



With Time For You Since 1879



City of Richmond

2018 MASTER PLAN



Prepared with assistance from



Planning & Economic Development

ACKNOWLEDGEMENTS

The City of Richmond wishes to express its deep gratitude to the following individuals, who played an important role in the development of this Community Master Plan. This gratitude also extends to members of the public and officials of our neighboring communities who participated in the visioning workshop and public hearings. Without such dedicated individuals, this important planning effort would not have been possible.

PLANNING COMMISSION

Dr. Patrick McClellan, Chairman
Mark Zink, Vice Chairman
Daniel Durkee
George Frank
Michael Kaminski
Richard Weinert
Honorable Timothy J. Rix, Mayor- Ex-Officio
Jon Moore, City Manager- Ex-Officio

CITY COUNCIL

Honorable Timothy J. Rix, Mayor
Mike Misteravich, Mayor Pro-Tempore
Emily Allen
Jaime Elizabeth Greene
Dennis LaFore
Robert Reindel
John Warn

CITY ADMINISTRATION

Jon Moore, City Manager
Karen M. Stagl, City Clerk
Troy S. Jeschke, Planning and Economic Development Director

CITY OF RICHMOND MASTER PLAN

TABLE OF CONTENTS

Article 1	Introduction.....	1 – 1
Article 2	Population and Housing Analysis	2 – 1
Article 3	Existing Land Use Analysis.....	3 – 1
Article 4	Structural Condition Analysis.....	4 – 1
Article 5	Historic Structures and Preservation.....	5 – 1
Article 6	Natural Features	6 – 1
Article 7	Sewer and Water System Analysis	7 – 1
Article 8	Socio-Economic Analysis	8 – 1
Article 9	Housing Needs Assessment	9 – 1
Article 10	Boundary Adjustment Analysis.....	10 – 1
Article 11	Community Facilities Analysis.....	11 – 1
Article 12	Transportation and Corridor Plans.....	12 – 1
Article 13	Goals and Objectives.....	13 – 1
Article 14	Future Land Use Plan.....	14 – 1
Article 15	Zoning Plan.....	15 – 1
Article 16	Implementation	16 – 1

Notice of Zoning Ordinance Adoption

LIST OF MAPS

Map 1: Regional Location	1 – 3
Map 2: Existing Land Use	3 – 2
Map 3: Structural Quality	4 – 2
Map 4: Historic Structures and Districts	5 – 2
Map 5: Natural Features.....	6 – 2
Map 6: Soils.....	6 – 5
Map 7: Target Expansion Area	10 – 3
Map 8: Community Facilities	11 – 2
Map 9: National Functional Classification Map	12 – 2
Map 10: Main Street and Gratiot Avenue Corridor Plans.....	12 – 7
Map 11: Gratiot Avenue Access Management Plan – North.....	12 – 17
Map 12: Gratiot Avenue Access Management Plan – South.....	12 – 18
Map 13: Future Land Use.....	14 – 9
Map 14: Zoning Map	15 – 5

LIST OF TABLES

Table 1: Population and Household Growth.....	2 – 2
Table 2: Historical and Projected Population	2 – 3
Table 3: Median Age	2 – 3
Table 4: Age of Population by Life Cycle	2 – 4
Table 5: Person per Household	2 – 5
Table 6: Household Types and Relationships	2 – 5
Table 7: Owner Occupied Property Values.....	2 – 6
Table 8: Household Income in 1989-1999.....	2 – 7
Table 9: Existing Land Use	3 – 3
Table 10: Future Service Area for Various Land Uses.....	7 – 2
Table 11: Employment of Richmond Residents by Industrial Class.....	8 – 1
Table 12: Employment in Richmond by Industrial Class.....	8 - 2
Table 13: Travel Time to Work	8 – 2
Table 14: History of Property Valuations	8 – 3
Table 15: Taxable Value by Use	8 – 3
Table 16: Income/Home Value Relationships.....	9 – 2
Table 17: Existing Land Use on Main Street from Gratiot Avenue to Madison Street.....	12 – 6
Table 18: Zoning Districts	14 – 10
Table 19: Zoning Districts	15 – 2
Table 20: Dimensional Standards	15 – 6
Table 21: Action Plan.....	16 – 2

ARTICLE 1:

Introduction

The City of Richmond occupies a total land area of approximately 2.9 square miles in the northeast corner of Macomb County. The City is located at the eastern boundary of the county, and extends into the adjacent to St. Clair County, approximately midway between the two county seats of Mt. Clemens and Port Huron.



FIGURE 1

Gratiot Avenue (M-19 and undesignated portions), Main Street (M-19), and 32 Mile Road, also known as Division Road, are the principal regional highways serving Richmond.

HISTORY

Richmond was founded by Erasmus Beebe in 1835. He traveled on foot with his two brothers and several men originally from an English settlement in New York from their eastern home to Cleveland, Ohio. In Cleveland, they acquired passage on the Robert Fulton Steamer to Detroit. On foot again, the pioneers made their way north to a settlement in Armada. Traveling along the Armada Ridge, they came upon an area where it intersected another ridge. Attracted by the beauty of the area and the richness of the soil, Beebe returned to Detroit to purchase the government land grants. Slowly the community grew and developed its own trades and businesses.

The Grand Trunk Railroad arrived in 1859, which accelerated the growth of the fledgling community. The railroad provided convenient access to the area's lumber and agricultural products, commodities that were in demand during the Civil War. In the following decades, industry flourished in the area. By 1878, the voters of Beebe's Corners and the two nearest neighboring communities, Ridgeway and Cooper Town, agreed to incorporate as one community. The following year, in 1879 the Village of Richmond was established by an act of the Michigan Legislature. Richmond eventually was established as a home rule city in 1966.

The legacy of Richmond's rich history is seen today in the numerous historic structures that remain, the historic business districts, and the street system established in the nineteenth century. Indeed, the historical character of the City

The legacy of Richmond's rich history is seen today in the numerous historic structures that remain, the historic business districts, and the street system established in the nineteenth century.

is one of the greatest assets of the community.

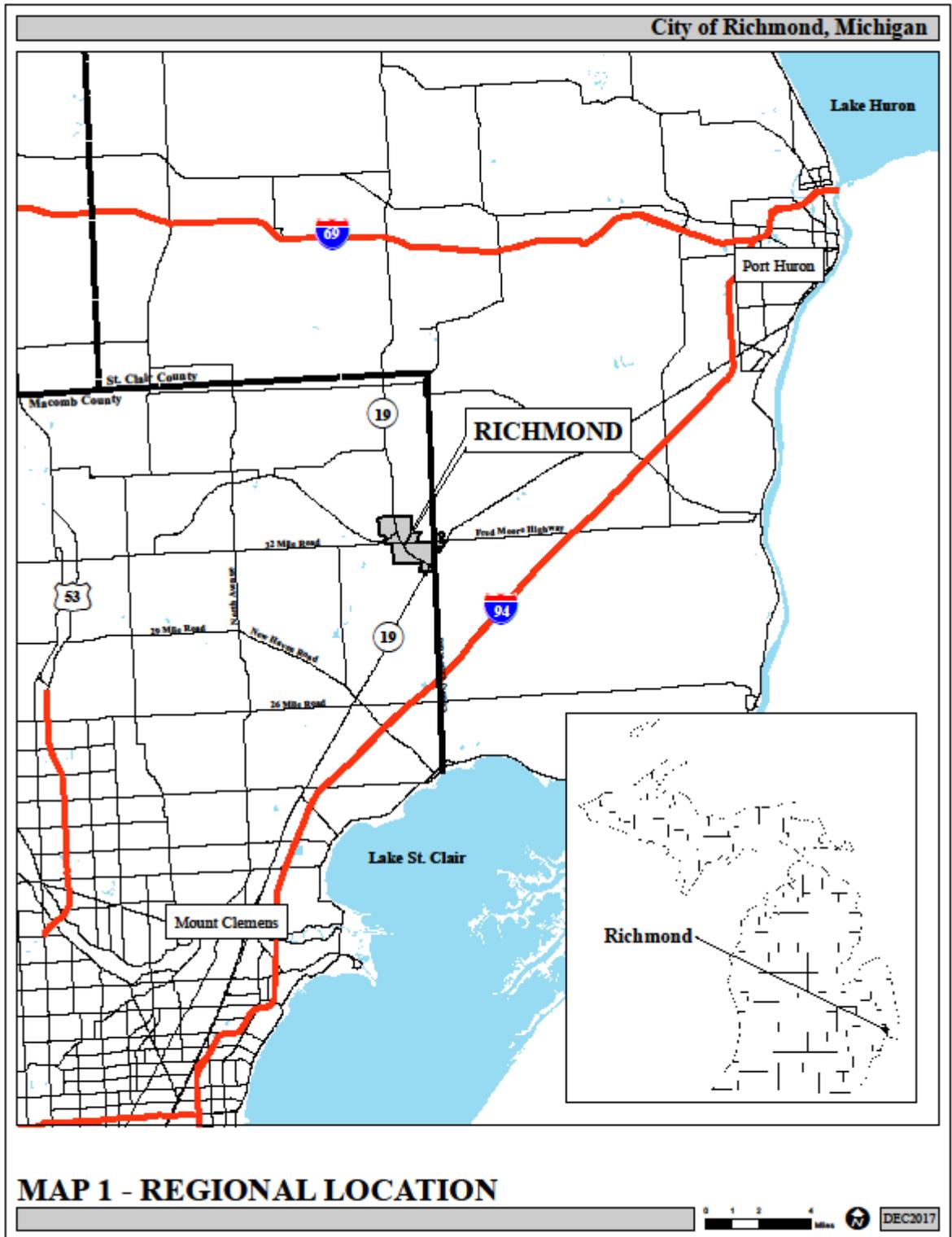
The City of Richmond Master Plan provides a comprehensive view of the City as it exists today, with an eye toward what it can become in the future. In the analysis of current conditions, the following topics are considered in the Master Plan:

- Population and housing data
- Existing land use
- Physical condition of structures
- Housing needs assessment
- Historic structures and preservation
- Property tax revenue
- Public utilities, including sewer and water
- Natural resources and features
- Community facilities
- Transportation systems
- Economic conditions

Through a comprehensive analysis of the above issues, the Master Plan prescribes a vision for the future development and redevelopment of the City of Richmond. In particular, the following plans are presented:

- Community goals and objectives
- Future land use plan
- Main Street and Gratiot Avenue corridor plan

The Master Plan has been prepared in compliance with the Michigan Planning Enabling Act, Act 33 of 2008, as amended.



ARTICLE 2:

Population and Housing Analysis

REGIONAL GROWTH TRENDS

The City of Richmond, a long settled community, is poised on the outer edge of the growing metropolitan Detroit area. The greater percentage of Macomb County's share of this growth has been occurring south of Richmond in the townships of Chesterfield, Macomb, Shelby and the City of Sterling Heights. Each had experienced substantial new housing construction until the economic downturn of 2007-2008. These four communities have consistently been among the top ten growing communities in the southeast Michigan region, accounting for nearly 64% of the 36,350 total new housing units developed in Macomb County between 2000 and 2010.



Over the last decade, the City of Richmond has experienced a 13.3% population increase, or 981 new households in and around its community.

Along with new housing has come population increases in communities throughout the region. The major exceptions to this are the older, fully developed communities, due in large part to a lack of developable land and a decrease in household size. However, due to the downturn in the economy and slower than expected recovery, communities have been experiencing slower growth than in the past.

A more meaningful measure of growth is the number of additional households in a community. Over the last decade, from 2000 to 2010, the number of households have increased 56.9% in Macomb Township, 37.9% in Washington Township, 21.7% in Chesterfield Township, 16.1% in Riley Township, 15.9% in Lenox Township, 15.6% in Shelby Township, and 10.9% in Bruce Township. These significant increases in the number of households within these communities accounted for almost 86% of all new households constructed during the last decade in Macomb County. Respectively, the City of Richmond has partaken in these trends, but at a slightly lesser extent, experiencing a 13.3% increase, or 981 new households in and around its community. (see Table 1).

**Table 1 - Population and Household Growth
City of Richmond and Surrounding Communities**

Community	2000		2010		Change 2000 to 2010	
	Population	Households	Population	Households	Population	Households
City of Richmond	4,897	1,977	5,735	2,239	837	262
Richmond Township	3,416	1,020	3,665	1,209	249	189
Lenox Township	5,362	1,446	5,828	1,676	466	230
Columbus Township	4,615	1,533	4,070	1,459	-545	-74
Casco Township	4,747	1,635	4,107	1,503	-641	-132
Village of New Haven	3,071	1,064	4,642	1,552	1,571	488
City of Memphis	1,129	457	1,183	474	54	17
Total City of Richmond and Surrounding Communities	27,237	9,131	29,228	10,112	1,991	981
Macomb County	788,149	309,203	840,978	331,667	52,829	22,464
Saint Clair County	164,235	62,072	163,040	63,841	-1,195	1,769

Sources: U.S. Bureau of Census 2000 and 2010

Population change for Macomb County and the City of Richmond from 1960 to 2010 and SEMCOG’s 2040 projections are shown in Table 2. During this period, both Macomb County and the City of Richmond experienced varying levels of population growth, greatly influenced by regional, state and national economic trends. Over the past decade these trends have tapered off, but that seems to be changing as SEMCOG’s 2040 Regional Development Forecast shows a renewed growth rate in the Richmond community and Macomb County as a whole. This growth pressure, while more conservative than in decades past, is expected to gravitate towards the City of Richmond but concentrate mostly along the Gratiot Avenue corridor.

**Table 2 - Historical and Projected Population
City of Richmond and Macomb County**

RICHMOND	1960	1970	1980	1990	2000	2010	2040
Population	2,667	3,234	3,616	4,141	4,897	5,735	6,181
No. Change		567	382	525	756	838	446
% Change		21.3	11.8	14.5	18.2	17.1	7.8
MACOMB COUNTY	1960	1970	1980	1990	2000	2010	2040
Population	405,804	625,309	694,600	717,400	788,149	840,978	905,390
No. Change		219,505	69,291	22,800	70,749	52,829	64,412
% Change		54.0	11.1	3.3	9.9	6.7	7.7

Source: SEMCOG 2040 Forecast

AGE OF POPULATION

Age characteristics of population are an indication of public service demands and program needs. The median age of the City of Richmond residents increased in the past decade from 36.3 in 2000 to 39.9 in 2010 (Table 3). The more interesting data is that the communities surrounding Richmond are aging at a much more rapid pace than the City. This is highlighted by the fact that in the year 2000, Richmond was the second oldest community; by 2010, Richmond had the youngest median age of the surrounding area.

**Table 3 - Median Age
City of Richmond and Surrounding Communities, 1990- 2000**

Community	2000	2010
City of Richmond	36.3	39.9
Richmond Township	37.3	42.0
Lenox Township	34.0	41.5
Columbus Township	34.2	40.9
Casco Township	34.7	43.1

Sources: U.S. Census of Population, 2000 and 2010

AGE BY LIFE CYCLE

A better representation of age distribution for the City’s population is shown when age cohorts are translated into life cycle stages. In this, the age distribution data indicates that the number of mature families and seniors has been growing. Conversely, there has been a decrease in the family forming age group. And, while the elementary, secondary and post-secondary age group has declined similarly to the family forming age group, the growth rate for the pre-school age group remains relatively stable.

**Table 4 - Age of Population By Life Cycle
City of Richmond, 1990 and 2000**

AGE GROUP	LIFE PHASE	2000	% OF TOTAL	2010	% OF TOTAL
Under 5 years	Pre-school	307	6.3%	365	6.4%
5 - 19 years	Elementary, Secondary	1,004	20.5%	1,142	19.9%
20 -39 years	Family Forming	1,422	29.0%	1,371	23.9%
40 - 64 years	Mature Families	1,511	30.9%	1,967	34.3%
65 + years	Retirement	652	13.3%	888	15.5%

Sources: U.S. Census of Population, 2000 and 2010

GENDER DISTRIBUTION

The 2000 population consisted of 47.9% males and 52.1% females. The gender distribution of the City has remained relatively consistent during the last decade. According to the 2010 census, the City of Richmond consisted of 48.2% males and 51.8% females respectively.

HOUSEHOLD COMPOSITION

The average household size in the City of Richmond has declined ever since 1980, resulting in fewer persons per household (Table 5). Though, this is not unique to Richmond, it reflects a national trend of smaller families, more empty-nester, single-parent, senior, and single-person households across the nation. Other than a slight increase in the past decade, it is expected that this trend of smaller household size to continue into the future as can be seen by the projections for the year 2040.

**Table 5 - Person per Household
City of Richmond, 1980 – 2040**

	1980	1990	2000	2010	2040
Household Population	3,556	4,004	4,850	5,569	6,181
No. of Households	1,232	1,540	1,977	2,239	2,549
Persons per Household	2.80	2.60	2.45	2.49	2.42

Source: SEMCOG 2040 Regional Development Forecast and U.S. Census of Population

HOUSEHOLD TYPES AND RELATIONSHIPS

According to the 2000 Census, the City of Richmond had 2,062 housing units, of which 1,977 were occupied and 85 were vacant. In 2010, housing units had increased to 2,478, of which 2,239 were occupied and 239 were vacant. This means that vacant housing increased by 5.5% during the past decade, but this is concurrent with the economic downturn where home ownership decreased in the community by 0.9% in that same time period (Table 6).

Owner occupied households account for over 67% of the total number households in the City of Richmond, according to 2010 census data. However, when vacant units are subtracted, the percentage of owner occupied

households increases, accounting for nearly 75% of the total number of occupied households in the community. Reinforcing the findings of the life phase analysis, the household composition data found in Table 6 shows that almost 67% of the total number of households in Richmond are households without children, meaning that this is a community that is stable in home ownership but aging in terms of household composition.

Table 6 - Household Types and Relationships
City of Richmond, 1990- 2000

	2000	2010	% Change
Total Housing Units	2,062	2,478	20.2
Owner occupied	1,417	1,678	18.5
Renter occupied	561	561	0.0
Vacant	85	240	182.4
Family Households (families)	1,332	1,521	14.2%
Non-Family Households	645	718	11.3%
Total Households	1,977	2,239	13.3%

Source: U. S. Census 2000 and 2010.

HOUSING CHARACTERISTICS

Housing in Richmond is predominately single family residential with 1,510 single family detached housing units, 448 single family attached and 70 two family-duplex units. Mobile/Manufactured homes account for approximately 5.9% of the housing stock in the community with 151 units, and multiple-family (multi-unit apartments) accounting for approximately 15.4% of the housing stock with 399 total units.

Richmond’s housing is very well maintained with very few neglected structures, is diverse in architectural character with just under 50% of the stock being developed before 1960, and consists of great quality throughout the community.

Even with these valuable characteristics, the 2010 census found that the community experienced a 5.7% decrease in the median housing value between 2000 and 2010. But, at \$159,500, the median housing value was within 1.6% of the median housing value for all of Macomb County. The decrease seen in the reported data is likely attributed to an overall decrease in housing value in the region following the 2007-2008 Housing Crisis, most represented by the median housing value in Macomb County declining by approximately 12% and nearly 20% in the greater Metropolitan Detroit area.

While evidence of the downturn is well represented in the analysis, the City of Richmond did experience a most significant increase in owner occupied housing in the \$150,000 to \$174,999 value range, which accounts for 40.6% of owner occupied housing in the City of Richmond (Table 7). A sign of a community population that is

vested in the success of Richmond.

**Table 7 - Owner Occupied Property Values
City of Richmond**

VALUE	2000 OWNER OCCUPIED HOUSING	PERCENT OF HOUSING	2010 OWNER OCCUPIED HOUSING	PERCENT OF HOUSING
Under \$50,000	96	6.8%	129	6.9%
\$50,000 to \$99,999	283	20.0%	223	11.9%
\$100,000 to \$149,000	638	45.0%	423	22.6%
\$150,000 to \$199,999	277	19.5%	759	40.6%
\$200,000 to \$299,000	117	8.3%	277	14.8%
Over \$300,000	6	0.4%	60	3.2%
TOTAL	1,417	100.0%	1,871	100%

Source: U.S. Census of Population, 2000 and 2010.

EDUCATIONAL ATTAINMENT AND INCOME

In the City of Richmond, of persons 25 years and over, 10.7% did not complete high school, compared to 11.7% in 2000. Similarly, the number of residents who attained a High School education increased in 2010 to 36.3%, compared to the previous 35.5% figure in 2000. Of the 30.7% of the population who went on and attended college, 7.3% received an associates degree, 10.0% received a bachelor's degree, and 5.0% attained a Master's or professional degree. In Macomb County as a whole, 32.0% are high school graduates and 14.2% have received a bachelor's degree or higher, both are figures that Richmond closely reflects.

The talented pool of residents in the City of Richmond experienced increases in annual household income from 2000 to 2010, especially for income brackets greater than \$100,000. However, even as annual household incomes increased in many different income brackets, the overall median household income level declined by 5.4% in 2010. Median household income has rebounded quite well since the economic decline that occurred in the last decade, but still lags 2.5% behind the median income for Macomb County (Table 8).

**Table 8 - Household Income in 1999 - 2009, as reported in 2010 Census
City of Richmond**

ANNUAL HOUSEHOLD INCOME	1999 HOUSEHOLDS	2009 HOUSEHOLDS	% CHANGE 1999-2009
Less than \$10,000	100	32	(-68.0)
\$10,000 to \$14,999	128	170	32.8
\$15,000 to \$24,999	245	177	(-27.8)
\$25,000 to \$34,999	297	210	(-26.6)
\$35,000 to \$49,999	327	478	46.2
\$50,000 to \$74,999	445	593	33.3
\$75,000 to \$99,999	192	254	32.3
\$100,000 to \$149,999	220	401	82.3
\$150,000 to \$199,999	30	59	96.7
\$200,000 or more	0	38	100.0
MEDIAN HOUSEHOLD INCOME (in 2009 dollars), City of Richmond	\$55,659	\$52,658	(-5.4)
MEDIAN HOUSEHOLD INCOME (in 2009 dollars), Macomb County	\$69,283	\$53,996	(-22.1)

Sources: U.S. Census of Population, 2000 and 2010

EMPLOYMENT BY OCCUPATION

According to the 2010 U.S. Census, the labor force in the City of Richmond is comprised of 2,895 residents who are over the age of 16. Of the nearly 3,000 strong, approximately 34.1% were employed in either management, business, science, and art occupations; 19.9% in service occupations; 18.8% in sales and office occupations; 11.9% in natural resources, construction, and maintenance occupations; and 15.3% in production, transportation, and material moving occupations.

Of those working, the automobile was the preferred means of transportation to their place of employment, with 83.7% of the work force driving alone and resulting in a mean travel commute time of 30.8 minutes predominately concentrated within Macomb and Wayne Counties.

The new live/work focus, so popular in modern trends reducing commute times, is reflected in SEMCOG's most recent projections where local Richmond jobs have increased from 2,571 in 2005 to 2,626 in 2010, a 2.14% increase. The SEMCOG 2040 forecast estimates that employment within the City of Richmond will continue to grow, but at a relatively slow rate. Between 2010 and 2040, SEMCOG anticipates a 22% increase in local jobs,

a large figure except for that the rate of growth would be approximately less than one percent per year over the 30 year projection.

SUMMARY

The Demographic and Housing Analysis found that the City of Richmond is a stable yet aging community with an increasingly educated and talented population, that has rebounded from the Economic Crisis of 2007-2008 in a slow but positive direction, and maintains a unique housing stock and economic environment that hold great value with the residents of the community. There are several items that the City of Richmond will have to address in the near future, derived from the data that was presented in this Chapter of the Master Plan. These items are: How will service needs change with an aging demographic? How will the community reinvigorate the City by retaining and attracting a younger set of residents? And, in what ways will the community continue to support the preservation of Richmond's character, amongst all of these economic and demographic forces?

POPULATION AND HOUSING ANALYSIS

Key Findings:

- The population and number of households in the City of Richmond has been increasing.
- The greatest increase in population and housing units in the region is occurring in a tier of townships south of the City of Richmond comprised of Macomb, Shelby, and Chesterfield townships.
- Historical growth patterns in the metropolitan Detroit region show a ring of growth expanding from the central city.
- The City of Richmond is located at the outer edge of the growing metropolitan Detroit area.
- In the next two decades, the population and the number of households in the City of Richmond is projected to grow at a slower rate than in the past.
- The median age of the City's population is increasing.
- The population has increased 115% since 1980.
- The average household size is decreasing.
- Mature families are making up a greater percentage of the City's population.
- Young families are making up a smaller percentage of the City's population.
- The number of housing units has increased 13.25% from 2000 to 2010.
- The value of owner-occupied housing has increased substantially in the past ten years.
- Less than 50% of the housing stock in the City was built before 1960.
- High school graduation rates increased 36.3% over the past decade.
- Median household income decreased 5.4% from 1999 to 2009.

ARTICLE 3

Existing Land Use Analysis

LAND USE CATEGORIES

Ten land use categories are represented on the Existing Land Use Map. The following table describes each land use as well as the amount of land, in acres and percentage of the total area of the City, each land use occupies within the City of Richmond.



