/ I-75, instead of unplanned strip development where uses are located on individual parcels.
- Continue to evaluate the zoning ordinance to ensure that emerging uses provide applicant direction on the requirements.
- Cluster industrial areas to prevent adverse effects on the environment or rural character of the township.

- Strictly enforce codes and regulations applicable to industrial areas. This includes close monitoring of industries that may be using or storing hazardous chemicals or toxic materials.
- Evaluate the zoning ordinance to require the screening of materials storage, loading areas, and trash receptacles.

Site Design

- Encourage architecture that is clean, uncluttered, and unique, by creating architectural design standards in the zoning ordinance.
- Evaluate the type, number, location, height, and size of commercial signs allowed in the zoning ordinance.
- Evaluate the zoning ordinance to require the desired level of landscaping and screening of parking, loading, and storage areas in order to provide visual relief from large, paved areas and unsightly activities.
- Require waste receptacles to be placed behind buildings and shielded with a retaining wall or fence in the zoning ordinance.
- Evaluate the landscaping and setbacks requirements to ensure they convey a sense of spaciousness and compatibility with natural features in the zoning ordinance by having performance zoning requirements that provide incentives.
- Assure that new development is built to high standards to protect the health, safety, and welfare of current and future residents.
- Renovate or repair buildings, signs, landscaping, or parking areas that are deteriorating.

Environment

- Consider adding to the zoning ordinance to have setbacks from natural features such as wetlands, water courses, or other natural features.
- Consider adding to the zoning ordinance tree retention credits or replacement credits.
- Consider adding to the zoning ordinance to encourage the use of best storm water practices like bioswales and rain gardens.
- Properly screen commercial uses from residential areas by reviewing the requirements in the zoning ordinance.
- Evaluate the zoning ordinance to physically and visually protect adjacent land uses from the intrusion of industrial land use.
- Consider adding to the zoning ordinance to require right-of-way trees.
- Encourage street tree planting in residential areas such as considering requiring trees in the subdivision control ordinance.
- Explore being part of the Tree City USA program by Arbor Day Foundation.
- Promote the use of entrance details such as signs, lighting, and landscaping in all existing neighborhoods to strengthen the sense of neighborhood identity by evaluating the zoning ordinance.

Administration

- Continue to follow a policy of stringent code enforcement in all residential areas.
- Explore options adequately regulate RV or similar large recreational vehicles.

- Closely monitor changes in business use in existing buildings to be certain that new uses are in compliance with Township building and zoning codes by reviewing when a zoning permit is required when there is a “change in occupancy”.
- Strictly enforce requirements set forth in the zoning ordinance.
- Evaluate nonconforming uses/nonconforming structures.

Transportation

- Review the zoning ordinance to discourage interference from parking spaces and building entrances with vehicular entrances to sites.
- Review the zoning ordinance to encourage elimination of unnecessary curb cuts to existing uses and minimize the number of curb cuts for new uses.
- Review the zoning ordinance to likewise discourage the placement of curb cuts in close proximity to existing drives on both sides of the street.
- Review the zoning ordinance to encourage shared drive arrangements and connection of adjacent parking lots.
- Review the 2000 Vienna-Linden Conceptual Site Plan and develop a new corridor design that considers newer development along Linden Road.
- Explore connect parallel dead-end streets through right-of-way acquisition where possible.
- Where connections are not possible, provide cul-de-sacs. Where right-of-way is insufficient, provide "T" turn-arounds.
- Urge the county to vacate portions of streets that are not needed to provide more open space and eliminate excess right-of-way.

Other Strategies

Transportation

- Continue to explore strategies to get roadways repaired.
- Explore getting public transportation services provided in Charter Township of Vienna.
- Explore encouragement of the sidewalk network on primary and secondary roadways.
- Consider developing a non-motorized transportation plan in conjunction with the City of Clio.

Recreation

- Acquire at least 40 acres of land that has scenic and natural features as well as characteristics that would enable part of it to be improved for active recreation facilities.
- Provide funds for active maintenance and improvement of the trail system.
- Explore extending the trail to the west township boundary either along Vienna Road or along stream bed or alternate attractive setting.
- Regularly poll community residents as to what types of recreation facilities they would like to see in the township.
- Design and install recreation facilities for disabled persons in township parks.
- Continue to expand the township trail system so that parks can be accessed by those without access to motorized transportation. The next step should be to extend the system to the western boundary of the township.
- Working on implementing Charter Township of Vienna’s Parks and Recreation Plan.

Housing

- Encourage self-initiative in upgrading property by exploring various programs available to residents like the Genesee County Home Improvement Program or beautification contest.

Business Development

- Continue to work with the Business Development Authority (BDA), Clio Chamber of Commerce, Pure Michigan, and other economic development organizations/partners to retain and recruit new businesses.
- Work to implement the recommendations in the Target Market Analysis.
- Provide incentives to attract light manufacturing and research firms. These would be best suited to Charter Township of Vienna because such firms generally produce low levels of waste, noise, and traffic, as well as air and water pollution.
- Continue to partner with the BDA.

Good Governance

- Continue to use and update the Capital Improvement Plan (CIP).
- Conduct a five-year review of the master plan every five years.
- Keep the website up to date with information.
- Explore using social media.
- Create a procedural manual with flow charts to hand out to the public.

Five-Year Strategic Plan

During the master plan process, the township identified a number of implementation strategies it plans to pursue within the next five years. Implementation strategies were taken directly from Chapter 13: Goals, Objectives, and Strategies of this plan. Table 15-2: Five-Year Strategic Plan lists the four action items that should be completed in the next five years.

<i>Table 15-2: Five-Year Strategic Plan</i>		
Strategy	Responsible Party	Start by
Consider creating a Capital Improvement Plan (CIP).	Planning Commission, Township Staff	2022
Update Zoning Ordinance	Planning Commission	2023
Develop a non-motorized transportation plan with the City of Clio	Planning Commission, Township Staff	2024
Conduct a five-year review of the master plan.	Planning Commission	2027

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 Michigan Planning Enabling Act. Below are recommendations on key factors the township Planning Commission can use to determine the need for a plan update.