SINGLE FAMILY RESIDENTIAL

The predominant land use in the City is single family residential use, comprising approximately 573.37 acres of land, or 33.2% of the total area of the City. Most of the single family residential dwellings exist on small lots, one-third acre or less, in compact neighborhoods. The few large lot single family dwellings in the City are located in the northeast sector. New single family residential neighborhoods are currently under development in all areas of the City, except for the fully developed central portion of the City.

TWO-FAMILY RESIDENTIAL

Most of the two-family residential dwellings are concentrated in a development located at the north end of the City, west of Main Street (M-19) and south of 33 Mile Road. A 212 unit two-family development at that location comprises the largest concentration throughout the City. The remaining two-family residential dwellings are distributed throughout the City, interspersed in single family residential neighborhoods. Several of these two-family residential dwellings are converted single-family residential dwellings.

MULTIPLE FAMILY RESIDENTIAL

There are three concentrated areas of multiple family residential uses in the City. The first area includes a series of apartment buildings on the east side of Beebe Street and north of Division Road. The second area of concentration is the land east of Howard Street, north and south of Dow Street. The third area consists of senior housing on the west side of the City, including dwellings on Stoecker Lane and a facility on the north side of Division Road.

MOBILE HOMES

All of the dwellings comprising this land use category are located within a single mobile home park located to the east of Beebe Street and north of Division Road. This land use category accounts for less than 1% of the total area of the community.

The predominant land use in the City is single family residential use, comprising approximately 573.37 acres of land, or 33.2% of the total area of the City.

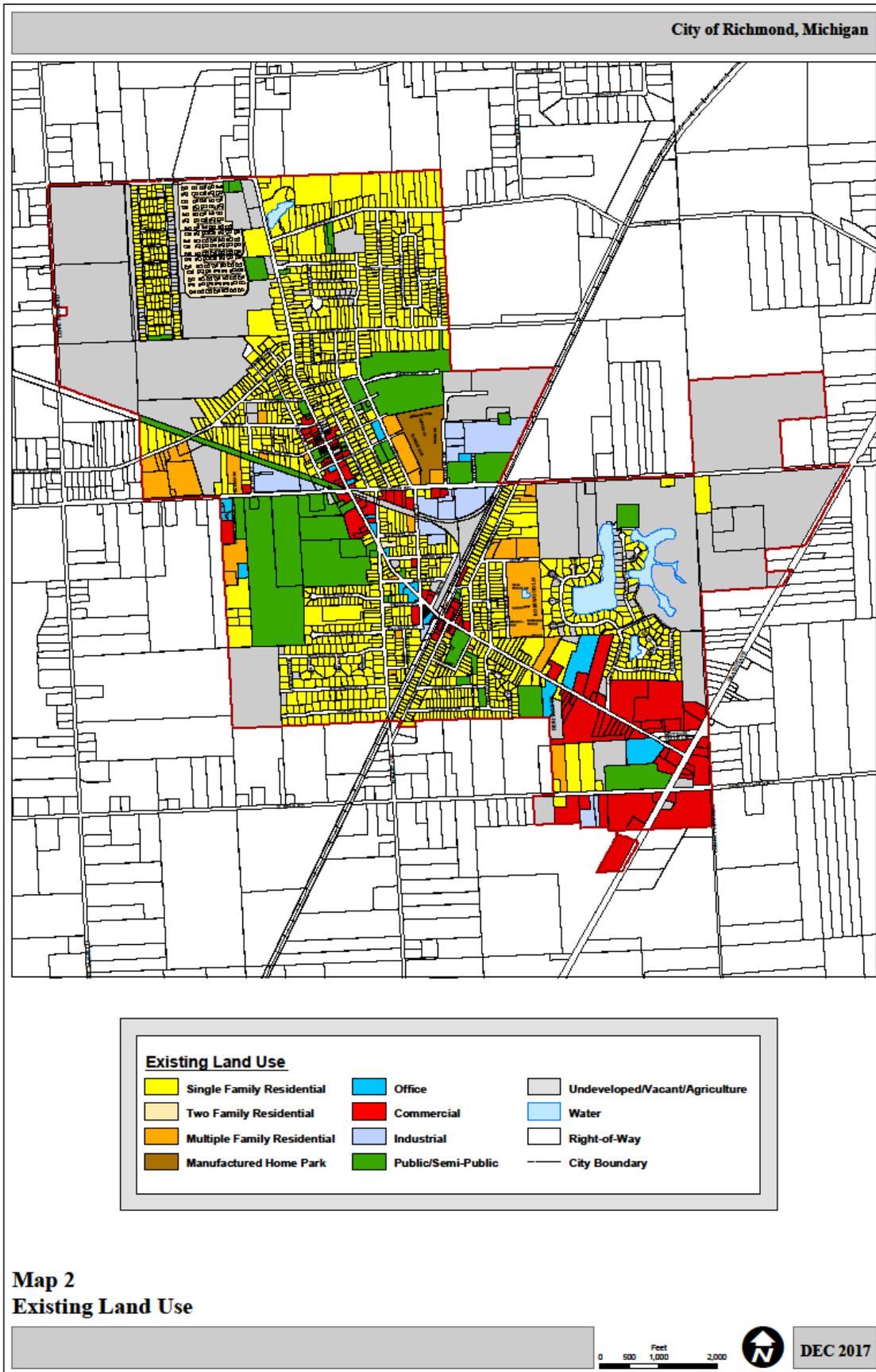


Table 9
Existing Land Use Categories and Area

Land Use Category	Description	Acres	% of Total
Single Family Residential	Includes all single family detached dwellings.	573.37	33.2%
Two-Family Residential	Includes all two-family attached dwellings, including single family dwelling converted to two-family dwellings.	49.62	2.9%
Multiple Family Residential	Residential structures containing three or more dwelling units, including triplexes, apartments, attached condominiums, assisted living facilities, and nursing homes.	66.74	3.9%
Mobile Homes	Parks or courts specifically designed and developed for the exclusive use of mobile homes located thereon for temporary or permanent use as dwellings.	15.34	0.9%
Commercial	Improved land parcels used predominantly for wholesale and retail services, including financial institutions.	126.70	7.4%
Office	Improved land parcels used predominantly for private office services, including medical and dental offices.	17.39	1.0%
Industrial	Improved land parcels used predominantly for industry, including warehousing, light assembly and manufacturing, and granaries.	42.78	2.5%
Public/Semi-Public	Land parcels, either improved or unimproved, which are held in the public or private interest and exempt from real taxation, including public and private schools, churches, cemeteries, parks, and government buildings and uses.	218.17	12.7%
Undeveloped/ Vacant	Undeveloped land with no current use (includes Agricultural)	590.46	34.2%
Water	Land containing surface water (i.e. Lake Angela West & East, Golden Pond).	22.84	1.3%
Total		1,723.41	100%

Source: City of Richmond 7/12

COMMERCIAL

There are essentially three commercial districts in the City of Richmond. Two of the commercial districts are located on Main Street, one near the intersection of Division Road and the other near the intersection of Beech Street. Both of these commercial areas are characterized by traditional form, that is, buildings located on the front property line with party walls in a pedestrian-oriented environment. Most of the commercial uses in these two districts are of the neighborhood convenience, specialty retail, and restaurant variety.



The third commercial district is located in Muttonville, near the Gratiot Road corridor. This area is characterized by automobile-oriented development, evidenced by large parking lots and drive-thru facilities. Most of the large scale commercial uses are located in this district.

OFFICE

Office uses account for less than one percent of the total land area in Richmond, and are distributed mainly along the Main Street corridor and also on Beebe Street north of Water Street, and on Stoecker Lane south of Division Road. All of the office uses are at a neighborhood scale, including insurance, medical and dental, real estate, professional, and attorney's offices. There are no large office parks or districts in the City.

INDUSTRIAL

The majority of industrial uses are located along Division Road, near Canadian National Rail Line. A few light industrial uses are clustered on Skinner Drive and Burke Drive, north of Division Road. A concrete plant and a roof truss company are located on the north side of Division Road, west of the Main Street. A few individual, isolated industrial uses are found in other areas of the City.

PUBLIC AND SEMI-PUBLIC

Public and semi-public uses account for 12.7 percent of the land area in the City. In terms of land area, the largest public and semi-public areas are as follows:

- The high school, middle school, and elementary school, which comprise the educational campus south of Division Road, west of Main Street.
- The area occupied by Beebe Street Memorial Park and Bailey Park.
- The U. S. Post Office and City Hall/Police Post facility on the north side of Division Road.



Other public and semi-public uses found in the City are municipal government facilities and parks (traditional and linear such as the Macomb Orchard Trail), churches, private schools, and cemeteries. Public and semi-public uses are vital in forming a sense of community, because they tend to serve as important gathering places.

UNDEVELOPED/VACANT

Approximately 34% of the total land in the City is either unused or used for agricultural purposes. Some of the vacant land is undeveloped but has been platted for future development. For example, a large parcel of land at the end of Skinner Drive has been developed by the City's Tax Increment Finance Authority as an industrial park. Also, the vacant land around "Lake Angela" is platted for residential development. Excluding these planned areas, there is still a substantial amount of unused land in the City. Notably there are large undeveloped parcels, north of Division Road and west of Gratiot, east of Lake Angela Estates, at the southwest corner of the City, the south side of Division Road, east of Howard Street, and along the east side of Lowe Plank Road between 33 Mile Road and the Macomb Orchard Trail.

LAND USE ISSUES

LAND USE COMPATIBILITY

There are no stark land use conflicts in the City. However, there are some areas for concern, which are as follows:

- The majority of the granary has been demolished, with the exception of a number of silos that are no longer being used on a regular basis. In recent years, the property, particularly the front portion of the property, has been utilized as commercial property which is compatible with the surrounding land uses along Main Street. However, the accessory building on the north side of the site, because of the poor condition, detracts from the overall quality of the neighborhood.
- The Department of Public Works building and yard is located in a residential district. Although it is not located in an ideal location, the DPW facility does not seem to have contributed to physical decline of the residential neighborhood. Most of the residences are in good condition. Ongoing assessment of any potential negative effects will need to be done to ensure that the DPW facility does not contribute to the decline of the surrounding area.
- Automobile dealerships and gas stations are categorized as commercial uses, but they have a disruptive impact when located in pedestrian-oriented commercial districts. Gas stations generate a large number of vehicle turning movements into a site, which increases the potential for vehicle-pedestrian conflicts. Bank and restaurant drive-thru facilities have the same effect. Automobile dealerships consume a large amount of land, thereby creating gaps in the streetwall of buildings that is crucial in forming an interesting pedestrian environment and creating a sense of place. These vehicle-oriented uses belong in a highway commercial district such as the Gratiot Avenue corridor.

- Intensive commercial uses, e.g., gas stations and fast-food restaurants, have the potential to negatively impact adjacent residential uses. Many of the potential conflicts can be addressed through good site development standards, such as screening, lighting, architecture, and access standards.

INTEGRATION OF LAND USES

There are two distinct land use patterns that have developed over the years to form the current landscape of Richmond. The first of these patterns occurred before the Second World War; it emphasized an integration of land uses among fairly compact blocks. Attention was paid to the accessibility of everyday uses—such as stores, work places, schools, churches, and parks—by foot. This pattern was established along Main Street from Madison Street to Mary Street, and extended to Beebe Street to the east, and Grove Street to the west. To this day, this area of the City remains walkable.

After the Second World War, a new pattern developed, where land uses became more segregated. The growing popularity of the automobile as the primary means of transportation made it possible to develop large areas with only one land use. For example, the area of the City north of Madison Street is exclusively residential, except for a church or two. Obviously, there were perceived benefits to this development pattern, mainly in that land use conflicts were avoided. However, there are disadvantages to segregating uses. It leads to the reliance on the automobile. For example, there is only one park planned for the north end of the City. Therefore, children must rely on their parents to drive them to a park for outdoor recreation activities. Residents on the north side must drive to meet their everyday needs.

The segregation of uses also leads to the creation of uniform environments, where all housing units appear similar. For example, in the central, older section of the City, two-family residential dwellings are integrated within single family residential neighborhoods. In the newly developed area of the City, all of the duplex units are concentrated within a single development. Zoning regulations can also contribute to the segregation of uses and uniform environments.

Of the two land use patterns, Richmond draws much of its appeal from its pre-war development. The historic business districts and residential neighborhoods provide the City with assets that help define it as a unique community within the region. This traditional pattern of development, mixed uses and mixed densities, has made the City a desire destination to live, work and visit. New development within the City should be planned to complement the established development pattern.

EXISTING LAND USE ANALYSIS

KEY FINDINGS:

- The predominant land use in the City is single family residential, which accounts for nearly one-third of the total land area in the City. Other residential categories-two-family, multiple family, and mobile homes account for another 7.7% of the City's total land area.
- The City contains a substantial amount of public and semi-public uses, which comprise approximately 218.17 acres or 12.7% of total land area. Key public and semi-public uses include schools, churches, parks, multi-use non-motorized trails, and government offices and facilities.
- Over 34% of land area in the City is either vacant, undeveloped, or used for agricultural purposes. This represents the potential for future development within the current City limits.
- Office use accounts for approximately one percent of the area of the City.
- Less than 3% of the land area in the City consists of industrial uses. Increased investment in the existing industrial facilities and the development of the area at the end of Skinner Drive could increase property values and strengthen the tax base.
- The land use pattern around the periphery of the City is different from the central part of the City. Specifically, land uses tend to be more segregated around the periphery, resulting in a more automobile-oriented environment, whereas land uses are more integrated and compactly organized in the central area of the City, leading to a walkable environment and a sense of place.
- Existing mixed use development patterns should be preserved and encouraged.

ARTICLE 4

Structural Quality Analysis

INTRODUCTION

In addition to land use, the physical condition of buildings and other structures must be assessed to determine the state of a community. The physical decline of structures is often an indication of an inappropriate location of a land use, such as an incompatible industrial use adjacent to residential use. It can also have a cumulative, or “snowball” effect, as a few deteriorating buildings can affect an entire neighborhood. Therefore, it is important to identify the substandard buildings in the City, and, more importantly, areas that may be subjected to any blighting influences. Such information will help determine actions that the City can take to counteract any negative trends.

The 2000 census indicated that nearly 50 percent of the City’s housing units were constructed before 1960.

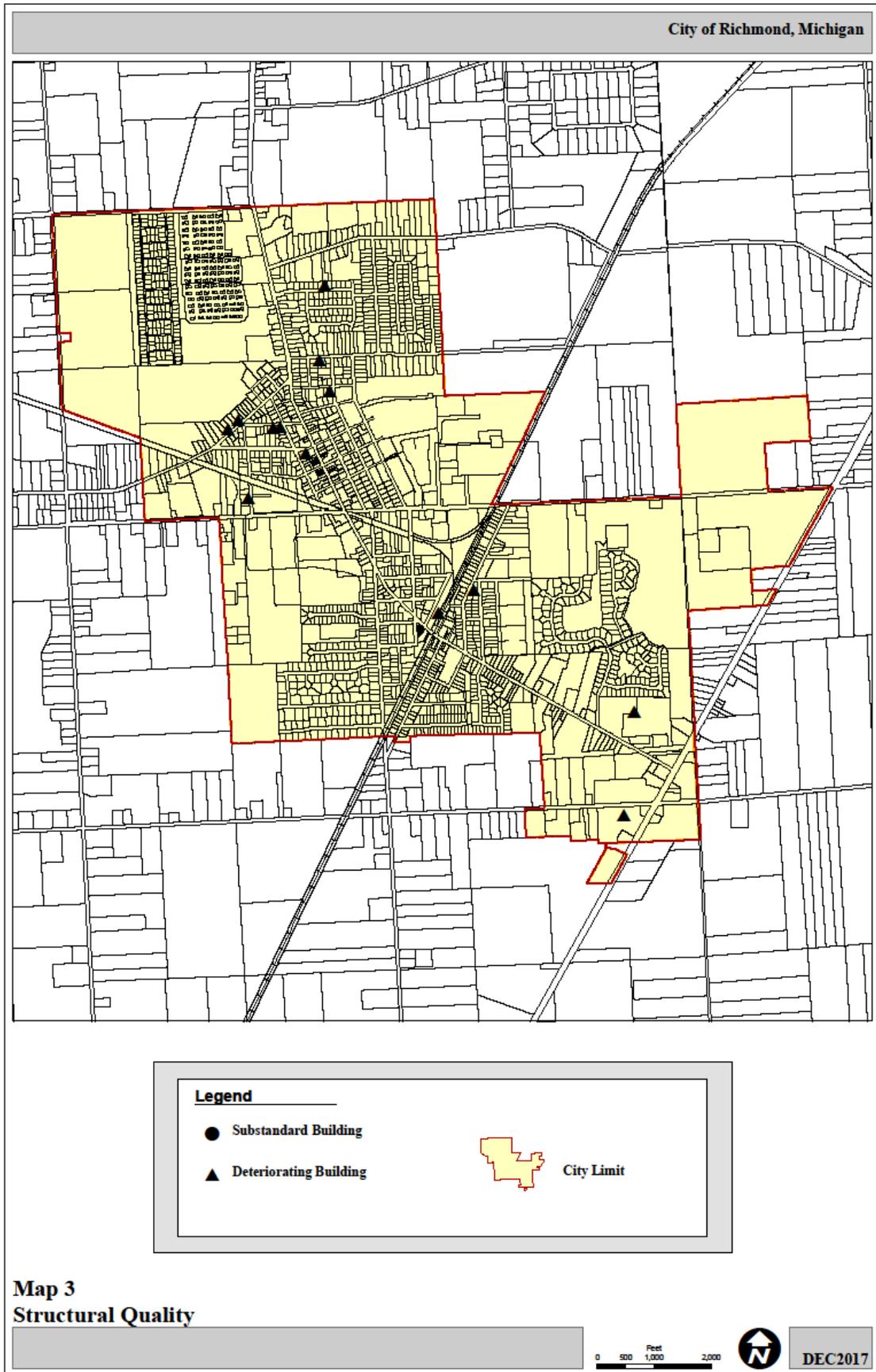
Overall, the condition of the vast majority of buildings in the City of Richmond is sound. This is remarkable considering Richmond is a mature community with several old structures. The 2000 census indicated that nearly 50% percent of the City’s housing units were constructed before 1960. In the 2010 Census, that figure had dropped to 46.5%. This is to be expected with the growth that Richmond experienced between 2000 and 2010. Map 3 shows the location of buildings that are considered deteriorating or substandard.

STANDARD QUALITY BUILDINGS

Most of the buildings surveyed are classified as of standard quality, which is a broad category including new buildings and older buildings that are well maintained. This category also includes buildings that appear structurally sound, but may require routine maintenance, such as cleaning, painting, replacement of windows or a roof. All buildings that are not categorized as *deteriorating* or *substandard* are considered standard.

DETERIORATING BUILDINGS

Buildings are categorized as deteriorating if they exhibit signs of substantial wear and tear that will require more than routine maintenance to repair. Signs of substantial wear include cracked and damaged exterior walls, sagging roofs and porches, rotting wood frames, or an accumulation of deficiencies. Basically, these buildings have the potential to be repaired and rehabilitated with a reasonable investment. However, in their present condition, they contribute to blight.



A total of twelve deteriorated structures were observed during our review process. They range from commercial structures such as the Lenox Square Shopping Center to various residences throughout the city. The majority of deteriorating residential structures can be found within the older housing stock of the city. Even though the K-Mart Plaza is not listed as deteriorating building, the parking lot and site is still in need of repair. However, with new proactive property owners this property will hopefully improve in the future.

SUBSTANDARD BUILDINGS

Substandard buildings are characterized by significant structural deficiencies that render them economically unfeasible to repair and rehabilitate. These buildings contribute to blight and are potentially dangerous.

It is not uncommon to find dilapidated farm structures in this region, with the decline of agricultural enterprises. However, the significance of substandard buildings is the negative image they promote along a main corridor of the City. In the latest review, no substandard structures were found.

CAUSES OF STRUCTURAL DECLINE

The structural decline of the buildings identified as deteriorating and substandard can be attributed to one of three reasons:

- In the case of the commercial buildings, they are all unoccupied and their maintenance appears to have been neglected for this reason.
- In the case of most of the residential structures, their inappropriate location, adjacent to nonresidential uses or on a major thoroughfare, has contributed to their decline. Often, when a single house or a small cluster of residences become isolated from other residential uses, the physical condition of the building tends to deteriorate.
- In the case of the substandard buildings, they no longer have a viable use at their location and have no potential for conversion to a different use.

CONCLUSION

An overwhelming number of buildings in the City of Richmond are structurally adequate. Moreover, most buildings are maintained in good to excellent condition. A few exceptions have been noted herein, but the relatively small number of such buildings do not suggest a trend toward blighted conditions, but rather are isolated incidents of structural deterioration caused by various reasons. There are no neighborhoods or areas that harbor a large number of deteriorating or substandard buildings. However, a few of these buildings are located on Main Street, which is the major image corridor for the City.

STRUCTURAL QUALITY ANALYSIS

KEY FINDINGS:

- Blight, as seen in deteriorating and substandard buildings, is not a significant problem in Richmond.
- There do not seem to be any overriding trends or common causes that account for the few buildings that are considered deteriorating or substandard.
- Deteriorating and substandard buildings, though few, exist within the Main Street (M-19) corridor, which is the main image corridor of Richmond.
- Promoting rehabilitation, redevelopment and adaptive reuse of substandard buildings, specifically within the Granary District, will have a positive impact on one's perception of the City and overall benefit to the community.

ARTICLE 5

Historic Structures and Preservation

INTRODUCTION

The numerous historic buildings that reflect the long and rich history of Richmond constitute a significant asset for the community. These historic structures contribute to the sense of place that is unique to Richmond, and, as such, create an authentic, Midwestern small-town atmosphere that distinguishes Richmond from other communities.

Although Richmond is not identified by a single pervasive architectural style, there are several buildings that are architecturally noteworthy. Many of these buildings are clustered together in concentrated areas. Architecturally significant buildings and districts have been inventoried, which are shown on Map 4.

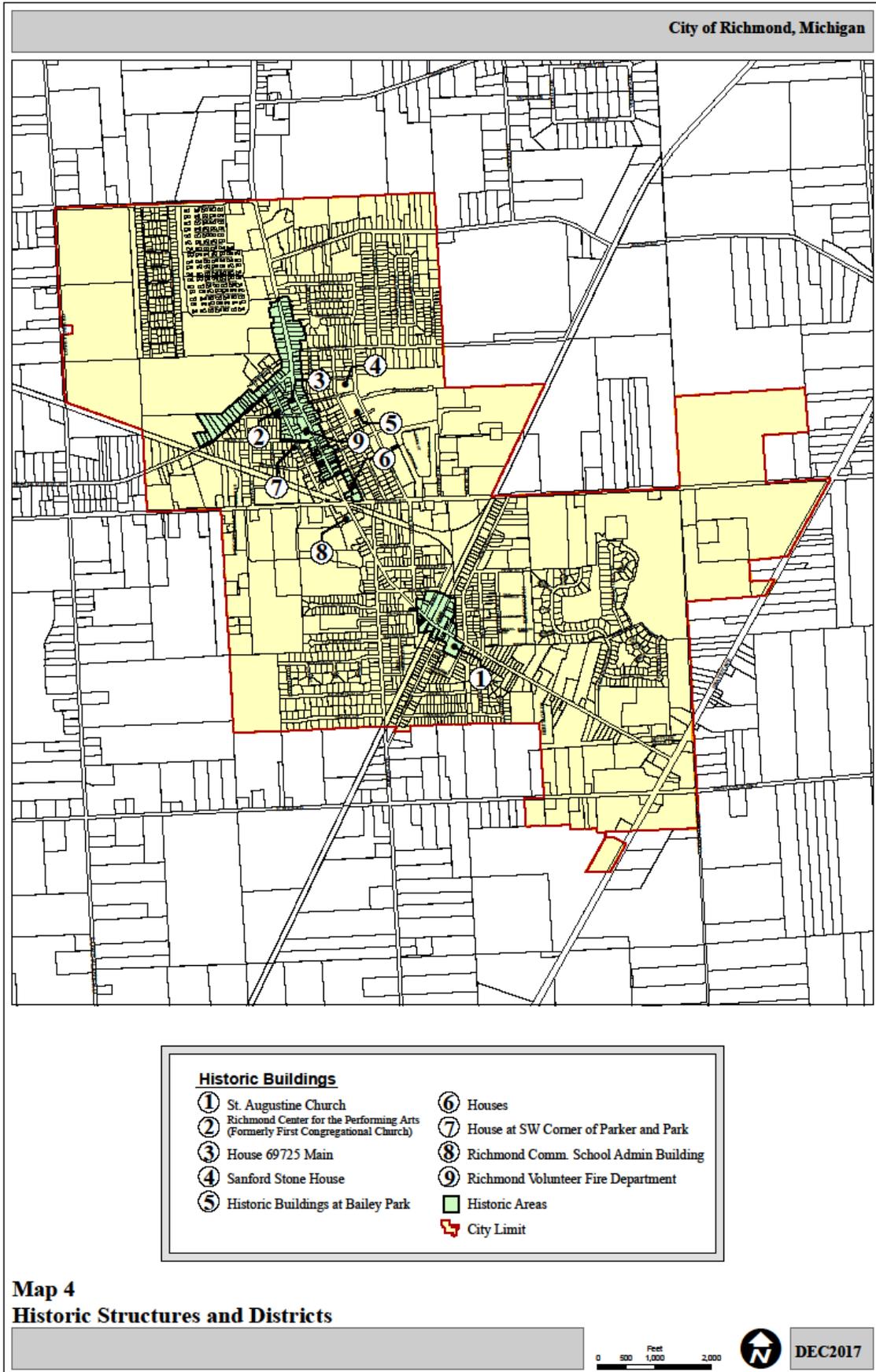
A common feature of several older houses in the City is the use of cobblestone and fieldstone for the building and porch foundations.

There are two areas that have a large concentration of historic structures. The larger area is located on Main Street, north of Division Road, and also includes some houses fronting Forest Avenue. A second historic area is located around the intersection of Main Street and the Grand Trunk Western Railroad (referred to as the “Granary District”). Both these historic areas contain most of the vernacular, brick, commercial buildings that are characteristic of small Midwestern towns.



A common feature of several older houses in the City is the use of cobblestone and fieldstone for the building and porch foundations. This vernacular construction method is a loose unifying theme in Richmond’s architectural heritage. Indeed, three of the City’s most notable buildings—St. Augustine Church, parish center, and rectory—are constructed of fieldstones gathered locally by parishioners.

1. St. Augustine Church, located at the corner of Main Street and Howard Street, is a landmark building distinguished by its stone construction, Italian gothic elements, and twin steeples, which are among the tallest structures in Richmond. The church also serves an important design role as the visual and



literal southern terminus of the Granary District. Two separate buildings on the site, the parish center and rectory complement the church in their design. St. Augustine Church is acknowledged in Buildings of Michigan (Kathryn Bishop Eckert, Oxford University Press, 1993).

2. Richmond Center for the Performing Arts (formerly First Congregational Church), located at 69619 Parker, the Fire Hall located on Main Street between Park and Churchill, and the Sanford Stone House located on Washington and Jefferson Streets are the only structures in the City currently listed on the National Register of Historic Places. They serve as architectural focal points for the neighborhood in which they are located as well as an as important community focal point.

3. The house located at 69725 Main Street is a splendid local example of Greek Revival architecture. There are other houses along Main Street, especially on the west side, that are notable in their architectural design.



4. Sanford Stone house and grounds, occupying a block bound by Beebe, Monroe, Stone, and Jefferson streets, is a historical landmark on the east side of the City. The site's context adjacent to the open space of Beebe Street Memorial Park and Bailey Park contributes to the prominence of the structure.

5. Bailey Park contains numerous historic structures including a schoolhouse, train depot, and log cabin that were transported to the site. The buildings are currently maintained by the Richmond Area Historical and Geneological Society.



6. A cluster of three Queen Anne style houses are located on the west side of Forest Avenue, between Water Street and Division Road.

7. The house located at the southwest corner of Parker and Park streets is the best preserved example of Victorian era architecture in Richmond.

8. The Richmond Community Schools auditorium building located on the west side of Main Street, south of Division Road, is a singular example of Art Deco architecture in Richmond.

The above list is by no means an exhaustive list of structures of architectural or historic merit. The first step in developing a historic preservation program is to conduct a more complete, detailed inventory to identify historic structures.

While designation of structures on the National Register of Historic Places verifies historical significance, it does not ensure preservation of the structure. Provisions for assisting communities with historic preservation are provided at both through the State of Michigan and the Federal Government.

METHODS FOR HISTORIC PRESERVATION

Under PA 169, 1970, as amended in 1992, Local Historic District Act, the City may establish a local historic district. The initial step undertaken by the City is to establish a historic district study committee to begin the process of designating resources under a local ordinance. The study committee is a prerequisite to the formation of a Historic District Commission, which conducts a range of activities for the public purpose of historic preservation, including regulating exterior renovation or modification of historic resources, accepting state or federal grants and public gifts, and acquiring historic resources. From there, a historic district or districts is establishment, followed by the creation and adoption of a local historic district ordinance.

- The National Historic Preservation Act of 1966 amended in 1992 provides for a federal-state-local preservation partnership. Grant funds were made available from the National Park Service through the State Historic Preservation Offices for Certified Local Governments (CLGs) to initiate and support historic preservation activities at the local level. If Richmond meets the eligibility criteria to become a Certified Local Government, the City can become eligible for grants available only to such communities.
- The Federal Historic Preservation Tax Incentives program have proven to be an effective tool for preserving historic resources and revitalizing the community. Two tax incentive programs are currently available, which foster private sector rehabilitation of historic buildings and promotes economic revitalization. The federal program is targeted at income-producing properties that are listed on the national register. The State program is available to both income-producing and personal residential properties that are listed on the national or State register or are in local historic districts. Both programs are administered by the State Historic Preservation Office.
- As an alternative to establishing historic districts pursuant to the Local Historic Districts Act, the City may create a historic overlay district in the zoning ordinance. Historic preservation and architectural design standards can be established to maintain the integrity of historic structures and districts in the City. In this case, the review authority would be the Planning Commission, a design review board, and/or City Council instead of a Historic District Commission.

HISTORIC STRUCTURES AND PRESERVATION

KEY FINDINGS:

- Historic buildings are a significant asset for the City of Richmond and provides a sense of place for the community.
- Most of the historic buildings are clustered within two districts.
- District 1: Main Street, north of Division Road, and Ridge Road.
- District 2: Main Street, near the Grand Trunk Western Railroad.
- There are several methods to preserve historic structures, including the formation of Historic District Commission and zoning overlay districts.

ARTICLE 6

Natural Features

INTRODUCTION

The natural environment of the City of Richmond and adjacent land offers both opportunities and limitations on the type and extent of future development. Two major natural features that pose restrictions on development include soils that are unsuitable for building foundations, poorly drained, and/or susceptible to flooding and wetlands that are regulated by the State. Natural features such as woodlands and wetlands are also valuable assets to community for the environmental benefits they provide, as well as their contribution to the quality of life of residents. Based on the analysis set forth herein, an environmental policy can be established with the goal of balancing the integrity of existing natural features and the future development of the City.

TOPOGRAPHY

The topography of Richmond is relatively flat, gradually sloping down from a 750 foot elevation at the north end of the City to approximately 700 feet at the south end of the City according to the United States Geological Survey map. The gradual slope is interrupted by Armada Ridge, on which Ridge Road is located, a significant upland area that crosses the northwest quadrant of the City. There are no topographical constraints affecting future development in the City.

WOODLANDS

As a mature and developed community with a long history of agricultural and lumber enterprise, Richmond possesses few woodland areas. Small woodland areas exist, as shown on Map 5, at the northwest, southwest, and east end of the City. Woodlands provide wildlife habitat, soil erosion control, climactic controls such as wind breaks and shade, and natural buffer between land uses. Although none of the woodlands are currently used for recreational purposes, they have the potential to be a recreational resource.

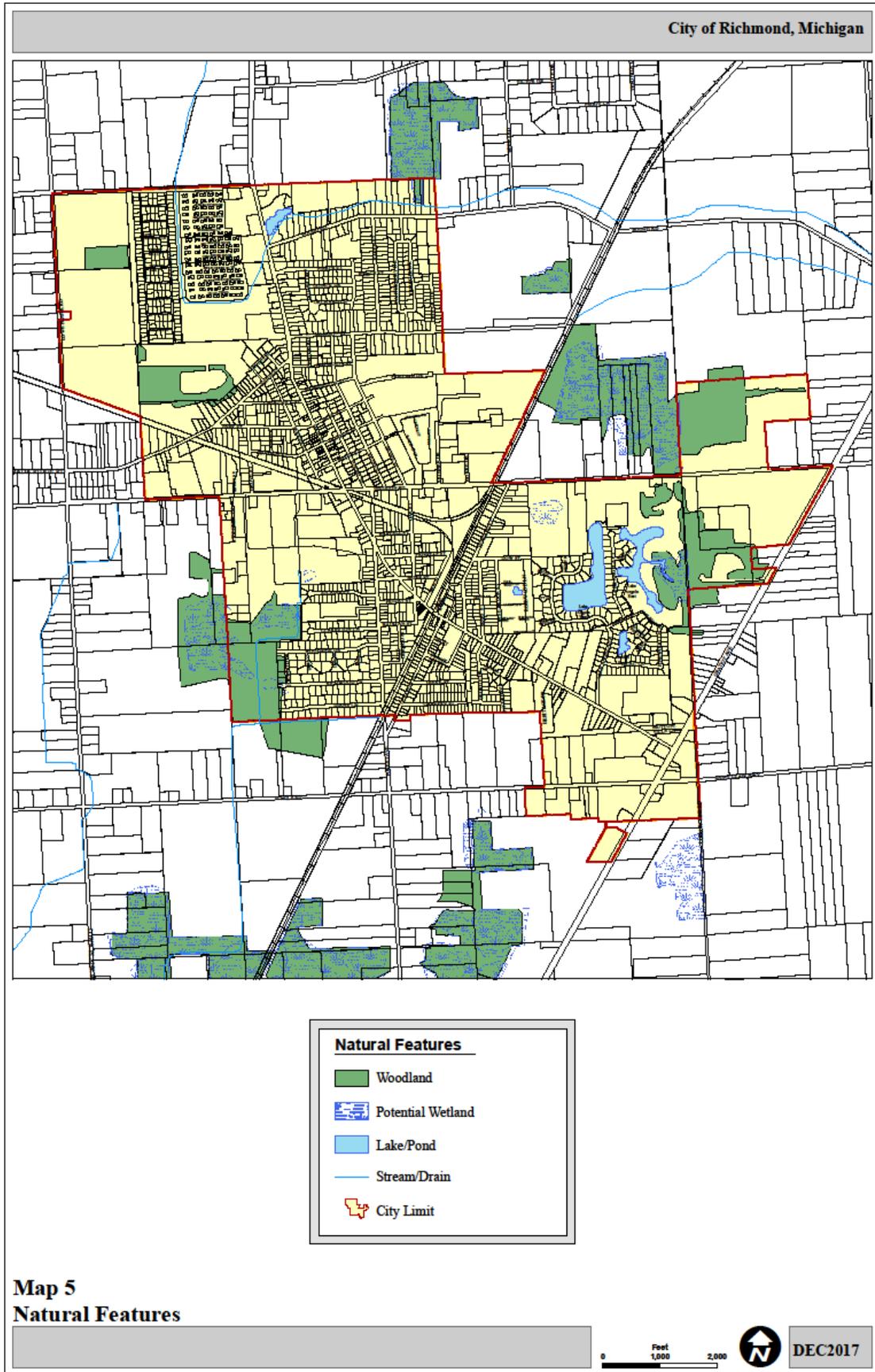
All of the woodlands are located adjacent to developing residential areas. Preservation of woodlands next to and within residential developments could serve to enhance the appearance of the neighborhood.

The topography of Richmond is relatively flat, gradually sloping down from a 750 foot elevation at the north end of the City to approximately 700 feet at the south end of the City.

WETLANDS

Wetlands cover a wide spectrum of physical conditions and ecological characteristics making them difficult to define. Generally, wetlands have three characteristics:

1. Relatively shallow water on the surface all or part of the year;
2. Soils with a high organic content and which are different from upland soils; and
3. Vegetation adapted to wet soils, surface water, and/ or flooding.



While in the past, wetlands were considered to be useless land, it is now known that they have an important role in the hydrological and ecological systems. In addition to providing fish and wildlife habitat, wetlands also maintain and stabilize groundwater supplies, reduce dangers of flooding, control erosion, and improve water quality.

Currently, the Michigan Department of Environmental Quality regulates wetlands that are contiguous to lakes, streams, drains, and ponds, as well as those greater than five (5) acres in size. Land containing regulated wetlands has limited development potential because of the State's wetland protection measures.

Map 5 shows the wetlands identified by the Fish and Wildlife Service of the U. S. Department of Interior.

WATER RESOURCES

SURFACE WATER

There are two major types of surface water found in Richmond. The first type are watercourses, specifically the Gillett Drain, which runs across the north end of the City, and the Fistler Drain, which runs along the western boundary of the City, south of Division Road. These watercourses are essential links in the surface drainage system in Richmond.

The second type of surface water are man-made lakes that are remnants of past mining activity. These former gravel pits have been converted to become amenities within the Lake Angela development in the southeast quadrant of the City.

GROUNDWATER

The City relies on groundwater for its water supply. As described in the Water System Master Plan Update (March 1999), seven sequencing wells provide the water supply for residents. The multiple number of wells is the result of the relatively low yield of some of the individual wells.

The water system is discussed in more detail in the Sewer and Water Analysis. However, protection of groundwater is an important natural resource issue as well as a utility issue. The Water System Master Plan identifies wellhead protection areas for this purpose.

SOILS

In order to minimize construction costs and risks to the environment, it is desirable for future development to be constructed upon sites with suitable soils. Unsuitable soils present problems such as poor foundation stability, poor drainage, frost heave, and septic system failure. (The last concern is less relevant if a community waste water treatment system is available.) The primary source for soils information is the Soil Survey of Macomb County, Michigan (September 1971) issued by the Soil Conservation Service of the U.S. Department of Agriculture.

There are three soil associations found in the City. A soil association is a landscape that has a distinctive proportional pattern of soils. It normally consists of one or more major soils, for which it is named and at least one minor soil. The three soil associations found in Richmond are as follows:

CONOVER-PARKHILL-LOCK ASSOCIATION

This is the predominant soil association found in Richmond. It composes the land at the north of Ridge Road and west of Main Street, as well as most of the land east of Main Street. It is one of the best associations for agricultural use. Excessive wetness and slow runoff are characteristics of this soil association, which present severe limitations on residential and recreational use. These limitations cause difficulty in laying out streets and utility lines and in constructing houses. Highways constructed on this soil association are susceptible to breaking because of frost heaving and excessive wetness.



OAKVILLE-BOYER-SPINKS ASSOCIATION

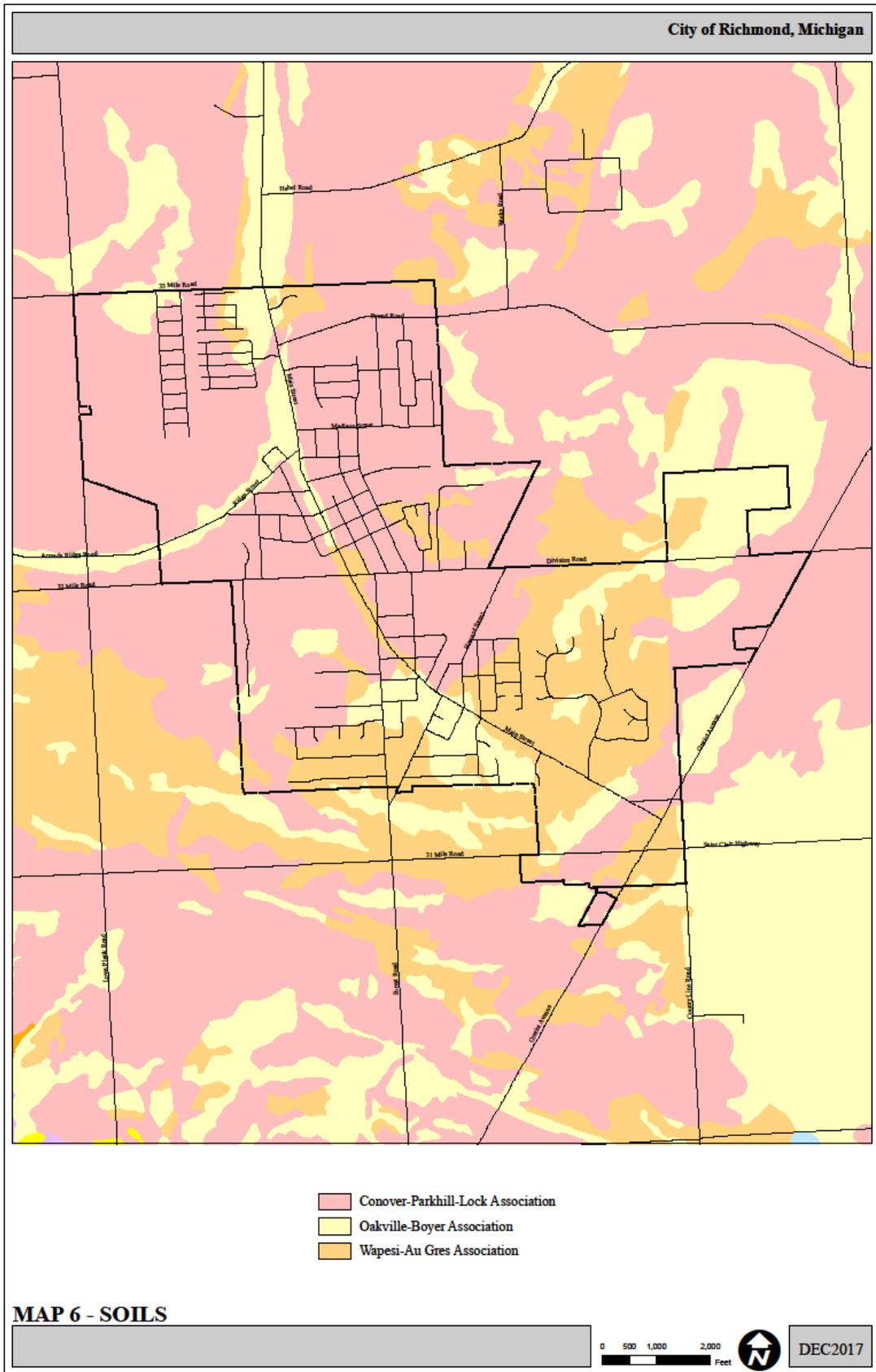
This association is found along the ridge on which Ridge Road is located and also Main Street north of Ridge Road. It consists of well-drained soils that have severe limitations for agricultural use, but provides good foundation material for houses, streets, and highways.

WAPESI-AU GRES ASSOCIATION

This association is found mainly in the southwest quadrant of the City, south of Ridge Road, west of Main Street. It is characterized by somewhat poorly drained soils. The soils have moderate to severe limitations for use as residential sites. A seasonal high water table causes wet basements. Some areas are a good source of base material for trails, roads, and buildings. Also, effluent moves rapidly through the sandy material and can contaminate a water supply that is near the surface.

To present soil data in a way that is meaningful in the context of community planning, Map 3 identifies land containing soils that are poorly adaptable or unadaptable for development. Construction on unsuitable soils can result in shifting foundations, cracked walls, and cracked pavement and roadways. These problems often result in increased development and maintenance costs, and, in extreme cases, structural failure.

It is possible to develop on land with poorly adaptable soils, for example, by excavating and filling with soils suitable for building foundations. But the Soils Map provides a general picture of areas that may be problematic for development because of existing soils for the purpose of future land use planning. Of course, on-site studies and soils analysis are required to determine whether specific sites are suitable for development.



NATURAL FEATURES ANALYSIS

KEY FINDINGS:

- Soils that are unsuitable for building foundations, poorly drained, and/or susceptible to flooding and wetlands that are regulated by the State are two major natural features that pose restrictions on development in Richmond.
- Construction on unsuitable soils can result in shifting foundations, cracked walls, and cracked pavement and roadways. These problems often result in increased development and maintenance costs, and, in extreme cases, structural failure. It is possible to develop on land with poorly adaptable soils, for example, by excavating and filling with soils suitable for building foundations.
- Natural features such as woodlands and wetlands are also valuable assets to community for the environmental benefits they provide, as well as their contribution to the quality of life of residents. Preservation of woodlands next to and within residential developments could serve to enhance the appearance of the neighborhood.

ARTICLE 7

Sewer and Water Analysis

SANITARY SEWER SYSTEM

In May 2011, the city of Richmond prepared a Richmond Sanitary Sewer Master Plan Update with the assistance of Tetra Tech. The master plan update assesses the existing sanitary sewer system, as well as recommended improvements to the system based on anticipated growth in the city. The following section summarizes the findings of the Richmond Sanitary Sewer Master Plan Update.

DESCRIPTION OF EXISTING INFRASTRUCTURE

The existing sanitary system consists of 144,551 linear feet (27.4 miles) of sewers ranging in size from 6 to 30 inches in diameter. Six pump stations are located at various points in the city to transport flow to the wastewater treatment plant (WWTP). The treatment plant is located northwest of 31 Mile Road and the Grand Trunk Railroad.

The master plan update revealed that the sewer system flow responds strongly to rainfall. The analysis showed that the existing system has capacity constraints. The city recently completed construction on many projects that will manage this wet weather response.

The WWTP was designed to serve a population of 6,860. The average daily flow with recycle is 0.90 mgd, while the maximum daily dry weather flow is 1.50 mgd. Thus, the plant can treat the existing average daily flows of approximately 0.66 mgd. The future flows, however, are projected to exceed the current design capacity. The average daily flow in the future is estimated to be 1.06 mgd (1.63 cfs) from a future population equivalent of approximately 10,784. Population equivalent includes flow from commercial and industrial users (actual population will be lower). This is larger than the design flow of the current plant. Therefore, the WWTP will require an upgrade.

The existing sanitary system consists of 144,551 linear feet (27.4 miles) of sewers ranging in size from 6 to 30 inches in diameter.

PROJECTED GROWTH AND RECOMMENDED IMPROVEMENTS

The population of Richmond in the year 2010 was 5,735. Taking into account the undeveloped and vacant areas within the current city limits as well as the planned densities of those areas, the city could have a total population increase of 3,982. Therefore, it will be necessary to improve and expand the system to serve a growing population. The magnitude of the improvements will depend on the land use and flow generation that occurs. Some new sewers will be required, as well as increased pump station capacities (for projects proposed outside of the city limits).

The Richmond Sanitary Sewer Master Plan Update projects the build-out of the city, assuming the development of the following future land uses on currently unimproved land:

Table 10
Future Service Area for Various Land Uses

Land Use	Total Area
Low Density Residential	120 acres
High Density Residential	162 acres
Industrial	547 acres
Commercial	288 acres
Total Increased Area	1,117 Acres (162% of existing)

Source: Tetra Tech, Inc., Richmond Sanitary Sewer Master Plan Update (5/11)

Based on the assumption of the City's build-out with the above mix of uses, the Master Plan Update provides a number of recommended improvements to the sanitary sewer system. The improvements are listed below:

PROJECT 1, GROVE SUBMAIN: The 2,220 feet of 12-inch sanitary sewer from 450 feet west of Division and Parker to Bartel and South Forest does not adequately convey future flows. The recommendation is to replace the 12-inch sewer with 15-inch sewer. This sewer would likely be located down the street.

PROJECT 2, MAIN SUBMAIN: Due to the increased service area, and subsequent increased peak flow rates, the existing 12 and 15-inch sewer is marginally undersized from the force main discharge on Main Street to South Forest, and Gleason, just west of the Grand Trunk Western Railroad. The recommendation is to replace the existing 12 and 15-inch sewer with 15 and 18-inch sewers. However, this area has shown no history of problems, surcharging or basement backups. Therefore, we recommend the city consider removal of infiltration and inflow along this submain to eliminate this project.

PROJECT 3, CIRCLE LANE PUMP STATION AND FORCE MAIN: Flows from future service Areas 11A, 11B, 12 and 13 will be directed to Parker Subdivision. A pump station will be needed at the connecting point between

Area 13 and Circle Lane as the area is very flat. Although the 18, 12 and 24-inch pipes of Parker submain have enough capacity to convey these future flows, the 8-inch and 10-inch pipes along Circle Lane, Ridge Street, Churchill Street and Parker Street do not have the required available capacity. Therefore, the force main will extend all the way to Park and Parker Streets. The pump station and force main will be the responsibility of the developers of these areas.

PROJECT 4, MAIN STREET PUMP STATION: The Main Street Pump Station will require an upgrade to convey future flows. The sanitary pump station, located at Main Street and Muttonville Lane, would require an increase in capacity from 400 gpm to approximately 650 gpm. A more detailed study should be conducted at the time of growth to determine if the existing pump station can accommodate additional capacity or if a new facility is warranted.

WATER SYSTEM

In May 2011, the city of Richmond prepared a water system master plan update with the assistance of Tetra Tech. The update assesses the existing water system, as well as recommended improvements to the system based on projected future demand. The following section summarizes the findings of the document.

DESCRIPTION OF EXISTING INFRASTRUCTURE

The existing Richmond water system consists of seven production wells dispersed throughout the city, one elevated storage tank located in the northwest section of the city, and approximately 35.5 miles of water main. The size of the water mains range between two to 12 inches in diameter. The elevated storage tank has a capacity of 400,000 gallons. Most of the transmission mains were built in the early to mid-1900s. Water mains typically have a service life of 70 to 80 years.

EXISTING CONDITIONS

According to the water system master plan update, residual pressures (the pressure at a given location during a high flow condition, e.g., when a nearby hydrant is opened during a hydrant test) are adequate for peak hour demands and fire flow requirements are adequate at most locations. However, the service life of the existing water mains and the adequacy of supply wells are issues that must be addressed. Developing a schedule for water system pipe replacement is recommended.