Five-Year Review

Under the terms of the Michigan Planning Enabling Act, the township Planning Commission must review the master plan at least every five years to determine if there is a need to update it. The zoning plan outlined above can be followed at that time to meet that requirement. 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 township intends it to serve as compliance with the requirements of Section 45 (2) of the Michigan Planning Enabling Act. This means that a report outlining the standards for review and other basis upon which the planning commission determined an update was or was 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 township 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 more growth. Indicators to consider in evaluating this factor are:

- a. **Household Growth**

Growth occurring faster than anticipated may mean that expansion of supporting infrastructure may need to be accelerated and rezoning of land assumed to be developed outside the plan's time period may need to be considered for re-evaluation. Growth occurring at a slower rate may call for slowing of infrastructure investment or consideration of reclassification of land originally proposed for residential development. The plan anticipates very limited growth in housing units over the planning period.

Household growth can be tracked by looking at building and demolition permits to identify changes in total dwelling units, as well as looking at utility connections and disconnections to estimate vacancy rates.

- b. **Housing and Tenure Mix**

The type of housing and tenure (home-owners vs. renters) can impact the needs of the community. If housing type varies significantly from what was assumed, it may require changes in the future land use plan to provide an adequate supply of land to meet the difference in demand. The plan calls for limited increases in housing other than single-family detached homes by amending the zoning ordinance to allow duplexes and accessory housing. Housing mix can be tracked by review of building permit data.

- c. **Housing Cost**

Changes in housing cost in comparison with household income impacts housing affordability. Measuring changes in housing costs is tricky because it is not directly tied to changes in housing values and living expenses. It is also impacted by turnover rates for owner-occupied dwellings.

d. **Adjacent Planning and Zoning**

Changes in the master plan or zoning map of the surrounding jurisdictions should be reviewed to consider their impact on the township's plan. Particular attention should be given to changes that increase the intensity of land uses adjacent to the township. The Michigan Planning Enabling Act requires the surrounding municipalities and the county to notify the township whenever it is proposing to adopt changes to their plans. The Michigan Zoning Enabling Act does not contain similar coordination requirements, but the township could enter into arrangements with the surrounding municipalities to notify it of proposed rezonings within 500 feet of the township boundary in return for the reciprocal notification by the township.

e. **Transportation**

Changes in the traffic flow on the major roads could have significant impacts. The township should continue to monitor traffic counts and accident rates at key intersections to identify potential congestion points.

f. **Utilities**

The township currently has municipal water service to a portion of the township. If municipal water were extended to other parts of the township, the impact on the range of uses could be significant.

g. **Farmland**

A major goal of the plan is farmland preservation, but the current regulations are not designed to severely restrict the right of property owners in the farmland area from the right to building new single-family residences. This is based on the assumption that, given the negative growth rate in the township, there will not be pressure for farmland conversion. However, this should be monitored by tracking new construction within the farmland preservation area.

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 such as 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 township board'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 township'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 township'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.

Chapter 16. Appendix

Master Plan Adoption Process

As part of the master plan process, below is a list of the adoption process including necessary resolutions and notices.

1. Initial Notice
2. Resolution for the Township Board to have Final Authority to Adopt the Master Plan
3. Public Hearing Notice & List of Receiving Communities
4. Resolution for the Planning Commission to Adopt the Master Plan
5. Resolution for the Township Board to Adopt the Master Plan
6. Notice of Adoption

Public Engagement

As part of the master plan update, below are some of the public engagement material that was developed associated with the project.

1. Community Survey
2. Open House Boards

**NOTICE OF INTENT TO UPDATE
A MASTER PLAN
VIENNA CHARTER TOWNSHIP, MICHIGAN**

May 9, 2019

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

In the coming months, the Vienna Charter Township 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 Vienna Charter Township 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
Vienna Charter Township
3400 West Vienna Road
Clio, MI 48420
(810) 686-7580

RESOLUTION # _____

**TOWNSHIP BOARD, GENESEE COUNTY, MICHIGAN
VIENNA CHARTER TOWNSHIP MASTER PLAN**

WHERE AS the Township Board established a Planning Commission to prepare plans for the development of the township, and

WHERE AS the Michigan Planning Enabling Act, PA 33 of 2008 establishes the procedures for the development and adoption of Master Plans, and

WHERE AS the Michigan Planning Enabling provides the Township Board with the option of assuming for themselves the right of final approval of a Master plan adopted by the Planning Commission, and

WHERE AS the Vienna Charter Township Planning Commission has prepared an update to the Vienna Charter Township Master Plan and has presented it to the Township Board to authorize a public hearing on the plan, now

THEREFORE BE IT RESOLVED that the Township Board reserves for itself the right to final approval of the Vienna Charter Township Master Plan as authorized under the Michigan Planning Enabling Act

Moved by: _____ Yeas _____

Supported by: _____ Nays _____

Supervisor

Clerk

Date

**NOTICE OF PUBLIC HEARING
VIENNA CHARTER TOWNSHIP MASTER PLAN**

The Vienna Charter Township Planning Commission shall hold a public hearing on the draft Vienna Charter Township Master Plan update at their September 27th meeting at 5:30 p.m. The hearing will be held at Vienna Township Hall, 3400 West Vienna Road. It is open to the public.

Copies of the draft plan are available at Township Hall at 3400 West Vienna Road and on their website for inspection. The Township Hall is open from 8 a.m. to 5 p.m. Mondays, Tuesdays, and Thursdays and 8 a.m. to 6 p.m. on Wednesdays. Anyone wishing to comment on the plan but are unable to attend the public hearing should send any comments to the address below prior to September 27th.