Water supply is provided by seven wells. A hydraulic model for the distribution system was updated using infrastructure, well supply and fire flow information provided by the city. Results of the model indicate that residual pressures are adequate for peak hour demands.

The update states that available fire flow requirements are currently adequate at most locations. However, the service life of the existing water mains, future system expansion requirements and adequacy of supply wells are issues that should be addressed.

FUTURE CONDITIONS

Assuming the development of the future land uses on currently unimproved land, the water system master plan update projects the build-out of the city. However, in this time of economic uncertainty, assigning a timeline to this growth is nearly impossible. For the purpose of this report, we can assume the build-out condition corresponds to a 20-year timeframe. Little development is foreseen for the next five years. It can be expected that the future build-out maximum day demand will be approximately 1.5 times our current capacity. Knowing this, the city of Richmond will need additional capacity to meet future supply requirements if future growth occurs as projected.

IMPROVEMENT ALTERNATIVES

The previous sections presented the need for system improvements in select areas of the city and surrounding areas. Various improvement alternatives are available to ensure the system will provide adequate fire flow capability. These improvements can be separated into three categories: improvements associated with existing deficiencies, improvements to meet future expansion, and improvements associated with system age/maintenance. The following sections will present information on these recommended improvements.

INTERNAL IMPROVEMENTS ASSOCIATED WITH EXISTING DEFICIENCIES

These improvements are based on existing model results and on the age of the mains. The southwest portion of the city of Richmond has lower fire flows available. In addition, many of the transmission mains are old and may be near the end of their service life.

To improve existing fire protection, a 12-inch water main should replace the existing 6-inch and 8-inch mains located on Main Street from Forest Avenue to Gratiot Avenue (Project 1). This will increase the fire flow available while improving the transmission of water to future expansion areas. No known street improvements are scheduled on Main Street.

In addition to the improvements along Main Street, the replacement of the 4-inch water main along Gleason Avenue from O.W. Street to Main Street (Project 2) was also considered. When this line is replaced (repairs scheduled by the city for fiscal year 2019) it should be a 12-inch main to match the size elsewhere on Gleason Avenue. The 6-inch pipe on Oak Street should be extended by 8-inch pipe from the Grand Trunk Western Railroad to Bartell Street during repairs scheduled by the city for fiscal year 2020 (Project 3).

INTERNAL IMPROVEMENTS ASSOCIATED WITH FUTURE EXPANSION

These improvements are suggested to ensure the transmission of water to the extremities of the system. The suggested improvement (Project 4) is to provide a 12-inch water main loop from 32 Mile Road, behind the high school 1,250 feet south to Beier Street, then 2,300 feet east to Forest Avenue along Beier Street extended (Project 5).

In 2017 a 12-inch pipe, parallel to the existing 12-inch pipe, was installed along Main Street from Pound Road to the elevated tank (Project 6). Additionally in 2017, a 12-inch main along Pound Road replaced an existing 3,100 feet of 4-inch main in conjunction with street repairs scheduled by the City for fiscal year 2018 (Project 7). Similarly, 1,200 feet of 6-inch main along 31 Mile Road up to Gratiot Avenue should be replaced with a 12-inch main (Project 8), and add 1,200 feet of 12-inch pipe from Pound Road and the City limits south along Crystal Drive extended (Project 9). It is also recommended to add 50 feet of 8-inch pipe on Beier Street crossing Main Street during the repairs scheduled by the City for fiscal year 2021 (Project 10).

The dead ends at Jolaine Court and Clarkston Lane have low available fire flows, but due to insufficient easements and rights-of-way, there is no good alternative to correct this problem. We suggest discussions be held with property owners at the western ends of the cul-de-sacs to seek easements to route a pipe between the two streets or to a future development to the west.

IMPROVEMENTS IN AREAS EXTERNAL TO THE EXISTING SYSTEM

These improvements include those in locations outside the current service area. Such improvements should be paid for primarily by developers who request expansion of the service area. The sizes suggested here are critical to ensure adequate supply to the extremities of the system; however, some variance from the existing locations may be acceptable.

The transmission mains shown in Map 5 do not include all water mains that would likely be constructed. Some additional transmission mains may be warranted to better loop the system, and many distribution mains will be necessary to provide service within the future growth areas. The location of these distribution mains are left to the developer to locate with city review.

The 12-inch loop around the city limits and future expansion areas should be completed with the following additions (Projects 11 through 22):

- 8,050 feet - Extension of Madison Street from the City limits 6,200 feet east and 1,850 feet south to 32 Mile Road extension (Project 11). This water main is presented as an example only. Developers may wish to connect transmission improvements to the 12-inch pipe at Division Road, in lieu of the 12-inch pipe along the northern property boundary. The same comment is valid for the following seven proposed projects:
- 2,300 feet - Gratiot Avenue, from Cottonwood Pointe extension northeast to 32 Mile Road extension (Project 12).
- 2,200 feet - 32 Mile Road extension, from the City limits east to Gratiot Avenue (Project 13).

- 3,300 feet - Lowe Plank Road, from 33 Mile Road to 32 Mile Road and east on 32 Mile Road, connecting to the existing 12-inch pipe (Project 14).
- 2,700 feet - Grove Street extended, 1,500 feet south of 32 Mile Road, 2,250 feet south and 450 feet east to Diane Lane (Project 15).
- 1,400 feet – Forest Avenue, from Grand Trunk Western Railroad to 31 Mile Road, replace existing pipe with 12-inch pipe (Project 16).
- 2,350 feet – 31 Mile Road extension from Forest Avenue east to the existing 10-inch pipe, schedule by the City for fiscal year 2022 (Project 17).

The 8-inch pipe on Cottonwood Pointe should be connected with the proposed 12-inch loop on Gratiot Avenue with 1,330 feet of 12-inch pipe (Project 18). We also recommend the addition of 1,750 feet of 8-inch pipe (Project 19), followed by 1,640 feet of 10-inch pipe (Project 20), connecting the southwest end of Circle Lane with the proposed 12-inch loop on Lowe Plank Road. Extend the 10-inch pipe on Nature's Way 570 feet south to the new 8 and 10-inch pipes (Project 21). Also, replace the 6-inch pipe with 8-inch pipe on Circle Lane when Area 13 connects to the system (Project 22).

IMPROVEMENTS DUE TO WATER SYSTEM AGE/MAINTENANCE

These improvements are suggested based on the capital improvement projects for water mains scheduled by the city. The suggested improvement (Project 23) is to replace the 4-inch main on Park Avenue with a 12-inch main from Ridge Road to Parker Street. The 4-inch pipe on Oak Street between Priestap and Beier Streets should be replaced with 8-inch pipe (Project 24). The same is recommended for the 4-inch pipe on Priestap Street from Oak to Beech Street (Project 25). When this line is replaced, it should be replaced with an 8-inch pipe.

WELLHEAD PROTECTION PLAN

The goal of the Wellhead Protection Plan (WHPP) is to protect the city's groundwater supplies from contamination. The WHPP reflects the city's commitment to protection of its community resources, the public health of its citizens and the natural environment. This WHPP was prepared in accordance with guidance documents available from the Michigan Department of Environmental Quality (MDEQ) Drinking Water and Radiological Protection Division (DWRPD). Funding for the WHPP was provided by the city and the State of Michigan through the Wellhead Protection Grant program.

This WHPP is intended to be a working document. In order for the WHPP to achieve its goal, this document needs to be used frequently and updated when necessary. Such updates can be made with city council approval, but without the need to resubmit this plan to the MDEQ. One must remember that the city intends to use its water supply for an indefinite period of time. As long as groundwater is used by the city, this plan will have to be maintained. Updated copies of this plan will always be available from the city clerk's office and the city's public services department. Other copies of the plan will be available at the Lois Wagner Memorial Library. These copies will be updated periodically by the public services director.

The WHPP provides background information about the city's water supply system, a summary of each of seven elements of the city's WHPP, recommended procedures for maintaining the WHPP, an implementation schedule and a guide to resources that can be used as this plan is implemented.

SEWER AND WATER ANALYSIS

KEY FINDINGS:

- The city completed a sanitary sewer master plan update and water system master plan update in 2011. Each master plan has findings and recommendations based on current deficiencies and needs based on projected population growth. Recommended improvements are split into phasing within each of the reports.
- The sanitary sewer master plan update states that the existing system generally has adequate capacity. The analysis proposes two submain improvements, a new pump station and force main, and improvements to an existing pump station to be able to handle future flows. Based on future projections, upgrades to the WWTP will be required.
- The service life of existing water mains and the adequacy of supply wells are water issues that should be addressed according to the water system master plan update. Various improvement alternatives are available to ensure the system will provide adequate fire flow capability. These improvements can be separated into three categories: improvements associated with existing deficiencies, improvements to meet future expansion and improvements associated with system age/maintenance. These were determined by considering future conditions including demands and assumed water main locations.
- As long as groundwater is used by the city, the wellhead protection plan will have to be maintained and updated as needed to protect the city's groundwater supplies from contamination.

ARTICLE 8

Socio-Economic Analysis

Consideration of the local economic base is included in the planning process to ensure that land reserved for commercial and industrial uses is of adequate size and location to meet the future needs of the community. Economic activities may create jobs for local residents and contribute to the improvement of the city’s tax base. However, it is important to ensure that industrial and large commercial uses are planned for areas with compatible surrounding land uses and are served with public utilities, services and transportation systems.

EMPLOYMENT

Employment trends in Richmond mirror those of the state, but with higher swings in proportion. In 2000, Richmond had an unemployment rate of 8.5%. This rate was slightly higher than the state’s rate of 7.3%. However, the 2015 data shows the Richmond unemployment rate of 4.86% which is lower than the state’s rate of 6.0%.

RESIDENT OCCUPATION BY INDUSTRY

As shown in table 12, which shows the occupations of Richmond Residents. In Richmond, 73.5% of workers worked in Macomb County, while 24.6% worked in Michigan but not within Macomb County, and 1.9% worked outside of Michigan.

In regards to job location, 73.5 percent of workers work in Macomb County, while 24.6 percent work in Michigan but not within Macomb County and 1.9 percent work outside of Michigan.

In Richmond, 73.5% of workers worked in Macomb County, while 24.6% worked in Michigan but not within Macomb County, and 1.9% worked outside of Michigan.

Occupation	Percentage
Management, business, science, and arts occupations	30.3
Service Occupations	23.1
Production, transportation, and material moving occupations	19.6
Sales and office occupations	19.0
Natural resources, construction, and maintenance occupations	8.0
Farming, fishing, and forestry	0.0

Source: U.S. Census Bureau, 2010-2015 American Community Survey (ACS) 5-year Estimate.

Where table 11 describes the occupations of Richmond residents, table 12 describes the makeup of businesses by industry within the city. The industry makeup relates to the various sectors of employment that exist in Richmond. Between 2015 and 2040, the number of positions forecasted for each sector is expected to increase, except for natural resources and mining and retail trade. Employment in private education and healthcare sector is expected to experience the greatest increase in both number of jobs and percentage of total city employment.

Table 12 – Employment in Richmond by Industrial Class¹		
Industrial Class	2015 Estimate	2040 Projection
Natural Resources & Mining	32	17
Manufacturing	N/A	N/A
Transportation, Warehousing & Information	N/A	N/A
Retail Trade	579	563
Knowledge-Based Service	227	251
Services to Household & Firms	334	401
Private Education & Healthcare	368	618
Leisure & Hospitality	185	198
Public Administration	N/A	N/A
Total Employment	2,078	2,436
Macomb County Total	376,683	409,470

¹ – The data is blocked due to confidentiality concerns of ES-202 files. Source: SEMCOG, Community Profiles. www.semco.org.

TRAVEL TIME TO WORK

Data regarding travel time to work shows where residents of Richmond are employed. As is increasingly common, the majority of residents (29.1 percent) have a commute time of 30 to 44 minutes. This indicates that Richmond is, in some ways, a bedroom community where people live but do not work. In addition, by comparing tables 11 and 12, one can conclude that Richmond residents may benefit from business, science and art related “knowledge-based” jobs in the future.

Table 13–Travel Time to Work	
Less than 10 min.	17.3%
10 to 19 min.	13.6%
20 to 29 min.	22.3%
30 to 44 min.	29.1%
45 to 59 min.	10.9%
60+ min.	6.9%
Mean Travel Time (minutes)	26.8

Source: U.S. Census Bureau, 2010-2015 ACS.

TAX BASE

As shown in table 14, real property accounts for the bulk of the taxable value in the city. In 2013 Richmond bottomed out in regards to real property value, while personal property lagged and bottomed out in 2014. While the total taxable value has rebounded since 2014, they are still below the pre-economic downturn figures.

Year	Real Property	Personal Property	Total Valuation (\$)
2012	149,806,680	8,984,300	158,790,980
2013	146,868,590	8,868,590	155,715,090
2014	147,268,073	7,731,000	154,999,073
2015	151,040,355	8,293,000	159,333,355
2016	154,081,342	9,053,500	163,134,842

The tax base distribution gap between the residential and non-residential (commercial and industrial) land uses has steadily widened since 2012. As illustrated in Table 15, approximately 71.3 percent of the taxable property in 2016 was classified as residential. This represents an increase since 2012, and further illustrates that Richmond is a bedroom community. The proportion of commercial and industrial uses have decreased since 2012. Part of this may be due to residential property values rebounding more quickly from the economic downturn than commercial and industrial properties.

Use	Taxable Value (\$)					Percent Total by Year				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Residential	109,810,981	108,970,779	110,686,852	113,596,411	116,332,644	69.2	70.0	71.4	71.3	71.3
Commercial	35,864,295	33,800,417	32,667,735	33,468,013	33,762,488	22.6	21.7	21.1	21.0	20.7
Industrial	4,131,404	4,097,394	3,913,486	3,975,931	3,986,210	2.6	2.6	2.5	2.5	2.4
Personal Property	8,984,300	8,846,500	7,731,000	8,293,000	9,053,500	5.6	5.7	5.0	5.2	5.6
Total	158,790,980	155,715,090	154,999,073	159,333,355	163,134,842					

RELATIONSHIP BETWEEN RESIDENTIAL VALUATION AND NONRESIDENTIAL DEVELOPMENT

Finding a good balance between commercial, industrial and residential land uses depends on a number of factors. The difference in tax revenue generated by and cost of services for each use must be considered to find an acceptable balance.

The amount of tax revenue that residential and nonresidential land uses generate varies considerably. On average, commercial and industrial uses contribute to a much higher taxable value amount than residential uses based on the same amount of land area.

Because nonresidential land uses contribute to the city's tax revenue at a higher average rate and have lower service costs for governments, it would financially benefit the city to plan and provide for such uses. Other benefits of commercial and industrial development include increased employment opportunity, spin-off economic effects on the local economy for each job created and potential new residents. However, these benefits must be weighed against other effects of commercial and industrial development such as additional traffic, demand on public services and potential nuisances, such as lighting, noise and odor on residential land uses.

IDENTIFICATION OF OPPORTUNITIES

Richmond has historically placed strong emphasis on the maintenance and improvement of its downtown. The residential growth of Richmond dictates that these efforts be continued and strengthened so the Richmond economy can realize the full benefit of this growth. Specific strategies to consider include:

CONTINUED SUPPORT AND ENHANCEMENT OF THE DOWNTOWN

Richmond has historically placed strong emphasis on the maintenance and improvement of its Downtown. The residential growth of Richmond dictates that these efforts be continued and, if possible, strengthened so that the Richmond economy can realize the full benefit of this growth. Specific strategies to consider include:

Organization: Many benefits have been realized by formation and participation of Richmond's Tax Increment Financing Authority.

Retention: Although not suffering a high vacancy rate overall, the downtown is vulnerable to business loss. An organized retention program is the best response to this problem since it anticipates potential vacancies and can often recommend intervention strategies to avoid the loss of a business. The contact and communication inherent in organized retention visits also provide valuable problem solving opportunities and insights into how the downtown can be improved. Finally, the problem with underutilization of certain properties may be counteracted by proactively addressing the space needs of the downtown businesses.

Attraction: Existing vacancies should be inventoried and a master list prepared containing all of the salient data on space available in Richmond. A systematic program of matching this space to potential users should then be undertaken.

Physical: The city and its TIFA must continue to plan and enhance the physical elements of the downtown. Streetscape improvements, promotion of the façade programs and selective redevelopment should continue to be pursued as a part of a key strategy of physical development within the downtown.

PROACTIVE POSITIONING FOR INDUSTRIAL DEVELOPMENT

The current industrial land inventory has greatly improved due to the city of Richmond and Sun Communities agreeing in 2008 to take steps toward making the 32 acre parcel at the northern end of Skinner Drive development ready. While the industrial land inventory has improved from the past, it is still very minor, so some fairly aggressive measures should be undertaken to allow Richmond to grow its industrial tax base. These include:

Land Control/Assembly: The city should review industrial properties to look for underutilized space that may be available for assembly into larger, more attractive industrial properties. The city may also consider voluntary acquisition from the current owners or some form of assignable option which would allow the city time to actively search for a developer and a mechanism for the write-down of the purchase price to the end user.

Monitoring Existing Development/Redevelopment Opportunities. The city should carefully track existing industrial property owners and be alert to expansion or repositioning opportunities. In the near term, these are the most likely candidates for increased investment. The City should carefully track existing industrial property owners and be alert to expansion or re-positioning opportunities. In the near term, these are the most likely candidates for increased investment.

Develop a Long Term Economic Strategy: While the traditional approach to economic development has long been seeking out and attracting companies, it is not the only method in our toolbox. The City should investigate ways to attract entrepreneurs, work with the Macomb OU Business Incubator and enhance relationships with Macomb County Economic Development and its site selection services.

SOCIO-ECONOMIC ANALYSIS

KEY FINDINGS:

- In 2015, almost one-third of working age Richmond residents (30.3 percent) worked in management and professional “knowledge-based” jobs.
- Between 2015 and 2040, employment in private education and healthcare sectors is expected to experience the greatest increase in both number of jobs and percentage of total city employment.
- Over half (51.4 percent) of working age Richmond residents commute between 20 minutes and 44 minutes to and from work.
- Richmond residents may benefit from, and efforts should be taken to attract management, business, science, and art related “knowledge-based” jobs in the future.
- The tax base distribution gap between the residential and nonresidential land uses has steadily widened since 2012, with residential property taxes representing 71.3 percent of total tax revenues.

ARTICLE 9

Housing Needs Assessment

DWELLING UNIT CHARACTERISTICS

Richmond's housing characteristics were previously discussed in this document (see population and housing analysis). That section indicated that the current housing stock is composed of 2,578 units, an increase of 517 units from 2000. Since that year's U.S. census, building permits were issued for 367 single-family units and 269 multiple-family units, which included all units other than single-family detached.



Single-family detached units now account for 1,510 units, or approximately 59 percent of the total of all housing. This is an increase since 2000 when they comprised 54 percent of all housing units. New construction has caused this increase. During the past 10 years, single-family units accounted for 71 percent of all new housing starts. Multiple-family units accounted for 29 percent. On a county-wide basis, the ratio is quite similar, as 70 percent of all new construction in Macomb County since 2000 has been single-family. The number of mobile homes in Richmond relatively remained unchanged during this period.



The 2010 census reported the median value of owner occupied housing was \$159,500, decreasing 5.7 percent since 2000.

The 2010 census reported the median value of owner occupied housing was \$159,500, decreasing 5.7 percent since 2000 when adjusted in today's dollars. A recent survey of homes for sale on the Realtor.com Multiple List Serve found 27 units within the Richmond zip code (area 48062) ranging from \$50,000 more than \$400,000. Nine were listed at between \$50,000 and \$149,900, seven from \$150,000 to \$199,900 and 11 from \$200,000 and up. Two condominiums were listed, ranging in price from \$155,900 to \$174,900. Each of the latter had two bedrooms, was 1,400 square feet or greater and was built ten or fewer years ago.

When you adjust the sales data to only the city itself, the picture becomes clearer. The Multiple List Serve found 15 homes for sale, ranging between \$109,900

and \$430,000. Five were listed between \$100,000 and \$149,900, five were between \$150,000 and \$199,900 and five from \$200,000 and up. The average rental rate in Richmond is \$764.00 per month.

Generally, Richmond's housing prices are slightly above Macomb County's median. While this is not necessarily negative, it does impact the overall affordability of housing within the city. Contributing to the higher median value is the outward migration of individuals and families in the metro Detroit area and the appeal of the Richmond area. However, within the city of Richmond, there is still a need for affordable housing to meet the needs of first time home buyers as well as a mix of housing types.

HOUSING UNIT REPLACEMENT

In the structural quality analysis section of the master plan, no deteriorating residential buildings were identified, thanks in part to programs like Habitat for Humanity's "A Brush with Kindness." However, it is assumed that over time residential structures will be demolished to make way for off-street parking, new commercial developments or for other reasons. In the next decade, it is reasonable to expect four to six homes being demolished. This is not an especially high figure, and with new construction averaging six or more new homes per year, no substantial impact on the total housing stock is expected due to demolition. In fact, demolition of dilapidated housing may enhance the value of surrounding properties in the city. Observation of the city's housing, done while conducting field surveys of existing land use and structural quality, concluded that overall housing is very well maintained with only spot clearance needed as noted above.

HOUSING AFFORDABILITY

Housing affordability is a function of the market place meeting demand of persons and households seeking homes in locations of their choice. Richmond offers a broad range of housing types and prices. It continues to attract new residents, who may bring equity from former homes as down payments to Richmond. This has made existing homes affordable to the average new resident, as well as to the new homebuyer. A second feature of affordability is the continuing reinvestment of homes by existing residents. With rising incomes, homeowners can afford new siding, window replacement, roofs and garages. This shows that Richmond is maintaining its value as a community and as a desirable place to live.

Table 16 -Income/Home Value Relationship				
2010 Income Category	Maximum Affordable Housing ^a	No. of Households in Income Category ^d	2010 Owner Occupied by Property Values ^{b, c}	2010 (Deficit)/Surplus
Less than \$14,999	Less than \$37,500	202	98	(104)
\$15,000 to 24,999	\$37,500 to 62,499	177	0	(177)
\$25,000 to 34,999	\$62,500 to 87,499	210	16	(194)
\$35,000 to 49,999	\$87,500 to 124,999	478	15	(463)
\$50,000 to 74,999	\$125,000 to 187,499	593	85	(508)
\$75,000 to 99,999	\$187,500 to 249,999	254	138	(116)
\$100,000 to 199,999	\$250,000 to 499,999	460	1,182	722
\$200,000 or more	\$500,000 or more	38	337	299

- a. Affordable housing based upon 2.5 times income.
- b. Estimate of number of owner occupied housing units in affordable housing range.
- c. Owner occupied values, 2006-2010 ACS Survey
- d. U.S. Census, 2010

By examining the 2010 household income against 2010 existing home values, it is not surprising that the lower income households, those below \$35,000, face a limited availability of affordable housing. Many of these households may be renters or householders without mortgages. The 2010 census reported that 23.6% of owner occupied housing was without a mortgage compared to 76.4% with a mortgage.

Utilizing a 30% factor of household income for lower income households shows that households with annual incomes below approximately \$30,500 cannot afford market rate rental housing (based on a rental rate of \$764.00 per month). Among those persons classified with incomes below the poverty level, about one-third are persons living alone. Among family households, they are evenly split between married couple families and female headed households. Based upon the above, there are two housing trends that must be addressed. The first is that young families-first time home buyers-have little to choose from and must depend upon the availability of older lower priced homes. The second is the aging of the population and the diverse needs of the increasing number of seniors, particularly when the baby boomers born between 1946 and 1964 mature.

The filter down theory of housing is that as residents move up the ladder, from a small home to a larger more expensive home, they create an opening for another family. The reality is sometimes otherwise, as young families struggle to find affordable and also decent housing. The expected increasing number of seniors are faced with a similar dilemma. Most wish to remain in the city where they have family and cultural ties. However, both the young family and senior may be forced to move elsewhere. The senior household may not be able to financially or physically maintain the larger home.

AFFORDABLE HOUSING ALTERNATIVES

National surveys show that home buyers are more willing to sacrifice lot size than the quality of the interior space. Housing incentives are geared toward reductions in lot size and exterior elements rather than design amenities. This can be provided through common open space areas, rather than individual yards.

Attaching units, clustering on buildable portions of the site, or increasing density are various methods of reducing the cost of housing. (Clustering reduces construction costs of pavement and utility extensions.) Also, scattered site attached housing as infill housing within existing neighborhoods could create affordable housing units within walking distance to daily amenities.

ANALYSIS OF NEEDS

The housing in Richmond forms the foundation for the community. The future of the City is dependent upon its ability to maintain and provide safe, desirable and affordable housing to meet the needs of existing and perspective residents. Most residents appear to be satisfied with the quality of housing in their neighborhood, however, recent trends in southeast Michigan have seen home prices rise much faster than the inflation rate, thus eliminating many potential homebuyers from the market. Providing affordable housing opportunities in a variety of price ranges and styles while preserving the quality of existing homes, promoting rehabilitation and new housing are challenges in maintaining Richmond as a vibrant community.