Master Plan Comments
Vienna Charter Township Planning Commission
3400 West Vienna Road
Clio, MI 48420

Publish by: September 12, 2021

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NOTICE OF TRANSMITTAL OF DRAFT PLANS

July 16, 2021

Genesee County Planning Commission
1101 Beach Street
Room 223
Flint, MI 48502

Dear Commissioners,

This is to verify that the following municipalities were provided copies of the draft Vienna Charter Township Master Plan and notice of the public hearing proposed for September 27th at 5:30 p.m. at Vienna Township Hall, 3400 West Vienna Road.

- Thetford Township
- Montrose Township
- Mt. Morris Township
- Flushing Township
- Taymouth Township
- Birch Run Township
- Arbelo Township
- Genesee Township

Sincerely,
ROWE Professional Services Company

Caitlyn Habben, Planner
On behalf of the Secretary, Vienna Charter Township Planning Commission

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RESOLUTION OF ADOPTION

VIENNA CHARTER TOWNSHIP PLANNING COMMISSION, GENESEE COUNTY, MICHIGAN

VIENNA CHARTER TOWNSHIP MASTER PLAN

At a regular meeting of the Planning Commission of the Charter Township of Vienna, Genesee County, Michigan, held on the 27th day of September, 2021, at 5:30 P. M. Local Time.

Present: Ferweda, Johnson, Zinn, Polmanteer

Absent: Ranger, McDowell, Belill

After discussion, the following resolution was offered by Johnson and supported by Zinn;

WHEREAS the Township Board established a Planning Commission to prepare plans for the development of the township, and

WHEREAS Vienna Charter Township Planning Commission has prepared a draft update to the Vienna Charter Township Master Plan, and

WHEREAS that draft has been reviewed at a public hearing to gather public comments of the residents of Vienna Charter Township and surrounding jurisdictions following notice as required by the Michigan Planning Enabling Act PA 33 of 2008, and

WHEREAS the Vienna Charter Township Planning Commission has determined that the plan is appropriate for future development of the township, and

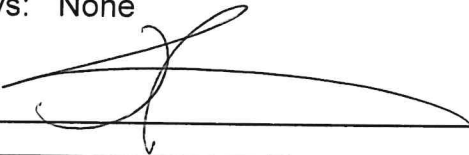
WHEREAS the Township Board has reserved for itself final approval of the plan as authorized by the Michigan Planning Enabling Act PA 33 of 2008, now

THEREFORE BE IT RESOLVED that Vienna Charter Township Planning Commission does hereby adopt the updated Vienna Charter Township Master Plan including all maps and documents included and submits the plan to the Township Board for final approval.

ADOPTED

Yeas: Zinn, Polmanteer, Johnson, Ferweda

Nays: None



Jeff Ferweda
Planning Commission Chairperson



Mary Johnson
Planning Commission Secretary

Date: September 27, 2021

RESOLUTION
No. 10-12-21-19
OF THE
CHARTER TOWNSHIP OF VIENNA

VIENNA CHARTER TOWNSHIP MASTER PLAN

At a regular meeting of the Township Board of the Charter Township of Vienna, Genesee County, Michigan, held on the 12th day of October, 2021, at 5:30 P. M. Local Time.

Present: Rizk, Bryan, Faris, Thomas, Russo, Belill, Patterson
Absent: None

After discussion, the following resolution was offered by Bryan and seconded by Belill;

WHEREAS the Township Board established a Planning Commission to prepare plans for the development of the township, and

WHEREAS Vienna Charter Township Planning Commission has prepared a draft update to the Vienna Charter Township Master Plan, and

WHEREAS that draft has been reviewed at a public hearing to gather public comments of the residents of Vienna Charter Township and surrounding jurisdictions following notice as required by the Michigan Planning Enabling Act PA 33 of 2008, and

WHEREAS the Vienna Charter Township Planning Commission has determined that the plan is appropriate for future development of the township, and

WHEREAS the Township Board reserved for itself final approval of the plan as authorized by the Michigan Planning Enabling Act PA 33 of 2008, and

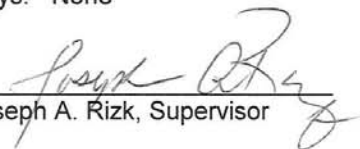
WHEREAS the Vienna Charter Township Planning Commission adopted the updated Vienna Charter Township Master Plan including all maps and documents included and submitted the plan to the TOWNSHIP BOARD for final approval, and

WHEREAS the Township Board agrees that the plan is appropriate for the future development of the township, now

THEREFORE BE IT RESOLVED that the Township Board does hereby approve the Vienna Charter Township Master Plan including all maps and documents and hereby authorizes the submission of copies of the plan as adopted to the surrounding municipalities as required by the Michigan Planning Enabling Act.

ADOPTED

Yeas: Rizk, Bryan, Faris, Thomas, Russo, Patterson, Belill
Nays: None


Joseph A. Rizk, Supervisor


Cynthia J. Bryan, Clerk

CERTIFICATION:

STATE OF MICHIGAN)
) SS:
COUNTY OF GENESEE)

I, the undersigned, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board of the Charter Township of Vienna, Genesee County, Michigan, at a regular meeting duly called and held on the 14th day of June, 2021, the original of which is on file in my office.


Cynthia J. Bryan, Clerk



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NOTICE OF ADOPTION AND TRANSMISSION OF MASTER PLAN VIENNA CHARTER TOWNSHIP, MICHIGAN

November 5, 2021

The Vienna Charter Township adopted their Master Plan on October 12th. Attached is a copy of the adopted plan for your information as required by Section 43 (5) of the Michigan Planning Enabling Act.

The Vienna Charter Township thanks you for your cooperation and assistance in our planning process. 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
Vienna Charter Township
3400 W. Vienna Road
Clio, MI 48420
<https://www.viennatwp.com/>

Regards,

Caitlyn Habben, AICP
Planner

Attachment

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Community Survey

1. What is your connection to Vienna Township? (Select all that apply.)

- I live within the township.
- I work within the township.
- I have a business within the township.
- I frequently visit businesses, friends, family, etc. within the township.
- I live outside Vienna Township but within Genesee County.

2. If you have lived in Vienna Township, how long have you lived here?

- Less than 1 year
- 1-2 years
- 3-5 years
- 6-9 years
- 10-14 years
- 15-19 years
- 20-29 years
- 30-39 years
- 40 years and longer
- Does not apply

3. If you have a business in Vienna Township, how long have you been here?

- Less than 1 year
- 1-2 years
- 3-5 years
- 6-9 years
- 10-14 years
- 15-19 years
- 20-29 years
- 30-39 years
- 40 years and longer
- Does not apply

4. What is your age range?

- Child 12 and under
- Teenager 13-19
- Young Adult 20-29
- Adult 30-39
- Middle-Age Adults 40-64
- Senior Citizen 65 and up

5. What are the various reasons you live in Vienna Township? (Select all that apply.)

- Available Housing
- Safe Environment
- Public Services
- Employment Opportunities
- Low Taxes
- Fun Environment
- Small Town Feel
- I Grew Up Here/My Family is from the Area
- Other: _____

Vienna Township - Community Survey

6. Residential Questions	Strongly Agree (1)	Somewhat Agree (2)	Neutral (3)	Somewhat Disagree (4)	Strongly Disagree (5)
The rural areas in the township should be encouraged to stay agricultural.					
Mixed uses or live-work environments should be allowed within our commercial districts. (This is where multiple uses, commercial on first floor and residential on top, are put within one building.)					
There should be more mixed uses, duplexes, and triplexes built within the township.					
Housing for seniors is needed in the township.					
There are very few residentially blighted properties.					

7. Non-Residential Questions	Strongly Agree (1)	Somewhat Agree (2)	Neutral (3)	Somewhat Disagree (4)	Strongly Disagree (5)
It should be a goal to fill in more businesses in the pockets of commercial along Saginaw and Vienna Road.					
There are very few commercially blighted properties.					
It should be a goal to expand the industrial area in the community.					
There are very few blighted industrial properties.					
Vienna Township is a wonderful place to play with many recreational opportunities.					

8. What are some of the commercial businesses you would like to see along Vienna Road? (Check all that apply.)

- Specialty Retail Shops
- Sit-down Restaurants
- Recreational Shop (Bike Rental, Shooting Range)
- Drug Store
- Doctor/Dentist Office
- Coffee Shop
- Hotel
- Other: _____

9. Environmental Questions	Strongly Agree (1)	Somewhat Agree (2)	Neutral (3)	Somewhat Disagree (4)	Strongly Disagree (5)
There should be an increase in park space in the township.					
There should be an established nature trail in the township.					
More environmental practices should be adopted such as storm water practices like bioswales and rain gardens.					

Vienna Township - Community Survey

9. Environmental Questions	Strongly Agree (1)	Somewhat Agree (2)	Neutral (3)	Somewhat Disagree (4)	Strongly Disagree (5)
More should be done to mitigate environmental issues such as runoff and site contamination.					
I would support commercial wind energy being placed in the township.					
I would support commercial solar energy being placed in the township.					
I would support geothermal energy being placed in the township.					
There should be more parking added to the Trolley Line Trail.					

10. Transportation Questions	Strongly Agree (1)	Somewhat Agree (2)	Neutral (3)	Somewhat Disagree (4)	Strongly Disagree (5)
There needs to be improvements on the location and number of sidewalks in the township.					
There needs to be the addition of a traffic light for going off southbound on I-75 onto Vienna Road.					
There needs to be more public transportation options in the township.					

11. Community Service Questions	Strongly Satisfactory	Satisfactory	Neutral	Dissatisfactory	Strongly Dissatisfactory
Condition of roads					
Condition of sidewalks					
Recreation facilities					
Fire protection					
Police enforcement					
Streetscaping such as lighting and trees					
Inspection and anti-blight services					

12. If you answered “Dissatisfactory” or “Strongly Dissatisfactory”, please briefly describe why below:

Vienna Township - Community Survey

13. Attitude Questions	Excellent (5)	Good (4)	Adequate (3)	Inadequate (2)	Poor (1)	Not Sure (0)
How would you rank the quality of life in the township?						
How would you rank the affordability of housing in the township?						
How would you rank the parks and recreational service in the township?						
How would you rank the quality of the BDA area?						
How would you rank the pride within the township?						
How would you rank the unity within the township?						

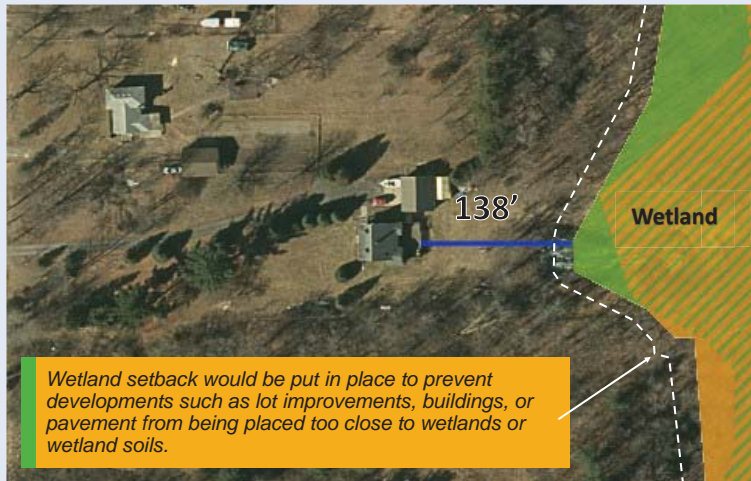
14. If you answered "Inadequate" or "Poor", please briefly describe why below:

15. Additional Comments:

All Survey are due to the Township Hall at 3400 W. Vienna Road to the Building Department **by Monday, September 2.**

OPEN SPACE PRESERVATION

- “Open Space” is mostly undeveloped land that both preserves natural space. It can be used to provide recreational amenities such as walking/biking trails to protect the environment and provide outdoor recreation opportunities to residents.