Achieving housing affordability for the low and very low income categories within the private market place is not realistic. Only through various financial incentives offered by programs through the Michigan State Housing Development Authority and the U.S. Department of Housing and Urban Development can private developers deliver truly affordable housing for those most in need.

The purpose of the efforts of the Planning Commission is to develop a master plan that will provide guidance for its decision making in the years ahead. Most important in this context is to guide future development into neighborhoods that are viable, walkable and integrated into the community. Within the neighborhood, providing a balance of housing types dominated by the traditional single family detached, but also including multiple family, duplexes, attached single family, and senior housing, will contribute to the social well-being of the community by addressing the housing needs of all segments of the population.

HOUSING NEEDS ASSESSMENT ANALYSIS

KEY FINDINGS:

- Single-family detached housing units account for 1,510 units or approximately 59 percent of the total housing units in the city, which is a slight increase from 55 percent in 2000.
- In 2010, the median housing value in Richmond was \$159,500.
- Based on the median household income of approximately \$52,658 in Richmond, the upper limit of an affordable house is \$204,800.
- In general, there is a positive gap between household income and housing affordability, which typically means households have more disposable income.
- Data suggest that two demographic groups are underserved by the current housing market in Richmond: young families/first-time homebuyers and seniors.

Creating mixed densities in neighborhoods that are predominantly single-family by including multi-family, duplex, attached single-family and senior housing contributes to the social well-being of the community by serving all segments of the population.

ARTICLE 10

Boundary Adjustment Analysis

OUTLINE OF LEGAL PROCESS

The city of Richmond is interested in working with surrounding townships on regional growth management. Such cooperation may involve the need to adjust city boundaries where appropriate. Boundary adjustments should be strategic in nature as the city is concerned with growth patterns and considers encouraging this growth into directly adjacent areas a goal. To promote this, the city has continually sought partnerships with surrounding townships.



With annexation, a community will expand its boundaries by taking in adjoining lands and premises permanently.

The method of boundary adjustment typically used by communities has been through annexation. With annexation, a community will expand its boundaries by taking in adjoining lands and premises permanently. Under the State Boundary Commission Act, PA 191 of 1968, there are four ways in which an annexation may be initiated: (1) by resolution of the legislative body of the city, (2) by owners of 75 percent or more of the area proposed for annexation, (3) by petition of 20 percent of the registered electors in the area proposed for annexation, and (4) by a petition of 1 percent of the total population of the affected areas as stated in Section 6 of the Home Rule Cities Act, PA 279 of 1909, as amended. The resolution or petition must then be submitted to the State Boundary Commission (SBC) who will determine the compliance of the petition or resolution through a legal sufficiency hearing. The resolution or petition must consist of a map and description prepared by an engineer or land surveyor, a statement of the reasons for the proposed annexation and a copy of the resolution by the legislative body of the city. Great care must be taken when preparing the petition or resolution for a proposed annexation as petitions and resolutions often fail to pass the test of legal sufficiency due to errors in mapping the area or transcribing the legal description. Upon passing the test for legal sufficiency, a public hearing is scheduled and compliance with the standards of the SBC for the annexation are presented. Parties on both sides of the issue may submit written arguments and other pertinent information within 30 days of the close of the public hearing. A ruling on the annexation will be made by the SBC during an adjudicative meeting.

An alternative to annexation or detachment is P.A. Act 425, which is legislation adopted to promote economic development. Act 425 encourages this development by providing a method for cooperation between cities, villages and townships. Act 425 allows a transfer of land from one unit of government to another for a limited period of time (not to exceed 50 years). This agreement involves an economic development project, including land and existing or planned improvements suitable for use in industrial, commercial and residential development and/or the protection of the environment.

Public Act 425 requirements include:

- A written agreement
- Consideration of demographic, physical, economic, projections, and other characteristics of the communities involved
- Public hearing and opportunity for referendum
- Contractual provisions

To meet its growing population, the city has used both annexation and Act 425 agreements. One particular case of annexation that the city was involved with will have effects on all future Act 425 agreements made throughout the State. Based on *Casco Township v Michigan Boundary Commission*, the Michigan Court of Appeals determined that the State Boundary Commission has the jurisdiction and authority to determine the legal validity of an Act 425 agreement and to void an agreement if the commission determines that it is simply a method of avoiding annexation. Because of the ruling, the 425 Agreements between Casco, Columbus and Lenox Townships were deemed invalid and the city of Richmond was able to annex approximately 157 acres along 32 Mile Road and Gratiot Avenue in 1998. The majority of this land remains vacant.

The Muttonville area was annexed in 1989. This area includes all land between 31 and 32 Mile Roads (including properties with frontage on the south-side of 31 Mile) east of the former city limits to the county border. The southern half of this area, surrounding Gratiot, Main and 31 Mile Road are a mix of uses including commercial, residential, agriculture, office, industrial and public. However, it is a transition area, serving mostly as a commercial destination.

The dealership property along Gratiot Avenue is another section of the Muttonville area that has been annexed by the city. This annexation followed the expiration of an Act 425 agreement with Lenox Township in December 2000.

The city has also expanded westward. Land between the Macomb Orchard Trail and 33 Mile Road, from the City limits to Lowe Plank Road, was annexed in 1998.

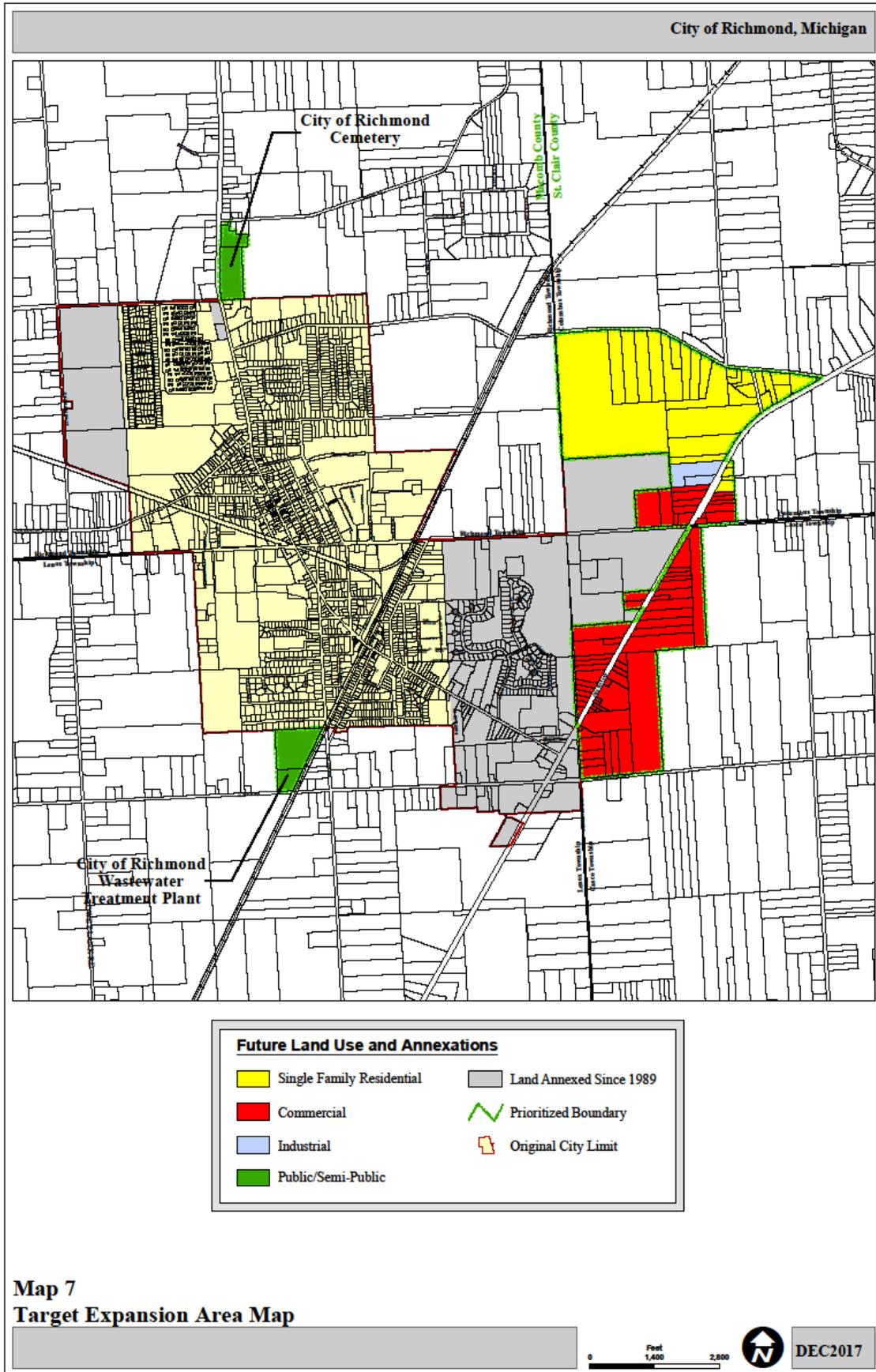
Currently, the city of Richmond is pursuing Act 425 agreements with its adjoining townships. The goals in working with these townships are simple:

Goal 1: To encourage compatible planning and growth within a limited and specified area.

Goal 2: To preserve and protect farmland and open space in the townships.

Goal 3: Provide for tax base and service sharing within the PA 425 area.

The city is pursuing agreements with Casco and Columbus Townships and will be working very closely with them in promoting smart growth patterns for the future. The city is open to an agreement with Richmond Township as well. To promote this smart growth, the city and townships are negotiating an urban limits agreement. As proposed, all development will occur in a natural order, starting in areas directly surrounding the city and expanding out. The city also desires to seek friendly annexation of the cemetery in Richmond Township and the wastewater treatment plant in Lenox Township and should pursue this effort.



ANALYSIS OF LAND USES SURROUNDING THE CITY

As part of this analysis, a survey was completed in February 2010 for land uses within an approximate one-half mile of the Richmond city limits. The analysis of the land uses and the quality of the vacant land within these areas was taken into account to determine the suitability and desirability of inclusion within the city. This determination also considers the analysis and conclusions found in previous chapters of this and other Richmond master plans.

Our analysis of adjoining land within one-half mile indicated that there is a mix of uses surrounding the City. A great deal of this land is vacant, though there are residential, commercial and industrial uses varying by location. The Target Expansion Area Map on the previous page displays the survey results and includes the areas prioritized for expansion.

Because Casco and Columbus Township are interested in working with the city through Act 425 agreements, the land in these areas is a priority. The majority of the applicable areas are a mix of vacant and commercial properties along Gratiot Avenue between County Line Road and Division Road (Fred Moore Highway). North of Division Road, there is an area of commercial land use that transitions toward residential and vacant as you keep moving north. There also is a small area of industrial use that is limited to two parcels. The vacant areas are used for agricultural purposes or are wooded and/or left fallow. The residential uses, mostly one acre and greater, are both interspersed through fields and woods and directly adjacent in rows of houses.

The Richmond Cemetery is located in Richmond Township just north of the city limits on the east side of Main Street (Memphis Ridge Road). The wastewater treatment plant in Lenox Township is located on the north side of 31 Mile Road just west of the CN railroad tracks.

This pattern is also seen with the uses that are found within Lenox and Richmond Township. Residential uses are along each of the roads to a varying degree. Adjacent to the city, residential parcels are more widespread, with farm fields and woodland behind. Farther from the city, these vacant uses become more prevalent and front directly to the road.

The majority of land within Casco and Columbus Townships in adjoining areas to the city is wooded. Gratiot Avenue is a mix of these wooded areas and residential and commercial uses in both townships (and in lands on the west side of Gratiot that were annexed). Pound Road and St. Clair Highway also include homes on one acre lots (approximately) surrounded by woods and farm fields.

IDENTIFICATION OF GROWTH AREAS

Upon review and analysis of the land uses and development patterns adjacent to the City limits, priority areas have been established for future expansion. These areas are identified on Map 7. These areas include:

- The land areas adjacent to the City along the Gratiot Avenue Corridor
- The City Cemetery located north of Pound Road
- The City Wastewater Treatment Facility located just south of the City, west of Forest Road

One of the main priorities of the city should be to expand its boundaries to include the city cemetery and the wastewater treatment plant facility. Both of these facilities are currently located outside of the city limits, however, they are owned and operated by the city.

One of the major reasons for expansion, as noted in the property tax Revenue and economic development analysis, would be to provide land for industrial growth. These sections noted that there is currently a lack of land available and suitable for industrial use. Providing additional land for industrial uses would allow for a greater industrial contribution and a more balanced city budget. The priority area north of 32 Mile and west of the county line would be able to accommodate the need for future industrial growth.

Orderly and sustainable development does not begin or end at the edge of a municipality. Regional influences, availability of infrastructure, development limitations and codes and ordinances all influence where and how development occurs. Future annexation priorities may be established by the city in the future.

DOCUMENTATION OF UTILITY AND ANNEXATION POLICY

The sewer and water analysis discussed improvements and expansion of each utility as based on the water system and sanitary sewer master plan updates. Each of these improvements ensures the transmission of utilities to the extremities of the system based on the possibility of expansion. Because the extent and areas that were projected for expansion within the utility master plans are different from those recommended within this analysis, the utilities and improvements that will be required should be evaluated on a case by case basis. However, because the water and sewer master plans projected expansion far greater than identified in this plan, less infrastructure improvements will be required.

BOUNDARY ADJUSTMENT ANALYSIS

KEY FINDINGS:

The city of Richmond is interested in expansion opportunities to provide land for the projected increase in population, to provide additional land for industrial and commercial uses and to promote appropriate growth and density patterns.

- The city has two opportunities for providing land. Annexation has been the traditional method of expansion, in which adjoining lands and premises are taken in by the city permanently. An alternative to annexation, P.A. 425 was created to promote economic development. A method of providing cooperation between communities, Act 425 allows a temporary transfer of land from one unit of government to another. The agreement between the municipalities involves an economic development project (i.e. utility expansion) and the sharing of tax mills.
- The city of Richmond has employed both annexation and Act 425 agreements. Areas brought into the city through these tools include the Muttonville area, land bordering Lowe Plank Road and the city's west border and parcels along Division Road within St. Clair County.
- The city is looking into Act 425 agreements with its surrounding townships to promote appropriate growth patterns and to incorporate the city cemetery and city wastewater treatment facility. The city is working on an agreement with Casco and Columbus Township to target the parcels along the Gratiot Avenue Corridor.

ARTICLE 11

Community Facilities Analysis

The continued success of any community involves the provision of numerous services and facilities. The planning of community facilities is essential to accommodate the projected growth of the city and to maintain the quality of life of residents.

This section of the master plan addresses community facilities, excluding the sanitary sewer system and the water system, which are addressed in separate sections of the master plan. The purpose of this analysis is to describe the condition of existing community facilities and determine the adequacy of the facilities in meeting the needs of the community.

The city of Richmond offers a wide range of government services. The most vital service required for the effective operation of a community are provided by the government. These services include fire and police protection, street maintenance, the judicial system and mail delivery.

CITY HALL

In May of 2015, the city hall administrative offices moved into a portion of the police building located at 36725 Division Road. This move was a result of the Michigan State Police vacating the building. Unfortunately, the move of the offices meant that the old city hall building located at 68225 Main Street in the Central (Granary) Business District went unoccupied. With the old city hall being a prominent building located within the Tax Increment Finance Authority, there are many possibilities for renovation/reuse of the facility.



The planning of community facilities is essential to accommodate the projected growth of the city and to maintain the quality of life of residents.

POLICE AND FIRE

The Richmond Police Department formerly shared a building with the Michigan State Police Department, located at 36725 Division Road. The building, funded through Tax Increment Finance Authority monies, was constructed in 1995. The state police at one time leased building space from the city. The police department staff is made up of a police chief, one sergeant, seven patrol officers and two full-time and four part-time civilian dispatchers. An additional twenty reserve officers, six crossing guards and one maintenance employee work part-time. The fire station is located on 69435 Main Street, just south of Churchill Street, and

features restoration work completed on the outside brick and bell tower. Current needs of the police and fire departments are being met by these facilities. As a result of the city hall relocation, the Richmond Police Department moved to the state police portion of the building and the city hall administrative offices moved to the space previously occupied by the Richmond Police Department.

DEPARTMENT OF PUBLIC WORKS

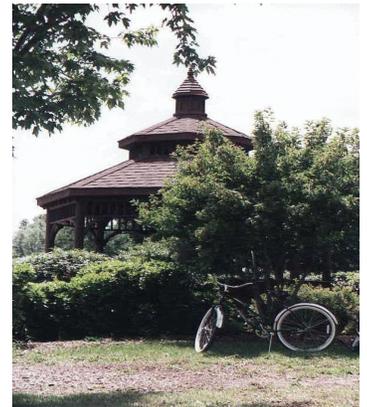
The DPW facility is located at 69129 Beebe Street. The facility includes the motor pool building with offices and the map/print room, the meter building and the garage. The DPW provides street maintenance and operates and maintains the city cemetery, the waste water collection system, the water distribution system and parks and recreation facilities. Current staff include a full time director, one crew leader, one sexton/mechanic and five us2's (Utility Service Category 2). Existing facilities and employees meet the current needs of the department. However, these facilities are located within a predominately single-family residential area and may consider relocating to a more appropriate industrial area in the future.

POST OFFICE

The post office is located at 36511 Division Road, west of the police station. The post office moved to the former SEMCO Energy site in 2000 after construction of a new facility. Existing needs are met by the facility.

LIBRARY

Lois Wagner Memorial Library located at 35200 Division Road, adjacent to Richmond High School, was constructed in 1974. A renovation of the library in 1992 doubled the floor area of the original building. The City is working with the School District on a possible expansion area that would ensure enough space for the Library into the future.



CEMETERY

The city owns and operates a cemetery at 71000 Main Street just outside the city limits. The cemetery includes the cemetery chapel, storage building and mausoleum. The city is currently investigating methods to incorporate the cemetery into Richmond.

SCHOOLS

Richmond Community Schools are located on a 60 acre site south of Division Street and west of Main Street. The site includes the elementary, middle and high schools of the Richmond Community School District. This district covers areas of Richmond, Lenox, Casco and Columbus Townships. The site includes recreation facilities like football fields, soccer fields, basketball courts and various playground equipment. Richmond's Tax Increment Finance Authority worked with the school district to construct a ticketing/restroom/concession building at the northwest corner of the football stadium.

RICHMOND CENTER FOR THE PERFORMING ARTS

The Richmond Center for the Performing Arts is located in the historic and National Register-listed First Congregational Church at 69619 Parker. The building houses four theater company performances a year as well as numerous special events.

PARKS AND RECREATIONAL FACILITIES

The city owns and operates seven separate recreation sites.

COMMUNITY PARKS

Beebe Street Memorial Park is the largest park, encompassing 38.5 acres in the east-central section of the city. It serves the city as a community park. The two major features of the park are five baseball fields and an outdoor swimming pool. Beebe Street Memorial Park is located two blocks east of Main Street (M-19) and three blocks north of Division Street (32 Mile Road). The park also includes a hike/bike trail for pedestrian use.

Macomb Orchard Trailhead Park was completed in 2007 and is located at the eastern terminus of the Macomb Orchard Trail at the northwest corner of the intersection of Main Street and Division Road. The park, which is just over one acre in area, includes restroom facilities, park benches and informative displays with maps of the city of Richmond and the Macomb Orchard Trail. The Macomb Orchard Trail is a non-motorized path that provides users with a safe transportation and exercise route through central and northern Macomb County. At 23.5 miles in length, this 236 acre linear park has become one of the largest linear parks in southeast Michigan.

NEIGHBORHOOD PARKS

Bailey Park is a two acre site immediately west of Beebe Street Memorial Park. Four lighted tennis courts (the only public courts in the city), a baseball field/soccer field are the main features of this neighborhood park. The Richmond Area Historical and Genealogical Society maintain the historical buildings that have been moved to the park.

Gierk Park is located on the south side of the city, it occupies approximately one acre in a residential neighborhood. The park features a play structure, which was installed through private contributions, assorted play equipment and a bird sanctuary.

MINI-PARKS

Desert Storm Veterans Memorial Park is located at the southeast corner of Main Street and Division Road. A gazebo and display case was installed in the early 1990s where information could be posted to honor veterans.

Swan Creek Green Space is located within the Garden Grove Condominium Complex was a condition of approval for the condominium complex. The property is maintained by the homeowners association and is a passive recreation area for residents.

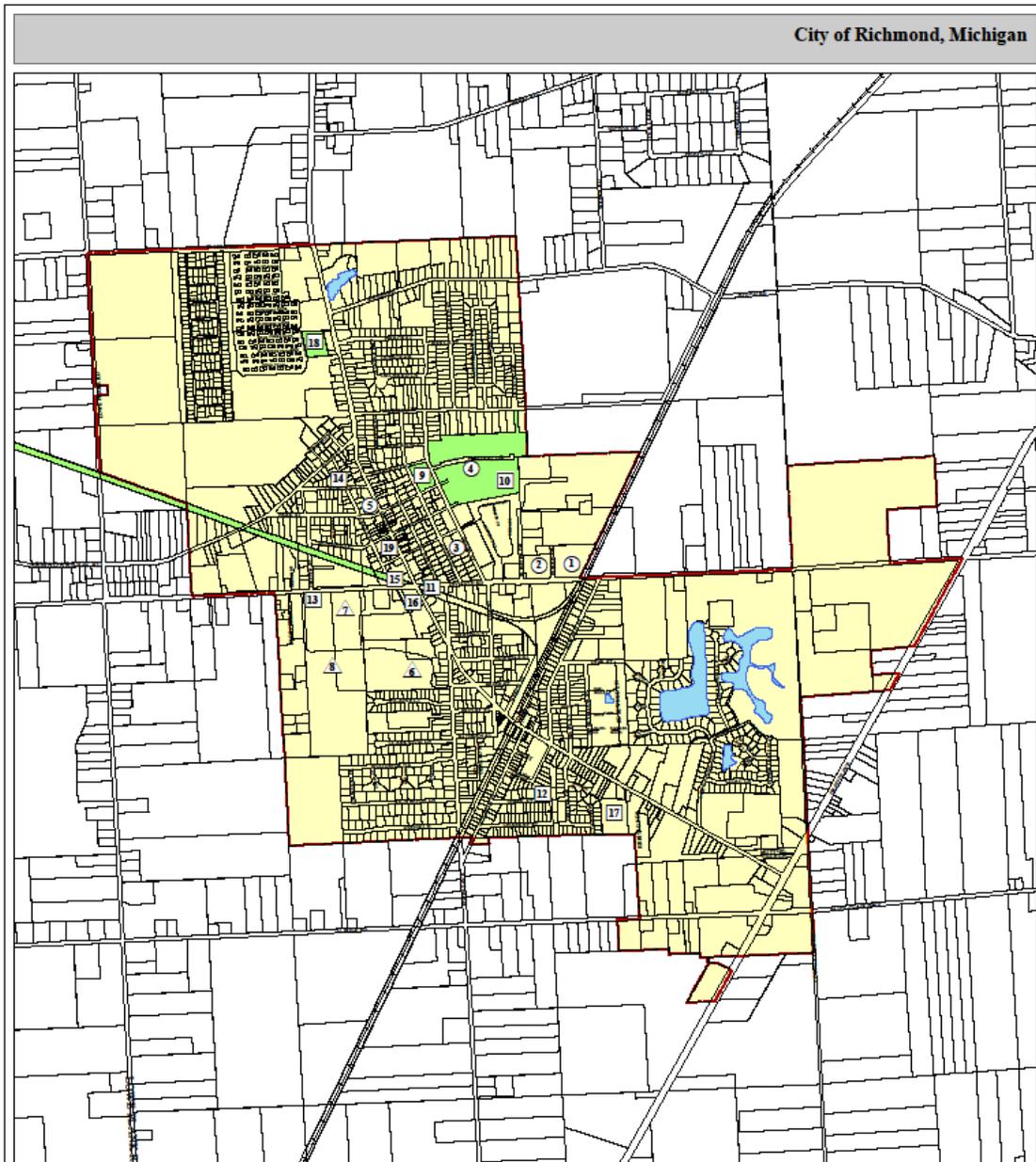
Veterans Memorial Pocket Park and Statue is located on the west side of Main Street halfway between Water Street and Monroe Street in the pocket park. In 2012, the city erected a statue honoring veterans from all service branches.

The three Richmond School District sites include several recreational facilities. These include football fields, soccer fields, track and field facilities, softball fields, baseball fields, basketball courts and various playground equipment. St. Augustine Catholic Elementary School and St. Peter Lutheran School also offer playground equipment, basketball hoops and other recreational facilities. The use of these sites is mainly for students of the respective schools, however, these facilities can be used by the general public under specific and limited conditions.

There are many other recreational facilities available to residents as well. Golf courses, a bowling alley and a riding stable are three examples of private facilities within the area. There are several regional facilities within an hour drive that residents may use. Lakeport State Park, Stoney Creek Metro Park, Freedom Hill and the Huron-Clinton Metropolitan Authority and County Parks are within a short distance of the city.