Source: Michigan Department of Environment, Great Lakes, and Energy (EGLE)

CLUSTER HOUSING

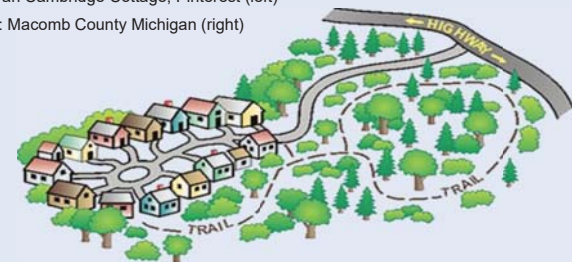
- Cluster housing is a style of residential construction where homes are grouped together and the extra land is used as open space.
- Explore cluster housing to encourage higher-density development along with open space preservation.
- Amend the zoning ordinance to incentivize developers to build cluster housing.

WAYS TO MAINTAIN A RURAL FEEL WITH PROMPTING OPEN SPACE:

- Require tree plantings in new subdivisions. Trees provide for many intrinsic benefits such as converting CO2 to oxygen, providing shade, decreasing damage of run off etc. It can also make a newly constructed subdivision look more consistent with other residential areas in the township.
- A wetlands setback helps to prevent encroaching upon protected wetland areas from pollution or being built on.
- Limit where utilities can be expanded. By limited the access to public utilities, it limits the density that would be allowed in that area. Without access to public utilities, the lot generally have to be larger to adequately provide space for a well and septic system.



Source: Fischer Homes Sullivan Cambridge Cottage, Pinterest (left)
MGM Construction Company: Macomb County Michigan (right)



THE MISSING MIDDLE

- Modify the zoning ordinance to permit and encourage “missing middle” style housing by right in residential zoning districts.
- Missing Middle includes: duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, townhouses, multiplexes, and live-work environments.
- Encourage these types to vary in amenity, size, cost, accessibility, etc. to meet the diverse needs of the community.
- Live/Work Environments are where the owner or renter live and operate a business in the same unit. Also called mixed-use, where the street-front levels are retail establishments or other small businesses, and the upper levels are occupied by other renters and/or owners.



ACCESSORY DWELLING UNITS

- This would be allowing the conversion of an accessory building to be a dwelling unit.
- This provides more income to the property owner to be able to rent out the same.
- Can provide an alternative to family to take care of grandparents.
- But, it can directly impact the character of the neighborhood by doubling the number of vehicles or people living in an area.

SENIOR HOUSING

- Explore different types of senior housing options in locations that will best service the needs of senior residents within the township.
- Help provide guidelines on home modifications to make houses more accessible for senior residents.



Source: allcreated.com Southern Living (top)
Anna Campbell Photography (bottom)

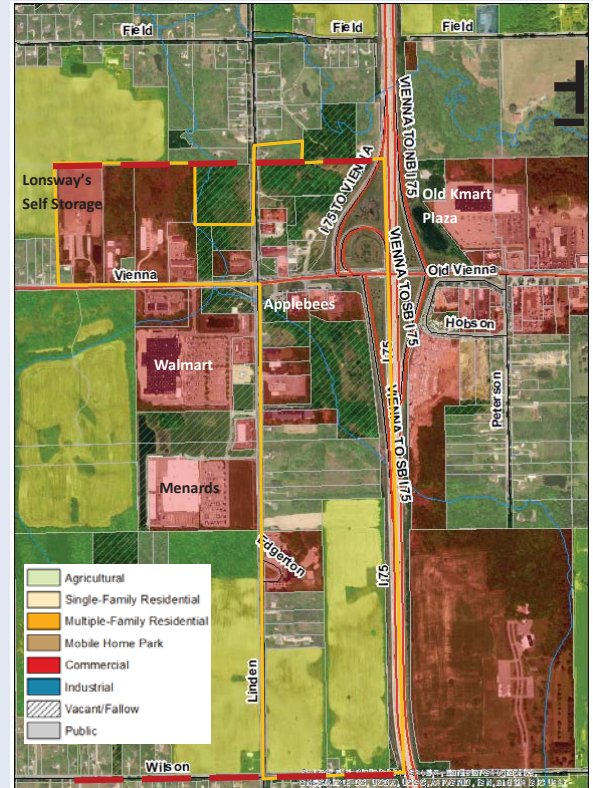
COMMERCIAL



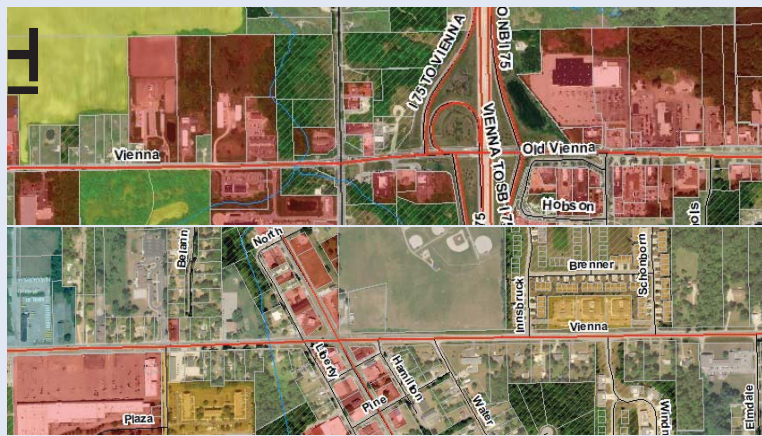
LINDEN ROAD

Linden Road has a collection of various retail commercial uses, restaurants, professional offices, and auto repair shops. Other non-commercial uses along this road include agricultural land, vacant undeveloped plan, and single-family homes, specifically halfway to Field Road and beyond and past Wilson Road.

- **No additional commercial growth** — Based on the zoning map commercial development along Linden Road would be limited to the areas within the yellow lined area.
 - ◊ This would restrict infill development along the west side of Linden Road to infill between the two major retailers Walmart and Menards.
 - ◊ Would convert a few single family home properties and agricultural/vacant land.
 - ◊ Would provide prime property viewable from I-75 to be developed.
- **Infill and limit commercial development** — Based on the recommendations of the Target Market Analysis the grow would not go beyond the red-dash line.
 - ◊ Would allow for prime property that is viewable and has easy access to I-75 to be developed near other established areas.
 - ◊ It is recommended to have non-retail commercial uses. (Single new businesses, anchors, and employers can develop build-to suit structures or convert vacant facilities through adaptive reuse.)
- **Allow commercial development to go as the market demands.**



Source: Google Maps & Genesee County GIS Department



Source: Google Maps & Genesee County GIS Department

VIENNA ROAD

Vienna Road is under the jurisdiction of Michigan Department of Transportation (MDOT). Vienna Road has direct access onto and off of I-75 and goes through the City of Clio. There are clusters of commercial and

- **Stay the Same** – Clusters of commercial with pockets of residential
- **Increase the density of commercial development and allow mixed uses.**
 - ◊ Near the I-75 interchange, it is a prime location for a traditional retail, fitness center, hotel & conference center, attached for-lease housing, and business center/co-working/work share space for resident workers and employers.
- **Fill in more commercial development rather than residential** but keeping the corridor similar to what it is now.

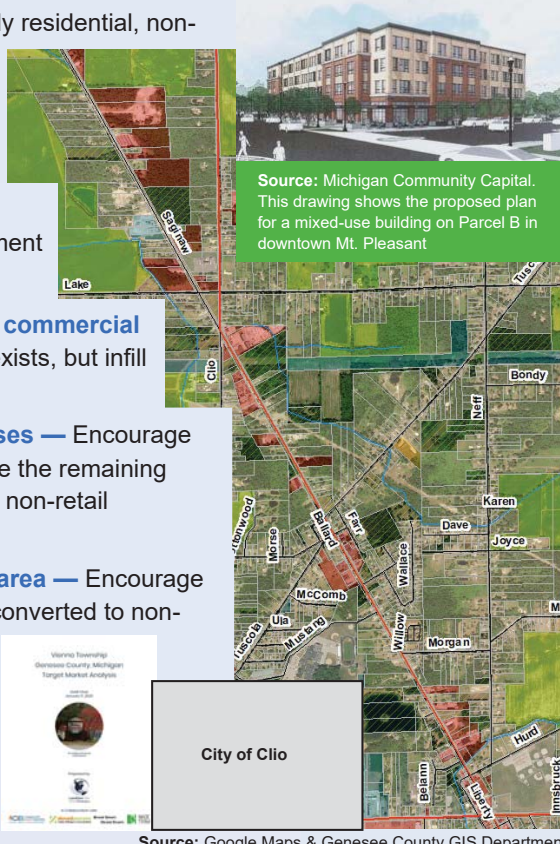
SAGINAW ROAD

Saginaw Road has a collection of single-family residential, non-retail residential, industrial, agricultural, and vacant land. This corridor is particularly challenging due to the existing established uses along this corridor.

- **Stay the Same** – Continue to encourage a mixture of auto-related commercial development to focus along this corridor.
- **Infill vacant properties to have non-retail commercial uses** — Keep residential where it currently exists, but infill with offices that are usually less intense.
- **Encourage nodes for retail commercial uses** — Encourage certain intersections to have retail uses, while the remaining portion of the corridor is encouraged to have non-retail commercial.
- **Encourage expansion of the commercial area** — Encourage that single family homes along Saginaw be converted to non-retail commercial uses.

Feel free to use more than one strategy

Recommendations from the Vienna Township, Genesee County MI Target Market Analysis prepared by LandUse USA and collaboration with CIB, Olmsted Associates, Brand Street Street Smart, and Wade Trim



Source: Michigan Community Capital. This drawing shows the proposed plan for a mixed-use building on Parcel B in downtown Mt. Pleasant

City of Clio

Source: Google Maps & Genesee County GIS Department

What is Mixed Use?

- Mixed Use is a the blending of residential, commercial, cultural, institutional, and/or entertainment uses into one space.
- Mixed Use development has many benefits including: more efficient use of the land



Non-Retail Commercial Uses

- Applicable wherever the premises will not be used to sell goods or services to the public, but will still be used for business purposes (e.g. offices, warehouses)

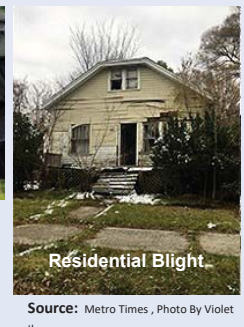
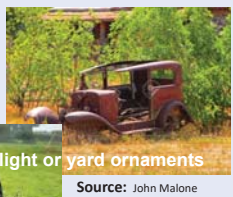
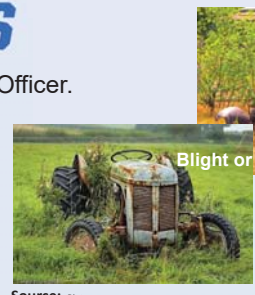
ENFORCEMENT PROCESS

The township currently has a part-time Code Enforcement Officer.

If you have a complaint, call the Building Department. Please have the following information when you call:

- Name and contact information for any follow up questions
- Nature of the concern
- Property address or location

The Code Enforcement Officer does drive arounds to look for violations.



The Code Enforcement Officer will investigate and take pictures if there is a violation typically within 3 days of it being reported.

Notice of Violation is sent to the property owner/tenant. In the letter the violation and timeframe to remedy the situation will be outlined.