According to the 2009-2014 City of Richmond Recreation Plan, the parks sufficiently serve many needs of the city's residents. Particular conclusions and recommendations based on current and/or future deficiencies include:

- The city has a desire to acquire a piece of property within the northwest quadrant of the city to provide an additional neighborhood park. The acquisition of such a parcel will provide additional park spaces within walking distance for many residents and further expand the park system.
- The plan also outlines a number of priority projects that are meant to provide new amenities or replace equipment at existing parks.



Community Facilities	Cultural & Recreational Facilities
① City Hall/Police Post	9 Bailey Park
② Post Office	10 Beebe Street Park
③ Department of Public Works	11 Desert Storm Veteran's Park
④ Richmond Senior/Community Center	12 Gierk Park
⑤ Richmond Volunteer Fire Department	13 Lois Wagner Memorial Library
	14 Richmond Center for Performing Arts
Educational Facilities	15 Richmond Trailhead Park
▲ Lee Elementary School	16 Roosevelt Auditorium (The Aud)
▲ Richmond High School	17 Saint Michael's Cemetery
▲ Richmond Middle School	18 Swan Creek Green Space
📍 City Limit	19 Veteran's Memorial Pocket Park and Statue

Map 8
Community Facilities



ARTICLE 12

Transportation and Corridor Plans

The city of Richmond is located along the Gratiot Avenue Corridor, approximately 16 miles northeast of Mount Clemens. The city is also located 6.5 miles west of I-94 (via Division Road/Fred Moore Highway) and 8.7 miles north of I-94 (via M-19 - New Haven Road/Gratiot Avenue).

The most important roadways in and around the city include: M-19, which includes all of Main Street and a portion of Gratiot Avenue, Gratiot Avenue, Division Road, Ridge Street/Armada Ridge Road and 33 Mile Road. These roads provide access to the adjacent communities and the surrounding region. The remainder of the road system is comprised of local roads.

Adequate roads are essential to the conduct of commerce and daily activities. The automobile will continue to be the dominant mode of transportation due to scattered land use patterns, population densities and personal preferences. However, energy availability and cost will continue to make non-motorized transportation more attractive, a factor which must be considered in future planning.

NATIONAL FUNCTIONAL CLASSIFICATIONS

There is a strong relationship between the road system and land use patterns. The type and pattern of land use will influence traffic volumes along a given road. Likewise, adequacy of road may determine the type of land development that occurs. Therefore, the benefit of the transportation plan is to assist in establishing priorities for future transportation improvements, including non-motorized and transit rather than just road improvements, based on the function of roadway services.

ROADS ARE CLASSIFIED AS FOLLOWS:

- **Interstate** – Provides major “through traffic” between municipalities and states
- **Principal Arterial Roads** – Primary function is to carry relatively long distance, through travel movements and/or to service important traffic generators, i.e. airports or regional shopping centers
- **Minor Arterial Roads** – Similar to Principal Arterial Roads, with trips being shorter distances to lesser traffic generators

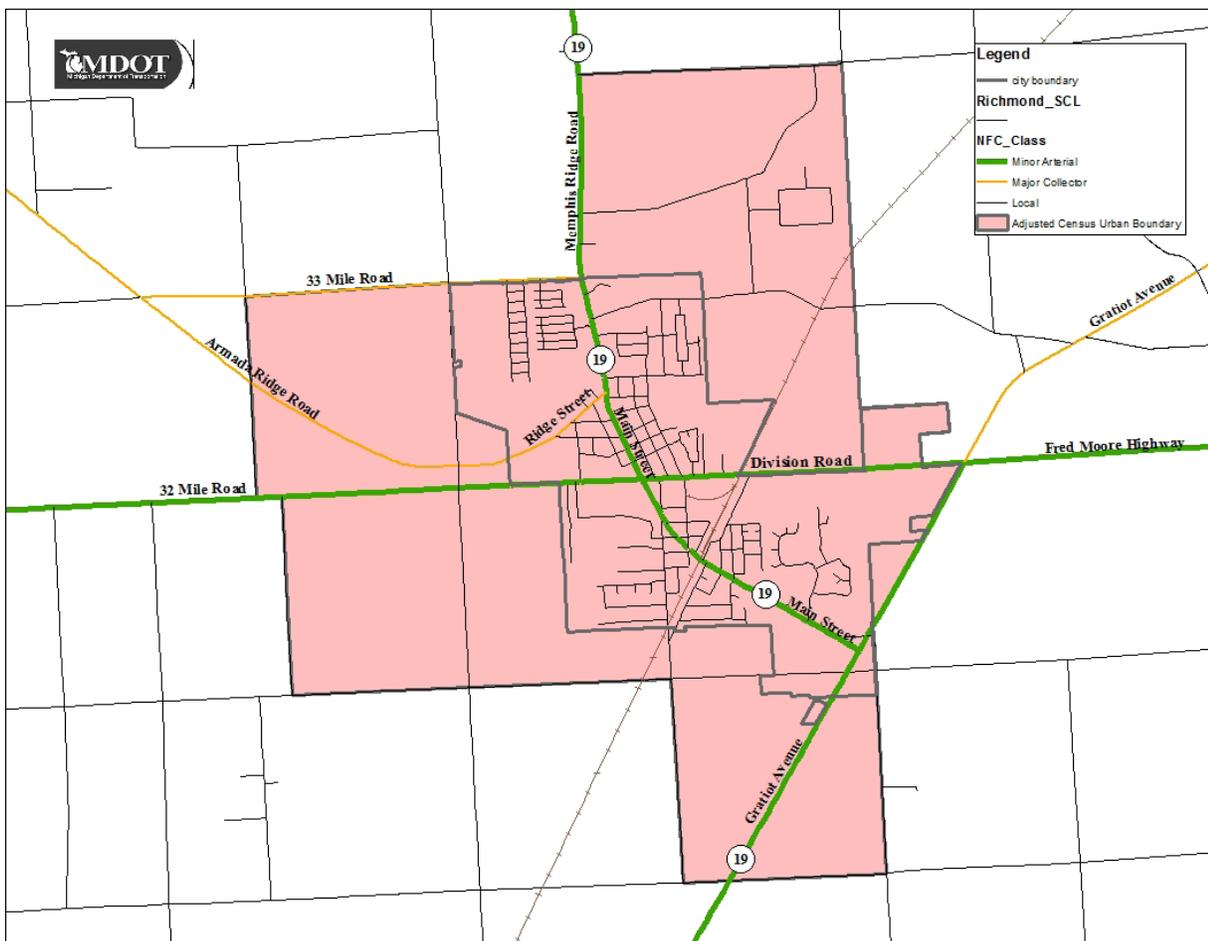
The benefit of the Transportation Plan is to assist in establishing priorities for future transportation improvements, including non-motorized and transit rather than just road improvements

- **Collector Roads** – Function is to funnel traffic from residential or rural areas to arterials. Collector Road also provide some access to property
- **Local Road** – Primary function is to provide access to property, i.e. residential neighborhoods or rural areas

The above classifications correspond to the National Functional Classification Map for Macomb County used by the Michigan Department of Transportation Bureau of Transportation Planning. The road classification determines whether the road is eligible for federal aid. “Federal Aid” roads include all principal arterials, all minor arterials, all urban collectors and all rural major collectors.

The following describes all primary roads within and surrounding the city of Richmond along with their designations:

- M-19 (portions of Gratiot, Main, and Memphis Ridge) – Minor Arterial
- Division Road (including 32 Mile and Fred Moore) – Minor Arterial
- Gratiot Avenue – Major Collector
- Ridge Street – Major Collector
- Armada Ridge Road – Major Collector
- 33 Mile Road – Major Collector



TRAFFIC COUNTS

The major transportation routes have experienced increases in the amount of traffic passing over them each day due to increases in population. M-19 has the highest traffic counts ranging from approximately 10,600 vehicle per day at the northern end of the city to approximately 19,500 vehicles per day at the southern end of the city. Division Road has traffic counts that range from approximately 6,500 vehicles per day on the east end of the city to approximately 7,300 vehicles per day at the western end of the city. All traffic count data was provided by the MDOT Non-Trunk Line Federal Aid Mapping Application.

ACCESS MANAGEMENT

Access management can be accomplished through a variety of techniques, both physical and regulatory. Specific recommendations that consider existing access points along Gratiot and potential new ones are illustrated on a series of drawings contained within the chapter for each community. Recommendations and regulations are based on the following techniques:

- Properly Space Driveways from Other Driveways
- Limit Number of Access Points
- Properly Space Driveways from Intersections
- Design Access Points to Properly Direct Traffic and Protect Pedestrians
- Encourage Shared Driveways and Cross-Access
- Promote Service Drives
- Directly Align or Properly Offset Driveways from Opposing Driveways Across the Road
- Promote New Median Design Concept
- Provide Sidewalk Connections to Public System

PUBLIC TRANSPORTATION

The city of Richmond does not currently operate its own public transit system, nor is the city a part of any fixed route service through the Suburban Mobility Authority for Regional Transportation (SMART). SMART does offer limited connector service through their community partner program with the Richmond and Lenox EMS. For more information regarding transit services, you may visit SMART at <https://www.smartbus.org/Services/Services-By-Community/Richmond>.

NON-MOTORIZED TRANSPORTATION

The city of Richmond continues to promote safe pedestrian circulation, the sense of community and economic benefits with the establishment of non-motorized transportation facilities. The purpose of a non-motorized plan is to articulate a vision for non-motorized transportation in the City. The plan provides a vision for a non-motorized network.

A non-motorized plan is intended to guide non-motorized facility planning, design and construction for the city of Richmond. The plan is intended to build off the existing non-motorized facilities that have already been implemented successfully.

The City of Richmond supports the continued implementation of non-motorized trails including the development of a connection to the south and east that can connect the Macomb Orchard Trail to the Bridge-to-Bay Trail in Saint Clair County. This connection has been identified as a critical link in the Michigan Trails and Greenways Alliance Great Lake to Lake Trail System

CURRENT AND PROJECTED TRAFFIC NEEDS

Because Main Street and Gratiot Avenue are vital routes connecting I-69, the Village of Memphis, points north with I-94 and all areas south of the city, traffic will likely increase along these routes. The amount of this traffic that is through-traffic and does not stop within the city may be considerable. This would add to the large amount of through-traffic that currently exists and decrease the usability (decreasing pedestrian friendliness, aesthetics and such) of the streets and adjoining uses.

In many ways, the negative aspects of the population and transportation increases of Richmond and surrounding areas may negate the possible positive aspects. Therefore analysis of the Main Street and Gratiot Avenue corridors is vital.

CORRIDOR PLAN FINDINGS AND RECOMMENDATIONS

The Main Street and Gratiot Avenue Corridor Plans are based on our analysis and the previous discussions found in this and other master plans (transportation, utilities, etc.) completed for the city. Many of the recommendations found within these plans continue to remain applicable to these corridors and will be included with these discussions.

The city has accomplished some of its earlier goals to study access management and promote sustainable development. To further these goals, continued cooperation is needed with adjacent communities to identify goals and issues, limit access and identify alternative transportation routes. Regional efforts to improve transit and non-motorized systems will likely involve the city of Richmond given its location along the Macomb Orchard Trail. While most regional trail efforts are spearheaded at the county or regional level, the city should still work on a local level toward a complete system of sidewalks and pathways that round out any regional systems, while considering transit and green infrastructure as well.

2009 Gratiot Avenue Corridor Improvement Plan

In partnership with Macomb County and the Southeast Michigan Council of Governments (SEMCOG), the Michigan Department of Transportation (MDOT) developed an access management plan for those segments of Gratiot Avenue located in Macomb County. The plan's vision is to restore and preserve road capacity, improve safety conditions and support the long-term vision for expanded regional transit, non-motorized systems and community sustainability.

Gratiot experiences periodic congestion along several segments and there are locations with a relatively high number of crashes. Some of the crashes and congestion along Gratiot are due to conflicts created where vehicles are entering or exiting access points, disruptions to the flow of traffic and pedestrians traveling along the street. Those conflicts, crashes and congestion can be reduced through standards on the number, placement and design of access points (intersecting streets, median crossovers and commercial driveways).

Access management is a key tool to improve transportation conditions and safety for all users. While the concept can be applied on any road, this plan includes guidelines, regulations and site-specific recommendations for property along Gratiot Avenue. In a general sense, the recommendations for Gratiot Avenue, which are summarized below, could be applied to other roads in the city. Implementation will occur through a coordinated effort between MDOT, the Road Commission of Macomb County and each of the nine communities involved in this process as development proposals, road projects, transit enhancements and other opportunities arise.

To achieve prescribed benefits, access guidelines must recognize the following principles:

- Design for efficient access. Identify driveway design criteria that promotes safe and efficient ingress and egress at driveways, while considering the interaction with pedestrians and bicyclists.
- Separate the conflict areas. Reduce the number of driveways, increase the spacing between driveways and between driveways and intersections, and reduce the number of poorly aligned driveways.
- Remove turning vehicles or queues from the through lanes. Reduce both the frequency and severity of conflicts by providing separate paths and storage areas for turning vehicles and queues.
- Limit the types of conflicts. Reduce the frequency of conflicts or reduce the area of conflict at some or all drive ways by limiting or preventing certain kinds of maneuvers.
- Provide reasonable access. Recognize that property owners have an inherent right to access public roadways, although reasonable access may be indirect in some instances.

Access management can contribute to more livable streets in the city. Pedestrian and transit environments are enhanced

by strategic placement and design of driveways and where driveways are removed or relocated, green infrastructure applications can be used to improve environmental sustainability. On a broader scale, all of these elements are needed to provide the desired multi-modal environment and should be coordinated with development applications as they arise on Gratiot Avenue. The non-motorized, transit and green infrastructure recommendations given are intended to complement access management efforts where appropriate.

MAIN STREET CORRIDOR

Main Street is the main corridor running within the City. Main Street is home to the City’s downtown and many of the City’s residents live on or within a few blocks of it. The street, designated as M-19 by the State, is a vital through-route for the area connecting points south with the Village of Memphis, I-69, and other points north.

There are a wide range of uses fronting on Main Street. The majority of these uses are single family residential or commercial properties, though public, office and industrial uses also front on Main. The following table includes the makeup of uses by site for the downtown area of Main.

Use	Percent of Sites
Single Family Residential	45%
Commercial	43%
Public	4%
Office	5%
Industrial	1%

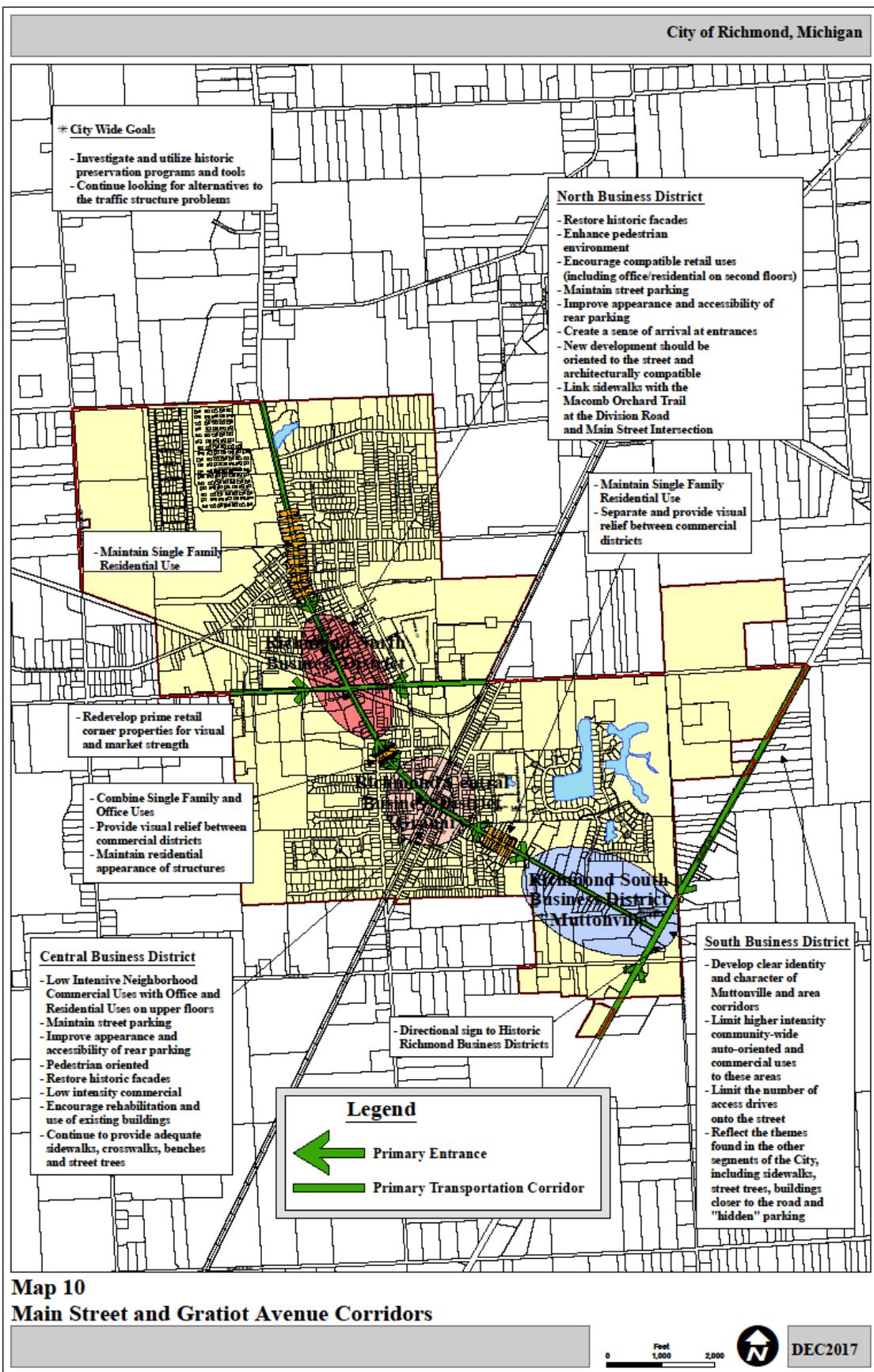
**Figures based on site by site analysis and do not reflect individual uses on one site (i.e. the large commercial shopping center in Muttonville does not specify the smaller businesses that are included within it).*

Because there are no alternate routes north, Main Street carries a heavy load of traffic. This is positive in providing potential customers to the area businesses. However, because a great deal of this traffic is through-traffic, the businesses rarely benefits. This through-traffic also makes it difficult for local traffic to enter onto the street or make left turns and it discourages walk-ability.

The three business segments of the city are all predominately served by the street and each have a distinct role. Additionally, there are a large number of single-family residences which front onto the street. These expanses of homes stretch from southeast of George Street to the north-city border and serve in separating the business district into three distinct segments. Most of the residences are more than 60-years-old and are found on smaller lots. These residences, combined with sidewalks, street trees and business and employment destinations within walking distance provide the traditional style and feel that residents expressed great interest in at the vision session. Some of these homes have been converted to offices but continue to reflect the residential appearance.

The northern segment of the business district has a unique niche as the historic segment, providing shops and restaurants within historic buildings. It also includes the high profile Main Street and Division Road intersection, which includes the Richmond Trailhead Park and serves as the current terminus of the Macomb Orchard Trail. Based on this, this segment of the city serves as a commercial draw, for both customers wishing to walk around and shop as well as customers in a hurry on their way home from work or passing through town. The role as pedestrian draw will increase as more and more people utilize non-motorized pathways such as the Macomb Orchard Trail.

The central segment’s niche is as an employment and service destination. The Central Business (Granary) District, home



to the grain elevator in which it gets its name, is also a commercial destination. This section of Richmond best reflects the small town and rural atmosphere that residents frequently mention as one reason they love the city.

The southern segment of Main Street provides an area for higher-intensity commercial uses and serves as the southern-entry point into Richmond. Brought into the city as part of the 1989 Muttonville annexation, this section of the city is designed with auto-oriented uses in mind, such as big-box retail and large grocery stores. Because the southern-segment is located along the Main Street and Gratiot Avenue intersection, it is also the focus of the Gratiot Corridor analysis.

Residents had many comments regarding Main Street or relatable to the corridor that were expressed through the vision session and surveys. Residents praised the “small town atmosphere,” available shopping services, tree-lined streets and walk-ability along Main Street. However, residents believed that the volume of traffic and insufficient planning for historic preservation were negatively impacting the area. Furthermore, residents believed that downtown development and neighborhood retail/service uses should be encouraged. They were concerned with a loss of open space in other areas of the city due to the growing amount of subdivisions. Based on these results, it appears that residents want the traditional traits of the city to be increased and future growth to be linked to and serve as an effective compromise to the downtown. To promote this, reuse of existing buildings and empty sites along Main Street should be continually encouraged. Businesses should be conveniently located within these neighborhoods.

Based on these considerations our recommendations for the Main Street Corridor are as follows. Many of the individual recommendations could apply to each topic.

PRESERVE RICHMOND’S HERITAGE

1. Restore the facades of the city’s historic buildings, especially within the historic business districts. Encourage rehabilitation and use of existing buildings over construction of new buildings through incentive programs. This would eliminate the substandard and deteriorated conditions of some of the structures along Main Street as new tenants moved in or existing tenants fixed up the facilities.
2. New buildings should reflect the historic past of the city and should attempt to continue a consistent theme throughout the Main Street Corridor. Although there are few unbuilt lots along Main, this is applicable for infill in cases when structures may not be appropriate for the corridor or for the business needs of the community and in any city expansion north of the city.
3. Preserve residences between districts including overall appearance when converted to offices.

ENCOURAGE USAGE OF RICHMOND’S BUSINESS DISTRICTS

1. Continue to redevelop properties, especially at high-profile corner locations. In redeveloping these properties, provide the consistent traditional theme discussed above.
2. Continue to provide adequate parking within the downtown area.

3. Employ proper signage along the entire corridor. This includes a directional sign at the Main Street and Gratiot Avenue intersection, which the city is providing.
4. Encourage mixed-uses downtown by maintaining residential and office uses on the second floor of businesses to promote a lively and thriving appearance of Richmond.

PROMOTE WALK-ABILITY

1. Ensure that new development is street oriented.
2. Provide pedestrians with window displays and interesting views, especially within the northern and central segments of the business districts. Cater buildings to pedestrians, with awnings and no front setbacks. Allow business owners to place sandwich-style advertisements or signs along the sidewalks and/or place their products outside of the store.
3. Provide usability of sidewalks for all types of residents, with street trees, benches and proper maintenance.
4. Promote a consistent pedestrian theme throughout the corridor, extending from the northern extent of the city through Muttonville. This theme should include consistent sidewalks and lighting styles which would link one edge of the city with the other.
5. Continue to improve crosswalks along the entire corridor and provide additional crosswalks which may become necessary. Sidewalk extensions (bump-outs) should be provided on each side of the street to minimize the crossing distance and any pedestrian crossings at intersections with traffic lights should have button-activated pedestrian sequences.
6. Find an effective compromise between vehicular and pedestrian traffic.

ADDRESS TRAFFIC CONCERNS

1. Because traffic was the largest concern expressed by residents, continue to look for alternatives. Include the public in decision making and inform the public of proposed changes.
2. Continue to work with MDOT to investigate traffic calming devices and signalization to minimize negative impacts of vehicular traffic.

3. Continue updating the Master Thoroughfare Plan and employ the recommendations of each update. If this option is not utilized, make sure that traffic counts and intersection studies are performed regularly to receive up-to-date information.
4. Investigate alternative road patterns throughout the city.
5. Ensure that emergency vehicles have access alternatives throughout the city. One particular concern is that there are only two Grand Trunk Railroad crossings within the city.
6. Limit the number of access drives within all areas of the city. Develop a plan to encourage sharing of access drives for businesses and residences.
7. Promote linkage between the Muttonville Business District and the Historic and Granary Business Districts.
 - a. Many of the tools to promote this linkage have been previously noted with the other recommendations. However, this linkage is important enough to reiterate separately. Muttonville has been a section of Richmond since it was annexed by the city in 1989 and is a vital part of the Main Street Corridor, as it serves as the south entrance into the city. Therefore, the city must ensure that the district fits in with the other business districts.
 - b. Require appropriate landscaping to ensure that screening concerns are properly addressed.
 - c. Require new construction to reflect the traditional themes found in the other segments of the city. This would include using brick for building facades, pushing the buildings forward and closer to the road and “hiding” parking (with screening).
 - d. In providing for this linkage, it is important to remember that the Muttonville area is going to be used for auto-oriented retailers and “big-box” stores. The city must ensure that these uses will be reserved for this area only. They should not be permitted in the other districts of the city.

GRATIOT AVENUE CORRIDOR

As discussed previously, the Gratiot Avenue and Main Street intersection is currently the focus of the Gratiot Avenue Corridor. This intersection is the center of activity for the Corridor, and is surrounded by various high-intensity commercial uses. As noted before, it is also the southern entry into the City.

However, the uses being limited to this section of the Corridor may change within the near future. The annexation of the large parcels of land at the Gratiot Avenue and Division Road intersection and the possibility of further City expansion along the road requires that this corridor study include the whole stretch of Gratiot; from the south City border to just beyond Division Road.