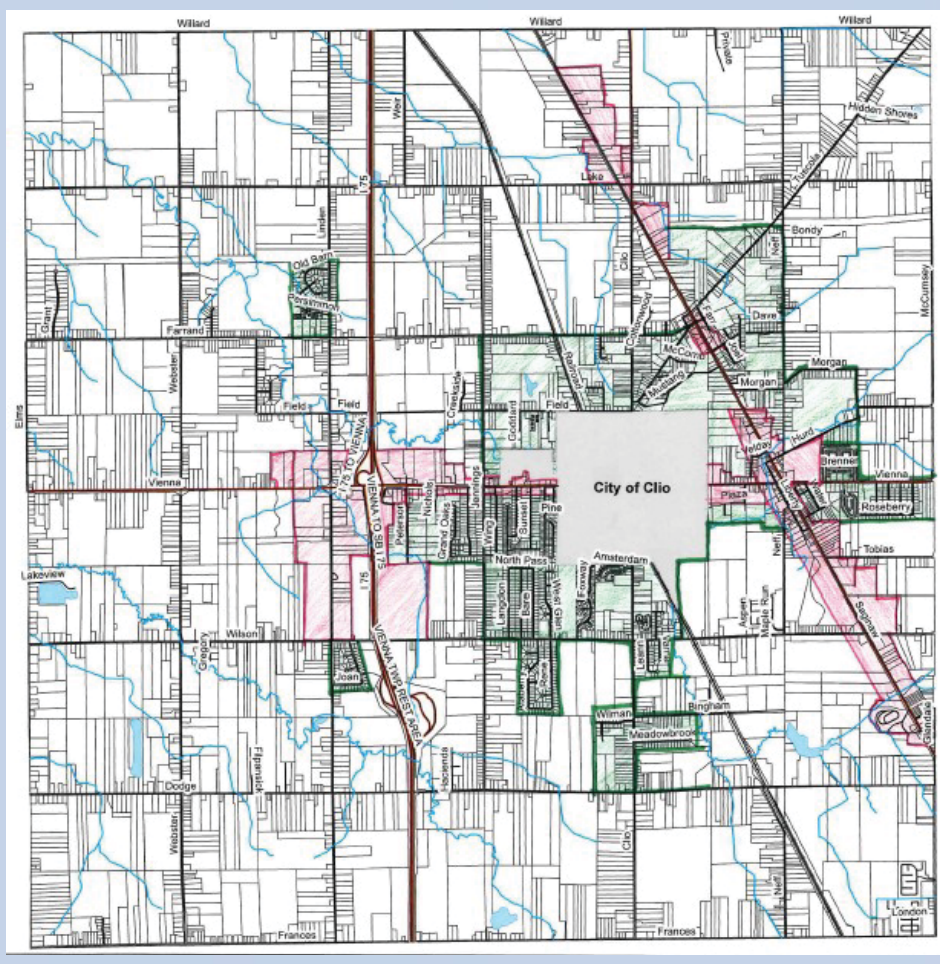
If the violation is not corrected, the Code Enforcement Officer a written citation is written and a court day is set with the 67th District Court in Flint. Citations will be sent via certified mail and posted at the subject property.

If civil infractions or costs incurred by the township are not paid, they will be moved to the tax bill as a special assessment.

Repeat offenses do cost more. The Building Inspector may send a second offence not less than a \$250.00 fee. Repeat offenses may be issued by the Building Official at no less than a \$500.00 fee.

A civil municipal infraction is worked out with the township attorney or by the judge and court costs are included with the infraction. A timeframe will be given by the judge for this person to comply. If they do not comply, the township must remediate and charge all costs incurred to the violator.

Most of the blight provisions are located in Chapter 10 Environment. The intent is to ensure "No person shall create, cause or maintain any public nuisance within the township by the unreasonable creation of dust, smoke, fly ash or noxious odors, offensive or disturbing to adjacent property owners, and residents in the area."



Legend

- Railroad
- Roads
- State Roads
- Water Courses
- Water Bodies
- Parcels
- Residential
- Commercial

Source: Genesee County GIS Department Date: 3/10/2020

ROWE PROFESSIONAL SERVICES COMPANY
540 S. Saginaw Street, Suite 200
Flint, MI 48502

- Residential Blight:**
- Dilapidated Shed/Home
 - Missing or unmaintained roof, porch, window, or gutter
 - Leaning chimney or missing bricks from chimney area
 - Clutter/Debris in yard
 - Unmaintained lawn
- Commercial Blight:**
- Clutter/Debris in yard
 - Missing or unmaintained roof porch, window, or gutter
 - Poorly maintained parking lot area
 - Unsightly Open Storage
 - Keeping of recked vehicles in public view

TARGET MARKET ANALYSIS



KMART PLAZA

- This commercial plaza is an auto centric plaza with a mixture of retail and office uses such as Big Kmart (now closed), Secretary of State, Hurley, Perfect Fit Bridal, etc.
- This property has connection to the out-lots along Vienna Road and its own light to exit and enter the plaza.

Mixed Use



Source: <http://www.tamalpaiscommons.com/property/mixed>



What is an Anchor Store?

- They are generally big department stores or a major store that pull in a wide range of constant patrons.
- Examples include: Macy's, Nordstrom, Von Maur, JCPenney, and Lord & Taylor, or multi-story office building, occupy the top levels with lower levels to smaller tenants.

Source: Google Maps Eric Fernando Source: Google Maps Hotels.com Radisson Hotel Kalamazoo



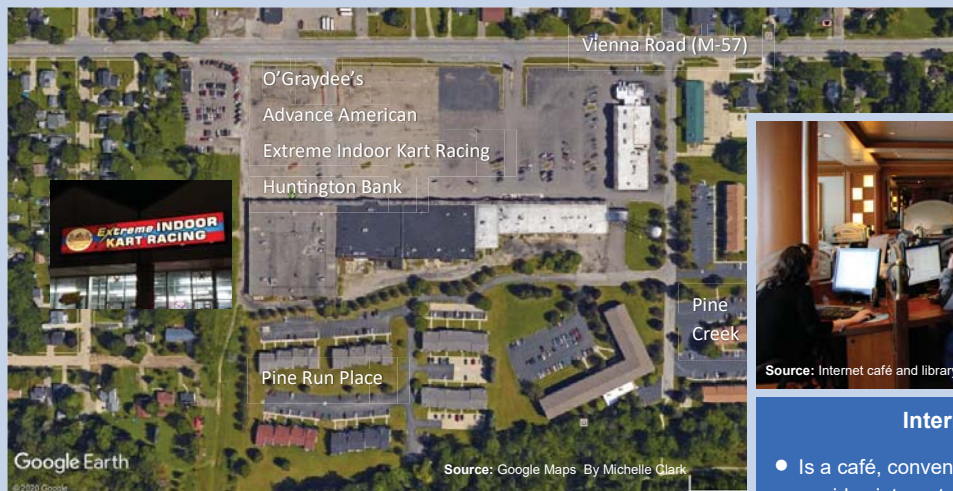
Source: Google Maps apartments.com Summit Creek Canton

CLIO SQUARE PLAZA

- This existing traditional commercial plaza has a variety of tenants for office, entertainment, and retail. A portion of the commercial complex is vacant. This property is primarily located along Vienna Road right outside the City of Clio.



Source: Ann Arbor SPARK



Google Earth

Source: Google Maps By Michelle Clark



Source: Internet café and library on the Golden Princess cruise ship.

Internet Café

- Is a café, convenience store, that provides internet access to the public, usually the fee to use the computer is time based.
- Sometimes this can include renting meeting space



Source: Monitor. Development percolates on University Ave. as Green Line Opening Announced By Goodwill/Easter Seals

Shared Work Space

- Several companies share common administrative amenities such as equipment, utilities, receptionist, custodial services, meeting space, or provide an alternative to working from home.

CIRCUS PARK

- The majority of the property is utilized as agricultural property, near I-75 just north of Wilson Road. At one point, this property was intended to be a health complex. The existing Shriners Temple include banquet facilities.



Cottage Style Housing

Source: Google Maps Forester Blvd Auburn Hills



Google Earth

EXPAND BIKING/WALKING TRAIL SYSTEM

- Clio Area Parks and Recreation Board represents City of Clio, the Clio Area School District, Thetford Township, and Vienna Charter Township.
- The Parks and Recreation Master Plan was just adopted in 2018.
- Trailways include:
 - ◊ Pine Run Pathway
 - ◊ George Atkin Jr. Recreational Trail
 - ◊ Trolley Line Trail
 - ◊ M-57 Bike Path



Source: Genesee County Metropolitan Planning Commission 2040 Long-Range Transportation Plan.



PROMOTE RECREATION AND FAMILY ENTERTAINMENT

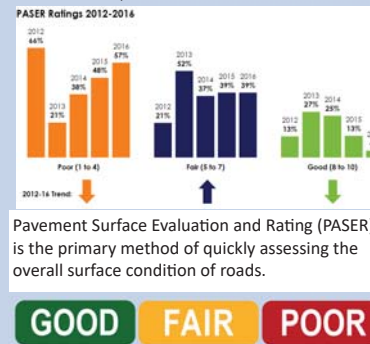
- As discussed in the Parks and Recreation Plan update, there is a need for more family entertainment activities.
- The township has the below park space:
 - ◊ Clio Area Youth Complex
 - ◊ Township Park
 - ◊ Tufford Park

STUDY AND IMPROVE ROAD QUALITY

GCMPC has rated the condition of most roads in Vienna Township as Poor or Fair. These roads were assessed for their condition in 2016.

- **Good road condition** means the road surface is in new or like-new condition, or has some minor cracks and seals in the asphalt. They do not require much more than normal maintenance.
- **Fair road condition** means the road surface shows some wear or aging; these are prime candidates for capital preventive maintenance such as crack sealing or thin overlay to prolong the life of the road.
- **Poor road condition** means the road surface is reaching the end of its life; most cost effective repairs include rehabilitation and reconstruction.

Source: Genesee County Metropolitan Planning Commission 2016 PASER Survey



Pavement Surface Evaluation and Rating (PASER) is the primary method of quickly assessing the overall surface condition of roads.

GOOD FAIR POOR



PROVIDE CONVENIENT MASS TRANSPORTATION

- MTA's Ride to Wellness provides transit to health and wellness centers. Users are required to call in advance with partner agencies to ensure their eligibility for the program. Pick-up hours are Monday-Friday from 8:00 a.m. to 4:30 p.m. to and from approved medical offices.
- Ride to Groceries has been expanded, and shuttles will travel from the current Your Ride center in Clio. Rides must be scheduled ahead of time using the Your Ride service. The service operates Monday-Saturday from 6:30 a.m. to 10:30 p.m., and Sunday from 9:30 a.m. to 7:00 p.m.
- For more information, visit MTA's website at mtaflint.org.



Extend MTA Route 1 or 6 through Mt. Morris toward Vienna Road.

502 SAGINAW		
LOCATION	ARRIVE	DEPART
Amtrak - Dort Hwy	6:40 AM	6:45 AM
MTA Transit Center	6:55 AM	7:00 AM
Morley's #1	7:50 AM	
Morley's #2	7:55 AM	8:05 AM
MTA Dort Hwy	9:00 AM	
Amtrak - Dort Hwy	3:20 PM	3:20 PM
Morley's #1	4:35 PM	
Morley's #2	4:40 PM	4:42 PM
MTA Transit Center	5:25 PM	
Amtrak - Dort Hwy	5:35 PM	

Extend MTA's Saginaw Regional Route to include a stop in Birch Run for work and wellness trips.