There is a mix of uses found within these areas as well. The majority of the land is vacant, with woods and agricultural uses making up this vacancy. Residential and commercial uses can also be found, though at a lesser degree than that found at the Main and Gratiot intersection.

The several signalized intersections in Richmond experienced various types of crashes between 2005-2007. However, none of the fully signalized intersections in Richmond meet or exceed the critical crash ratio (i.e. none are among the highest crash rate intersections along the corridor) established by SEMCOG.

One segment of Gratiot Avenue, between Main Street and County Line Road, exceeded the critical crash rate and frequency. There were a high number of angle and head-on left-turn crashes in this Muttonville area. Most occurred at the intersection of Gratiot Avenue with Muttonville Lane as well as with County Line Road. The angle of County Line Road with Gratiot Avenue is most likely contributing to the crashes at this intersection. While there is not a significant congestion issue, the number and configuration of the intersections in this area cause confusion and there is a fair amount of induced congestion due to the driveways that can't be modeled. There were several intersection configurations that were tested using computer traffic modeling software Synchro/SimTraffic. Four alternatives were developed to help address crashes and congestion in the area:

- Alternative 1:** Raised median on Gratiot between 31-Mile and Main to prohibit mid-block left turns.
- Alternative 2:** Offset intersections at Countyline/Muttonville.
- Alternative 3:** Roundabout at Countyline/Muttonville with Main as one-way and Muttonville to two-way.
- Alternative 4:** Roundabout at Countyline/Muttonville with removal of Main.

Alternative 1 could not be modeled within Synchro/Simtraffic since driveways are not modeled. This is a short-term alternative that is recommended for Gratiot Avenue between Main Street and 31 Mile Road. A raised median would eliminate any left-turning movements except at the signalized intersections thereby reducing the number of conflicts and induced congestion in the area. Longer term solutions are Alternatives 2-4. Each alternative was input into Synchro/Simtraffic to determine the number of lanes and general configuration and updated signal timings in order to make the computer model function with a LOS D or better for all intersections.

ALTERNATIVE INTERSECTION CONCEPTS:

Corridor Examples: Richmond



Alternative 1:



Alternative 2:



Alternative 3:



Alternative 4:

Alternative 2 has an increase in all measures of effectiveness, is the least costly of the alternatives and increases the safety of the Muttonville/County Line Road intersections. The amount of delay for the network increases due to the intersections of Muttonville Road and County Line Road becoming signalized. The roundabout alternatives (Alternatives 3 and 4) significantly decrease the amount of delay and travel time in the corridor, as well as the number of stops. The roundabout alternatives are more expensive and may have some right-of-way implications as well. More extensive study of these and other alternatives would be required before final design and construction could occur. In order for an alternative intersection design to be implemented, it must first be listed in SEMCOG's Long Range Plan (LRP), and MDOT's Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP). This process would involve the City, SEMCOG and MDOT, as outlined below:

Maintain communication with SEMCOG to alert them to the city's intentions, and determine what criteria SEMCOG uses to select projects. They will be involved in the process, so involving SEMCOG early is advised.

Alternatives should be closely evaluated to identify the recommended alternative. A more detailed study of the project, including traffic modeling, etc, should be conducted to prove a need for and identify the benefits of each alternative. Because SEMCOG is the agency that will ultimately place the project on the Long Range Plan (LRP) and TIP, the study needs to follow their selection criteria to ensure the outcome is compatible with their process.

Submit the project to SEMCOG for consideration during their next programming interval.

If selected by SEMCOG and the project is placed on the Long Range Plan, the next step is to secure funding for the project and have it placed on MDOT's Transportation Improvement Plan (TIP). The TIP is constrained by how much funding is available, so the stronger the need for the project, the more likely it will be placed on the TIP.

Once funding is secured and project is in the TIP, the final steps are to finalize the design, perform Environmental Impact Studies, and execute the project.

This master plan promotes two themes for Gratiot Avenue:

1. Promote a common theme throughout the entire Muttonville Business District.
 - a. The design themes discussed within the Main Street Corridor for Muttonville should apply along Gratiot Avenue as well. This includes sidewalks, lighting and street trees to connect with those found along Main Street.
 - b. To ease traffic concerns, limit the number of access drives onto Gratiot Avenue. Promote the sharing of access and limit the number of properties which have their own access drive.
 - c. Require appropriate landscaping to ensure that screening concerns are properly addressed.
 - d. Require new construction to reflect the traditional themes found in the other segments of the city. This would

include using brick for building facades, pushing the buildings forward and closer to the road and hiding parking (with screening).

2. Additional consideration points include:

- a. Provide an access for the Lake Angela subdivision along Gratiot Avenue. This could be provided by an access drive or linkage to a future-development circulation plan. Provision of this depends on the owner of the adjacent parcel in Casco Township, the future use of the parcel and whether Richmond has any say in the planning of this parcel (through annexation or Act 425 agreements).
- b. The intersections found within the Gratiot Avenue Corridor are all serviced by traffic signalization. The Master Transportation Plan determined that each was at a good level of service (31 Mile was recommended for signalization in the Plan and has since been provided).
- c. The land uses determined for the recently annexed lands along Gratiot Avenue and for any additional lands that the city may annex or receive through Act 425 agreements along Gratiot would have effects on the recommendations to be made.

TRANSPORTATION AND CORRIDOR PLANS

KEY FINDINGS:

- The importance of the Main Street and Gratiot Avenue Corridors will continue to gain significance as the population of the city and surrounding communities increase. A higher population will mean greater usage of the city's business districts but also more local and through-traffic.
- Congestion and a large amount of traffic are two remaining concerns. Methods of countering these problems, including signalization and alternate truck routes have met opposition or have not been feasible.
- It is recommended that other alternatives like intersection closings and limited numbers of access drives by sharing be investigated.

Additional recommendations from the Gratiot Avenue Corridor Improvement Plan include those for access, non-motorized, transit and green infrastructure, and are intended to be implemented over time as development applications are reviewed by the city. It is anticipated that the majority of changes will occur as part of a private-property owner's request; however, it is also possible to implement the changes with future road reconstruction projects or through MDOT if existing conditions create a safety hazard that must be addressed.

Maps 11 and 12 on the next pages illustrate site-specific recommendations for access management, including ways to improve the relationship between vehicle access and non-motorized and transit facilities.

The recommendations below for access, non-motorized, transit and green infrastructure have been summarized for inclusion in this plan. However, the city of Richmond has adopted the full Plan, wherein the following recommendations are discussed in further detail.

ACCESS RECOMMENDATIONS

As most of the land area within the city limits along Gratiot is developed, the recommendations in this plan focus on forging cross-connections between adjacent businesses and improving the current access patterns through closure and consolidation of driveways. The commercial development on the southeast and southwest corners of 31 Mile Road intersection present the most apparent opportunity, as the two businesses on the southeast corner have been vacant and may be difficult to use without redevelopment or renovation. The larger Kroger-anchored shopping center behind these properties has internal circulation and the illustrative recommendations show several potential points for cross access when redevelopment occurs.

Access management can be accomplished through a variety of techniques, both physical and regulatory. Specific recommendations that consider existing access points along Gratiot and potential new ones are illustrated on a series of drawings contained within the chapter for each community. Recommendations and regulations are based on the following techniques:

- Properly space driveways from other driveways
- Limit number of access points
- Properly space driveways from intersections
- Design access points to properly direct traffic and protect pedestrians
- Encourage shared driveways and cross-access
- Promote service drives
- Directly align or properly offset driveways from opposing driveways across the road
- Promote new median design concept
- Provide sidewalk connections to public system

Because the above recommendations are based on the conditions at the time this plan was developed, a significant change in conditions along the corridor should prompt a thorough consideration of any proposed project in the context of the policies, standards and goals of this plan. The city, MDOT and the county will play an important role in reviewing development proposals along this corridor to promote more efficient and safe access.

NON-MOTORIZED CONDITIONS

All new development in the city is required to construct sidewalks along street frontage, which should resolve gaps on and near Gratiot as development occurs. Due to limited right-of-way width through most of the city, the distance between the sidewalk and street are often less than 10 feet. Landscaping and streetscape elements could help promote a feeling of safety for pedestrians and bicyclists along Gratiot in the city.

While providing sidewalks and pathways is a common goal, designing any non-motorized system requires careful planning that considers safety, efficiency, convenience and cost vs. benefit. It is important to provide clearly delineated areas both along the corridor and within private commercial developments, especially in areas where vehicular traffic is high. When planning for future non-motorized systems, communities should follow the guidelines listed below:

- Design access points in consideration of pedestrians/bicyclists
- Delineate driveway crossings with noticeable markings or pavement
- Implement mid-block non-motorized crossings in high-traffic pedestrian areas
- Promote connectivity within the non-motorized system
- Incorporate amenities like bike racks and benches for bicyclists

TRANSIT ACCESS DESIGN GUIDELINES

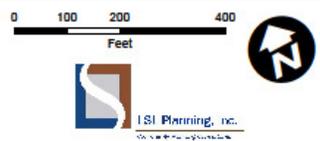
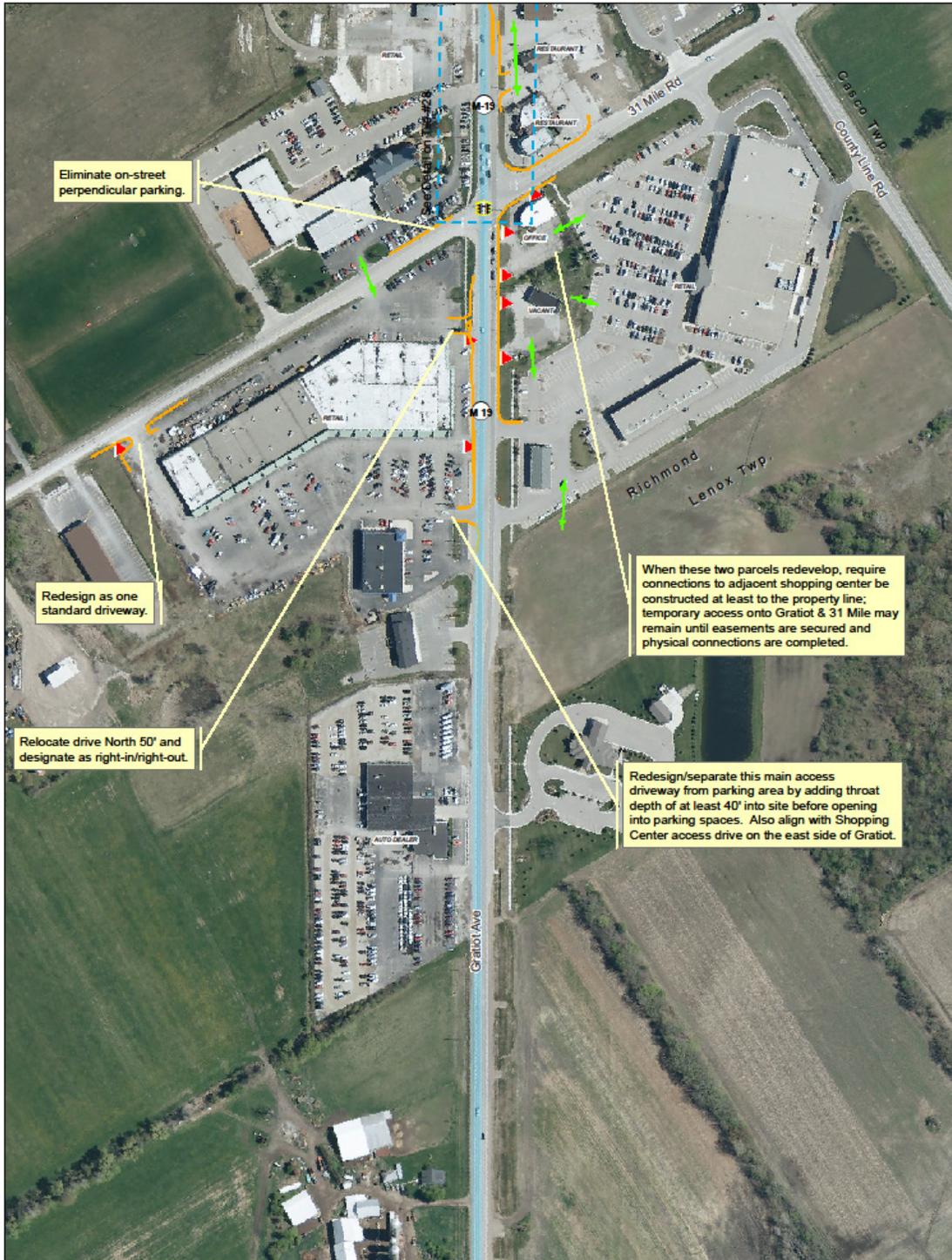
SMART (Suburban Mobility Authority for Regional Transportation) offers bus routes throughout Macomb County. No fixed line service is provided in Richmond, although a daily shuttle is offered through a partnership with the Richmond Lenox EMS. Shuttle stops are located at select locations north of Hall Road/M-59 with the closest stop located at the Lenox Township Hall. Shuttles travel to 23 Mile Road where fixed service begins. Sidewalk connections and other amenities should be provided at select stop locations as opportunities arise. The following is a summary of transit facilities standards related to access management to support transit and pedestrian flow, especially around higher use transit stops:

- Improve visibility and safety of transit stop locations
- Provide non-motorized connections to transit stops
- Encourage large commercial businesses to provide park and ride lots
- Reduce walking distances to local destinations and commercial nodes
- Consider regional transit plans

GREEN INFRASTRUCTURE DESIGN GUIDELINES

While discussion of green infrastructure is provided in a general context within this plan, the design of these systems is very site specific. While low impact design is encouraged wherever it can be applied along the corridor, it is specifically warranted in areas where vegetation may be installed in lieu of impervious surfaces (i.e. pavement). In all situations, a clear understanding of the regulatory authorities that may require review, approval and permitting for green infrastructure techniques is necessary. For more detailed design criteria, please review SEMCOG's Low Impact Development Manual (A Design Guide for Implementation and Reviewers).

- Use bioretention (rain gardens) and bio swales
- Incorporate native street tree planters
- Replace asphalt and concrete with porous pavement



Legend

-  Signalized Intersections
-  Study Corridor
-  New Developments
-  Suggested Connections
-  Suggested Curbing
-  Suggested Drive Closings

Tile 28 of 32
Map 11
Gratiot Avenue Access Management Plan - North



ARTICLE 13

Goals and Objectives

This section of the master plan states goals and objectives that the city of Richmond wishes to have. These priorities and issues are based on the previous comprehensive, utility, recreation and transportation master plans and citizen input received through the vision session and resident survey that the city performed. Through these tools of input, many ideas and concerns about the future of the city were expressed which have been formulated into the goals and objectives. Based on this, the master plan can be used by the various boards, commissions and committees in determining and assessing the impact of planning decisions.

The results of the vision session and survey indicate that residents greatly value the “small town atmosphere” and established community aspects of Richmond. The traits of this were consistently mentioned and are reflected in the different use categories that will be discussed.

COMMUNITY VISION

The small town and historic qualities of the city of Richmond will remain if a pro-active approach to preserving these characteristics is undertaken. The city will continue to serve mainly as a residential community. However, commercial and industrial uses, which provide services and employment for residents, will continue to be encouraged in appropriate areas of the city. The city will also consider PA 425, Intergovernmental Conditional Transfer of Property by Contract (Conditional Land Transfer Act), the Urban Cooperation Act and Annexation agreements to manage future growth.



The residents of Richmond greatly value the “small town atmosphere” and established community aspects of Richmond.

By encouraging residential, commercial and industrial uses within existing and future areas of Richmond, the purchase of open space by the city and other tools, the city will be contributing toward the preservation of farmland and open space in outlying areas. Preservation of existing natural features will also be encouraged through setbacks, cluster development and similar programs.

Residential development should occur in an orderly fashion. New residential

growth should first occur in vacant areas within the city that are planned for development and that can utilize existing infrastructure. Future growth should occur in adjoining vacant areas within the city and in areas proposed for city inclusion. The city should encourage cooperation with the Richmond School Board for involvement with new development proposals.

Creative and innovative commercial and office development and use of existing structures in the historic and downtown nodes should be encouraged within the city. Commercial properties should utilize design standards which encourage consistent themes and that limit negative traffic and land use impacts.

Industrial development should also be encouraged on appropriate sites within an identified industrial section of the city. This industrial expansion will provide the city with increased employment opportunities and a more diverse tax base.

RESIDENTIAL

Goal: Create, preserve and enhance well-planned, safe, traditional and balanced residential neighborhoods.

Objectives:

1. Promote the identification, preservation and redevelopment of historically significant houses and neighborhoods.
2. Promote new residential neighborhoods which reflect and complement the existing traditional neighborhoods. This includes promoting walk-ability, tree-lined streets, sidewalks, proper lighting and parks and/or greens pace.
3. Promote neighborhoods which include a range of housing styles and types by examining and encouraging development patterns and by creating financial incentives which promote variety and provide for all age groups, including young families and senior citizens.
4. Encourage green building technology and sustainable development principles that utilize vacant areas with existing infrastructure, promote efficient compromises for existing residential and downtown neighborhoods and preserve wetlands, woodlands and other significant natural features.
5. Encourage innovative ownership of housing units within the traditional downtown areas.
6. Examine methods of financing and programs which encourage maintenance or redevelopment of substandard residential units.
7. Continue to monitor conditions of residential homes and enforce housing codes.
8. Ensure that current and future residential areas are separated from incompatible land uses.



9. In providing housing types for all of the city's residents, ensure that all housing types complement each other and are properly planned.
10. Cooperate with the Richmond School District for feedback on all new substantial residential developments and encourage school and open space mitigation.

COMMERCIAL

Goal: Provide an adequate variety of commercial facilities properly located to serve the residents of Richmond and outlying areas.

Objectives:

1. Promote Richmond's commercial and retail sectors and develop new retailing opportunities to attract consumers and users of commercial services from throughout Macomb and St. Clair Counties. The Macomb Orchard Trail should continue to be recognized as a vital component of an effective commercial development and redevelopment effort.
2. Promote compatibility in uses throughout the Richmond business district by relocating industrial and high intensity commercial uses to more appropriate locations and by recruiting specialty retail, office and services businesses into downtown.
3. Create an active, vibrant, pedestrian-friendly environment in the Historic Richmond North Business District and the Central Business District"
4. Establish a common design theme for each commercial node with architecture, landscaping, lighting, signage, etc.
5. Encourage linkage between the three commercial nodes but strengthen the individual characters and market niche of each node.
6. Discourage strip commercial thoroughfare frontage developments and limit the negative effects that these developments may have.
7. Employ the Gratiot Avenue Corridor Plan to address issues of access management along the Gratiot and M-19 corridors. This includes limiting the number of site entrances, encouraging shared and marginal access driveways, and similar techniques.
8. Redevelop existing commercial nodes encouraging mixed use and green infrastructure.

9. Continue to require all proposed commercial rezoning to be justified in terms of neighborhood, community, and market area needs as applicable.
10. In providing commercial growth, utilize vacant areas which have existing infrastructure, which promote efficient compromises for existing residential and downtown neighborhoods, and which preserve wetlands, woodlands and other significant natural features.
11. Continue to monitor and enforce building and maintenance codes of commercial areas. Encourage buildings, signage, landscaping and parking areas to be renovated or repaired on a timely basis.

INDUSTRIAL

Goal: Provide attractive and well-located sites for industrial enterprises that will strengthen and diversify the tax base and provide a place of employment for residents of Richmond and outlying areas.

Objectives:

Encourage increased development of light industrial, research, and technology uses, which

1. Promote a diverse economic base.
2. Establish design regulations for industrial uses and planned industrial parks that include green space, landscaping and improved building design and facades.
3. Promote strict enforcement of codes and regulations applicable to industrial areas, particularly for industries that create substantial sound and visual impacts.
4. Utilize vacant areas which have existing infrastructure, which promote efficient compromises for non-industrial uses, which are easily accessible to the existing transportation network and which preserve wetlands, woodlands and other significant natural features.
5. Utilize development of industrial land in industrial parks or planned industrial districts with well-designed sites and buildings.
6. Preserve and rehabilitate appropriate industrial areas by removing or repairing vacant and substandard buildings, removing incompatible uses and consolidating land.
7. Encourage the redevelopment of functionally obsolete industrial properties into viable commercial development where it makes sense to do so.
8. Develop a marketing and promotion plan for existing industrial properties, including the former granary site, Skinner Drive Industrial site and the Casco/Columbus industrial properties

FARMLAND AND NATURAL RESOURCES

Goal: To protect, preserve, and enhance the unique and desirable natural amenities of Richmond and the surrounding areas.

Objectives:

1. Create a plan and/or program for the City to purchase open space.
2. Utilize the recommendations of the Boundary Adjustment Analysis and other sections of this Master Plan to encourage a set pattern of growth.
3. Cluster development to areas with existing or planned utilities/services, which preserve environmentally sensitive lands.
4. Enforce setback and site plan design standards to protect natural resources and create open space through greenbelt landscape requirements and increased setbacks or buffers between conflicting uses.
5. Continue to protect wetlands and where possible restore altered wetland areas to their natural condition.
6. Provide incentives and encourage developers to preserve usable open space in new developments and install play areas, walkways and buffers.

INFRASTRUCTURE

Goal: To provide and promote the transportation and public utility network necessary to support the current population and to provide future improvements in locations best suited for development to support managed growth.

Objectives:

1. Utilize the Water, Sanitary Sewer and Transportation Master Plans and the future land use plan to guide decision making for public utility expansion and future road improvements.
2. Plan for infrastructure development with emphasis on access management, traffic flow and consistent and orderly development.
3. Accommodate increases in traffic volumes through maintenance, intersection improvements and similar techniques.
4. Continue to work with transportation partners (MDOT & Macomb County Department of Roads) to explore alternative methods for traffic flow, pedestrian safety & mobility within the M-19 & Gratiot Avenue corridors.

5. Continue to work with MDOT to make the M-19 commercial corridor more walkable/pedestrian friendly.
6. Enact efficient and workable compromises between infrastructure and land uses through careful planning and scrutiny of development proposals. One such priority is providing a compromise between the traffic of Main Street and the businesses and uses of the downtown areas.
7. Ensure proper maintenance and expansion of pedestrian safety paths and crosswalks to link current and future residential areas with schools, recreation areas, commercial districts, and other attractions.

PUBLIC FACILITIES

Goal: To provide necessary governmental, emergency, cultural and recreation facilities for the City.

Objectives:

1. Consult the City's *Parks and Recreation Master Plan* to guide recreation decisions and review and update regularly.
2. Provide year-long recreation opportunities for all residents, without regard to age, race, religion, physical or mental well-being, gender or economic circumstances.
3. Encourage continued cooperation with the Richmond Community School District in sharing facilities for community recreation programs.
4. Consider the availability and access to public, private and commercial recreation opportunities available in nearby communities in evaluating future recreation needs, encourage cooperation in usage and construction of these facilities and avoid duplication.
5. Utilize the area's existing natural features for open space and recreation purposes.
6. Encourage the development of community-wide and neighborhood parks and well-designed and operated commercial recreation facilities offering a full array of both active and passive recreation facilities to be focal points for recreation activities.
7. Promote and encourage adequate recreation and open space as an integral part of each development including single family subdivisions, multiple family developments and mobile home parks through appropriate planning and zoning tools.
8. Encourage the development of a pedestrian/bicycle path system, linking residential neighborhoods to recreational facilities throughout the area.

9. Design future recreation facilities to minimize maintenance expenses.
10. Monitor and adjust program offerings to reflect changing recreation preferences.
11. Provide a consistent level of funding, staffing and promotion to support improvements to the area's recreation facilities and programs and continued maintenance of these parks.
12. Encourage new developments to preserve and/or mitigate areas for city and school facilities.
13. Continue to provide adequate facilities for the municipal needs of the City by utilizing expanding structures and expanding or renovating when necessary.
14. Promote identification and preservation of buildings and sites that have historic or cultural significance.
15. Examine new recreation funding opportunities (i.e. MDNR Passport Recreation Grant program)
16. Encourage the development of a non-motorized trail from the Macomb Orchard Trail eastward for possible connection to the Bridge-to-Bay Trail in Saint Clair County.

ECONOMICS

Goal: Promote development of a financially secure community that can continue to provide all necessary municipal, educational, medical, and recreational services to its residents and businesses in an efficient manner.

Objectives:

1. Encourage development which provides a diversified tax base and lessens the tax burden on residential property owners.
2. Encourage the siting of commercial and industrial uses that enhance employment opportunities for City residents as well as the surrounding area.
3. Encourage the development of comprehensive medical treatment, testing and research facilities within the City of Richmond.

TRANSPORTATION

Goal: Investigate and employ methods of eliminating transportation deficiencies within the City.

Objectives:

1. Utilize the recommendations of the *Transportation Master Plan* and the *Transportation and Corridor Plans* section.

2. Increase dialogue with Michigan Department of Transportation (MDOT). Encourage cooperation with MDOT on issues related to the City of Richmond.
3. Continue to investigate the need and possibility of an alternate route for truck traffic.

If and when an alternate route is employed, ensure that the downtown businesses are unaffected by:

- a. Requiring that uses along it's frontage are non-commercial (and cooperate with surrounding townships if applicable to promote this)
- b. Employing directional-signage in appropriate locations to encourage continued use of Downtown Richmond.

ARTICLE 14

Future Land Use Plan

The future land use plan defines the framework for the future growth of the city of Richmond. It begins with a general description of the desired pattern of development for the community and follows with a description of the future land use categories as illustrated on the future land use map (Map 10).

In general, the desired scenario for the city's master plan includes continuation of neighborhood development patterns at a scale that is complementary to the rural, small town character of the city. Rehabilitation, redevelopment and properly scaled infill development, as well as thoughtful growth management policies, are key to the sustainability of the city of Richmond's small town atmosphere.

Rehabilitation, redevelopment and properly scaled infill development, as well as thoughtful growth management policies, are key to the sustainability of the city of Richmond's small town atmosphere.

FUTURE LAND USE CATEGORIES

Specific land use categories are identified and illustrated on the future land use map (Map 10). The following sections identify the intent of each category, describe the desirable land uses and elements, describes the land use relationship with physical and natural features and lists the corresponding zoning districts.

LOW-DENSITY SINGLE FAMILY RESIDENTIAL

Intent: The intent of this category is to maintain and create a larger lot residential development pattern outside the city center, and to provide direction for the development of vacant lands in a transitional manner that is still compatible with the existing medium and high-density single-family development pattern.

Description: The low-density single family designation is planned around the periphery of the city. The recommended density in this area is 2.5 to three dwelling units per acre.

Relationship to Physical and Natural Features: The low-density single-family land use category is located in areas where the public services and infrastructure are adequate to accommodate the anticipated density. The natural features outside of the city center vary extensively, each depending on the previous land use for the site and/or in the area. Natural features within these areas must be considered and preserved where possible including wetlands, woodlands, steeply sloped areas, etc.d areas, etc.

Appropriate Uses: Desirable land uses and elements of the low-density residential land use include:

- Single-family dwellings
- Density between 2.5 and three dwelling units per acre

Compatible Zoning Districts: Zoning districts compatible with the low-density single-family land use classification include R-1 (single-family residential).

MEDIUM-DENSITY SINGLE FAMILY RESIDENTIAL

Intent: The intent of this category is to maintain and create a medium-sized lot residential development pattern outside the city center and to provide direction for the development of vacant lands in a transitional manner that is still compatible with the existing low and high density single family development pattern.

Description: The medium-density single-family designation is planned around the periphery of the city. The recommended density in this area is 2.5/3.5 to four dwelling units per acre.

Relationship to Physical and Natural Features: The medium-density single-family land use category is located in areas where the public services and infrastructure are adequate to accommodate the anticipated density. The natural features outside of the city center vary extensively, each depending on the previous land use for the site and/or in the area. Natural features within these areas must be considered and preserved where possible including wetlands, woodlands, steeply sloped areas, etc.

Appropriate Uses: Desirable land uses and elements of the medium-density residential land use include:

- Single-family dwellings
- Density between 3.5 and four dwelling units per acre

Compatible Zoning Districts: Zoning districts compatible with the medium-density single-family land use classification include R-2 (single-family residential).

HIGH-DENSITY SINGLE FAMILY RESIDENTIAL

Intent: The intent of this category is to maintain the well-established character, scale and density of the traditional pattern of the developed single-family neighborhoods that are characteristic of the city of Richmond.

Description: Located primarily within the city center, these older neighborhoods consist of detached single-family homes, including numerous historic structures. The recommended density in these areas is five to six dwelling units per acre. The predominant characteristics should be maintained by encouraging programs and techniques to improve neighborhoods and housing conditions. In addition, development on vacant lots within this residential classification should only occur if the character, scale and development pattern of the new development is consistent with the older, existing structures and

development patterns of existing residential neighborhoods. There are limited areas outside the city center identified in the future land use map that also provide opportunities for a higher density single-family atmosphere.

Relationship to Physical and Natural Features: The high-density single-family land use category is located in areas where the public services and infrastructure are adequate to accommodate the planned density. The natural features within this designation area somewhat limited; however, natural features such as existing trees must be considered in new development or redevelopment of these areas.

Appropriate Uses: Desirable land uses and elements of the high-density single-family residential land use include:

- Single-family dwellings
- Density of between five to six dwelling units per acre

Compatible Zoning Districts: Zoning districts compatible with the high-density single-family residential future land use classification include R-3 (single-family residential).

MULTIPLE-FAMILY RESIDENTIAL

Intent: The intent of this category is to provide for a mix of multiple-family uses near the city center or as a buffer zone along arterial and collector roadways.

Description: The multiple-family residential designation encompasses six major areas within the city:

- The area of Swan Creek and Garden Grove along north Main Street
- The north side of Division Road west of Main Street
- The north side of Division Road east of Beebe Street
- The south side of Division Road east of Howard Street
- The parcel behind the Speedway on Gratiot Avenue
- The property along the north and south sides of 31 Mile Road near the western city limit

In addition to these larger areas of multiple-family residential, there are smaller multiple family properties throughout the city.

The anticipated uses in the multiple-family residential category include townhouses, stacked flats, garden apartments or two to three-story apartments at a density not to exceed 18 units per acre.

Relationship to Physical and Natural Features: The intent of this land use category necessitates the availability of public services and infrastructure. Multiple-family residential is planned in areas without significant natural features present. Since limited natural features are present in these areas, consideration should be taken in requiring ample open space, pocket parks and bike parking.

Appropriate Uses: Desirable land uses and elements of the multiple-family residential land use include:

- Townhouses, stacked flats, garden apartments, two to three-story apartments
- Density not to exceed 18 dwelling units per acre

Compatible Zoning Districts: Zoning classifications that are compatible with the multiple-family residential land use classification include RT (two-family residential) and RM-1 (multiple-family residential).

MIXED RESIDENTIAL

Intent: The intent of this category is to provide for a mix of residential types and densities in an effort to preserve significant natural features within designated areas.

Description: The mixed residential designation encompasses the east side of Lowe Plank Road between the Macomb Orchard Trail and 33 Mile Road.

The anticipated uses in the mixed residential category include single-family homes, duplexes, townhouses, stacked flats and garden apartments.

Relationship to Physical and Natural Features: The intent of this land use category necessitates the availability of public services and infrastructure. This designation serves as a buffer area between the higher density residential areas to the east and the lower density residential/agricultural areas to the west in Richmond Township. Natural features within these areas must be considered and preserved where possible including wetlands, woodlands, steeply sloped areas, etc.

Appropriate Uses: Desirable land uses and elements of the Mixed Residential land use include:

- Single-family homes, townhouses, stacked flats, garden apartments
- Density bonuses may be considered as an option in protecting unique natural features

Compatible Zoning Districts: Zoning classifications that are compatible with the mixed-residential land use classification include R-1 to R-3 (single-family residential), RT (Two-family residential) and RM-1 (multiple-family residential).

Mobile/Manufactured Housing

Intent: The mobile/manufactured housing designation is intended to serve as a place where housing options of a more transient nature (mobile homes) are permitted to occur. This designation allows both single-wide and double-wide options within the Richmond Place Mobile Home Park.

Description: This designation is located in one area adjacent to the north side of Division Road, east of Beebe Street. Access is achieved from two street connections with the primary entrance on Division Road and secondary access from Water Street.

Relationship to Physical and Natural Features: The intent of the land use category necessitates the availability of

public services and infrastructure. The natural features within this designation are somewhat limited; however, natural features such as existing trees must be considered in new development or redevelopment of these areas.

Appropriate Uses: Desirable land uses and elements of the mobile/manufacture housing designation are:

- Mobile and manufactured homes (single-wide and double-wide)

Compatible Zoning Districts: R-4 (manufactured housing park) is the only zoning category compatible with the mobile/manufactured housing future land use category.

OFFICE

Intent: The office designation is intended to serve as a transition between residential uses and industrial or higher intensity commercial. Office is essentially a low-intensity commercial use. Many of the incompatibilities found between commercial and residential uses are not an issue as most offices close in the evening and do not produce the higher amounts of traffic typically found in commercial use.

Description: This designation is primarily located in two areas. The first area is along Main Street between the South (Muttonville) Commercial area and the established residential homes to the north. The second area is along Stoecker Lane to reflect the existing offices in that location.

Relationship to Physical and Natural Features: The intent of the land use category necessitates the availability of public services and infrastructure. The natural features within this designation are somewhat limited; however, natural features such as existing trees must be considered in new development or redevelopment of these areas.

Appropriate Uses: Desirable land uses and elements of the office designation are:

- Professional and medical office uses
- Personal service uses such as banks, barber shops and salons, hospitals and massage therapy uses (drug store/pharmacy only allowed as an accessory use)
- Restaurants (drive-thru facilities require special conditional use approval)

Compatible Zoning Districts: O (office) is the only zoning category compatible with the office future land use category.

NEIGHBORHOOD/HISTORIC COMMERCIAL

Intent: The neighborhood/ historic commercial designation incorporates a mix of uses within the core of the city. The intensity of the development within the district tends to be higher than the rest of the city due to the smaller lot sizes. Parking cannot be adequately accommodated on most sites and the buildings cover the majority of the parcel. Uses customarily found in the neighborhood/historic commercial designation include municipal services, restaurants, banks, personal services, comparison retail, offices, public spaces and single and multiple-family residences (second floor). The continued maintenance of the historic structures to maintain the historic characteristics and character of the downtown

core are essential within this area.

Description: This designation is centered on the Main Street corridor between Howard Street and Park Street and along the south side of Division Road, east of Forest Street. A smaller planned area is adjacent to the intersection of Main Street and 33 Mile Road.

Relationship to Physical and Natural Features: The intent of the land use category necessitates the availability of public services and infrastructure. While not integral to the designation, the proximity to the Macomb Orchard Trail and the Grand Trunk Railroad add to the viability and sense of place of this area. Limited other natural features exist within this area due to the increased density and intensity of the planned uses.

Appropriate Uses: Desirable land uses and elements of the neighborhood/historic commercial designation are:

- Retail stores, personal service establishments, municipal facilities, offices, off-street parking and public open spaces
- Ground floor retail with office and/or multiple family uses on the upper floors
- Historic Preservation

Highway-oriented and convenience commercial uses which require high accessibility are incompatible with the character of the Neighborhood/Historic District and should be discouraged. Appropriate areas for bike parking should be considered.

Compatible Zoning Districts:

B-2 (downtown business) is the only zoning category compatible with the neighborhood/historic commercial future land use category.

HIGHWAY COMMERCIAL

Intent: The highway commercial designation incorporates those commercial uses which are relatively independent and do not require a location in proximity to similar uses or a leading tenant to attract business.

Description: The highway commercial area is located along the southern portion of Main Street from approximately Heritage Drive southward and along the entire portion of Gratiot Avenue within the city of Richmond. This area contains a mix of existing land uses as well as a very limited amount of vacant land.

A secondary highway commercial area is located at the intersection of Gratiot Avenue and Division Road and is currently undeveloped at this time.

Relationship to Physical and Natural Features: Utilities are available throughout the portion of South Main Street and Gratiot Avenue and the majority of uses have direct frontage on Main Street/Gratiot Avenue.

The secondary area located at the intersection of Gratiot Avenue and Division Road does not currently have sanitary sewer availability. Development of this area will require substantial infrastructure investment.

Appropriate Uses: Desirable land uses and elements of the highway commercial future land use category are:

- Auto sale and services
- Grocery stores
- Restaurants
- Shopping centers
- Convenience stores
- Gas stations
- Home improvement showrooms

Compatible Zoning Districts: The B-3 (general business) zoning district is compatible with the highway commercial future land use designation.

INDUSTRIAL

Intent: The future land use map designates three areas for industrial use. This designation is intended to allow the continued operation of the current industrial uses and to allow area for future development of light industrial and research/development uses.

Description: The industrial area is located along the south side of Division Road east of Oak Street to the railroad tracks, along Skinner and Burke Drives, and along the north side of Division Road just east of the county line toward Gratiot Avenue.

Relationship to Physical and Natural Features: Direct access to this area is provided by Division Road, Skinner Drive via Division Road and Burke Drive via Division Road. Municipal water and sewer is available to the industrial areas adjacent to the south side of Division from Oak Street to the railroad tracks and along Skinner Drive and Burke Drive.

The industrial area on the north side of Division Road east of the county line will require substantial infrastructure investment.

Appropriate Uses: Desirable land uses and elements of the industrial category are:

- Manufacturing, assembly, packaging, warehouse and distribution facilities, testing facilities, wholesale parts assembly, high-tech industry and fabrication that provide:
 - Abundant landscaping
 - Screening of loading areas
 - Landscape buffering to protect adjacent residential uses

Compatible Zoning Districts: The I-1 (limited industrial) zoning district is compatible to the industrial future land use classification.

PUBLIC/SEMI-PUBLIC

Intent: The future land use map designates uses such as existing and planned municipal buildings and facilities, parks, cemeteries, public schools and other uses providing public or semi-public services within this category. The master plan also designates areas for additional parks in the city.

Description: This category provides for governmental as well as joint public and private facilities. These facilities are scattered throughout the city.

Relationship to Physical and Natural Features: The location of these areas and the necessary utilities to support them are dependent on the function each facility serves.

Appropriate Uses:

- Municipal buildings and facilities
- Parks
- Cemeteries
- Public schools
- Museums
- Libraries
- Public or private conservation areas
- Active and passive recreation areas

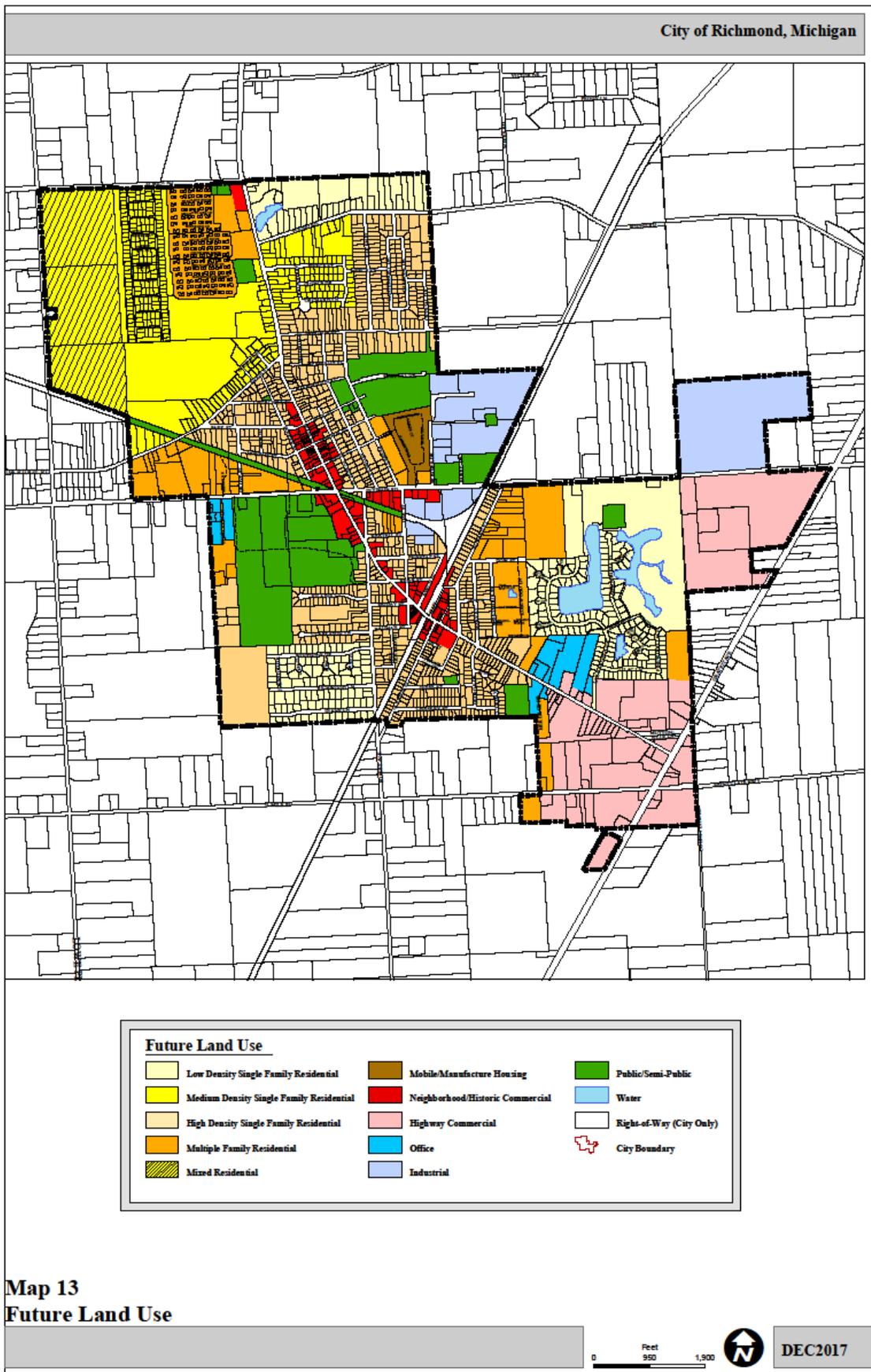
Compatible Zoning Districts: The PSP (public/semi-public) zoning district is compatible with the public/semi-public future land use classification.

The consensus of the Planning Commission was to re-designate churches to the most reasonable future land use based on the surrounding neighborhood land uses. This in no way affects where churches are allowed within the community. The city of Richmond values churches and their cultural and spiritual importance to our community.

Table 18 lists the eleven (11) future land use designations and the zoning districts that relate to each future land use district.

Table 18 – Zoning Districts

FUTURE LAND USE DISTRICT	ZONING DISTRICT NAME	SYMBOL
Low Density Single-Family Residential	Single-Family Residential Districts	R-1
Medium Density Single-Family Residential	Single-Family Residential Districts	R-2
High Density Single-Family Residential	Single-Family Residential Districts	R-3
Multiple-Family Residential	Multiple-Family Residential District	RT, RM-1
Mixed Residential		R-1, R-2, R-3, R-T, RM-1
Mobile/Manufacture Housing Park	Manufactured Housing Park	R-4
Office	Office District	O
Neighborhood/Historic Commercial	Neighborhood/Downtown Business District	B-2
Highway Commercial	General Business District	B-3
Industrial	Limited Industrial District	I-1
	General Industrial District	I-2
Public/Semi-Public	Public/Semi-Public Services District	PSP



ARTICLE 15

Zoning Plan

INTRODUCTION

Zoning is the division of a community into districts for the purpose of regulating the use of land and buildings, their height and bulk, the proportion of the lot that may be covered by them and the density of development. Zoning is enacted under the police power of the state for the purpose of promoting health, safety and general welfare and has long been supported constitutionally by the U.S. Supreme Court and the Michigan Courts.

The zoning ordinance is the one of the most important tools available to implement policies of the City of Richmond Master Plan related to the use and development of land. The purpose of zoning is to assist in orderly development and growth. It is also used to protect property values and investments. Because of the impact it can have on the use of the land and related services, local zoning regulations must be built upon the foundation of a master plan and zoning plan.

The Michigan Zoning Enabling Act requires a zoning plan be prepared as the basis for the zoning ordinance. It must be based on an inventory of conditions pertinent to zoning in the city and the purposes for which zoning may be adopted.

The zoning plan identifies the zoning districts and their purposes, as well as the basic standards proposed to control the height, area, bulk, location and use of buildings and premises in the city. These matters are regulated by the specific terms in the zoning ordinance.

RELATIONSHIP TO MASTER PLAN

This master plan sets forth the goals, objectives and policies for future growth and development in the city. It includes specific strategies for managing growth and change in land uses and infrastructure in the city, and will be periodically reviewed and updated at least once every five years.

This chapter is the zoning plan, which, along with the other relevant parts of this plan, is intended to guide the implementation of and future changes to the city zoning ordinance.

The purpose of zoning is to assist in orderly development and growth and also to protect property values and investments.

ZONING DISTRICTS

Table 19 lists the twelve (12) zoning districts in the City Zoning Ordinance and how they fit within the eleven (11) future land use classifications.

Table 19 – Zoning Districts

FUTURE LAND USE DISTRICT	ZONING DISTRICT NAME	SYMBOL
Low Density Single-Family Residential	Single-Family Residential Districts	R-1
Medium Density Single-Family Residential	Single-Family Residential Districts	R-2
High Density Single-Family Residential	Single-Family Residential Districts	R-3
Multiple-Family Residential	Multiple-Family Residential District	RT, RM-1
Mixed Residential		R-1, R-2, R-3, R-T, RM-1
Mobile/Manufacture Housing Park	Manufactured Housing Park	R-4
Office	Office District	O
Neighborhood/Historic Commercial	Neighborhood/Downtown Business District	B-1, B-2
Highway Commercial	General Business District	B-3
Industrial	Limited Industrial District	I-1
	General Industrial District	I-2
Public/Semi-Public	Public/Semi-Public Services District	PSP

The following sections include descriptions and general purposes of the 13 zoning districts in the city of Richmond zoning ordinance. The specific purposes of each zoning district are described in Article 2 (Zoning Districts) of the Zoning Ordinance.

SINGLE-FAMILY RESIDENTIAL (R-1, R-2, & R-3) DISTRICTS

The principal purpose of the single-family residential districts designation is to provide for a range of housing choices, encouraging the development and maintenance of suitable neighborhoods for families and children and limiting uses that would adversely impact residential neighborhoods. The intent of these districts is to provide for an environment of predominantly single-family detached dwellings, along with other associated uses and facilities that serve residents in the district (including educational, cultural and religious land uses, parks and playgrounds). Densities range from 2.5 to six units per acre.

TWO-FAMILY RESIDENTIAL (RT) DISTRICT

The principal purpose of the two-family residential districts designation is to provide a range of housing choices, encouraging the development and maintenance of suitable neighborhoods for families and children, prohibiting uses of land that would adversely impact residential neighborhoods, creating a buffer or transition zone between single-family residential districts and other more intensive land uses and discouraging uses that would generate traffic on local streets in excess of normal traffic generated by the neighborhood. The intent of the district is to provide for an environment of predominantly detached and attached single-family dwellings and two-family (duplex) dwellings, along with other associated uses and facilities that serve the residents in the district, including but not limited to educational, cultural and

religious land uses, parks and playgrounds. Densities range from six to nine units per acre.

MULTIPLE-FAMILY RESIDENTIAL (RM-1) DISTRICT

The principal purpose of the multiple-family residential (RM-1) district is to promote a harmonious mixture of higher density housing options (such as apartments, townhouses, condominiums and stacked flats) at planned locations in the community to meet the needs of different age and family groups. Associated uses and facilities that serve the residents in the district (including educational, cultural and religious land uses, parks and playgrounds) shall also be provided within a primarily residential environment. The multiple-family residential district is further intended to serve as a transition zone between non-residential districts and lower density residential districts. Densities range from nine to 18 units per acre.

MANUFACTURED HOUSING PARK (R-4) DISTRICT

The principal purpose of the manufactured housing park (R-4) district is to provide for the location and regulation of manufactured housing parks (formerly known as “mobile home parks”), as defined by the Mobile Home Commission Act, P.A. 96 of 1987 (as amended), and the Manufactured Housing Commission General Rules. It is intended that manufactured housing parks be provided with necessary community services and other associated uses and facilities that serve the residents in the district (including educational, cultural and religious land uses, parks and playgrounds) in a setting that provides a high quality of life for residents.

OFFICE (O) DISTRICT

The principal purpose of the office (O) district is for accommodating various types of executive, administrative, business, medical, governmental and professional offices, and associated business services. A limited range of convenience retail, restaurant and personal service businesses shall also be permitted for the benefit of office personnel and visitors, provided that offices remain the predominant use within the district.

NEIGHBORHOOD/DOWNTOWN BUSINESS (B-1 & B-2) DISTRICT

The principal purpose of the neighborhood business (B-1) district is to provide for local service and convenience shopping facilities to meet the day-to-day needs of persons in nearby residential areas. It is the intent of the neighborhood business district to have a pedestrian-accessible mix of complementary retail, restaurant, entertainment, office and service uses.

The principal purpose of the downtown business (B-2) District is for promoting the orderly development, expansion and continuation of the city’s downtown commercial core, which serves the comparison, convenience, service and cultural needs of city residents, visitors and surrounding rural areas. It is the intent of the downtown business district to preserve the existing downtown character, strengthen and extend the historic development pattern and promote a highly concentrated and pedestrian-accessible mix of complementary retail, restaurant, entertainment, office and service uses.

GENERAL BUSINESS (B-3) DISTRICT

The principal purpose of the general business (B-3) district is to permit a wide range of business and entertainment activities, including uses of a larger size, scale or intensity than those found in other business or office districts (such as “big-box” retail uses). The intended potential customer base for permitted uses in this district would be the entire city, plus surrounding communities in the southeastern Michigan region. This district is further intended to provide opportunities for automobile-related businesses, uses that generate large traffic volumes or require substantial off-street parking facilities and other uses incompatible with the pedestrian-oriented character, scale and mix of permitted uses in the local or

central business districts.

LIMITED INDUSTRIAL (I-1) DISTRICT

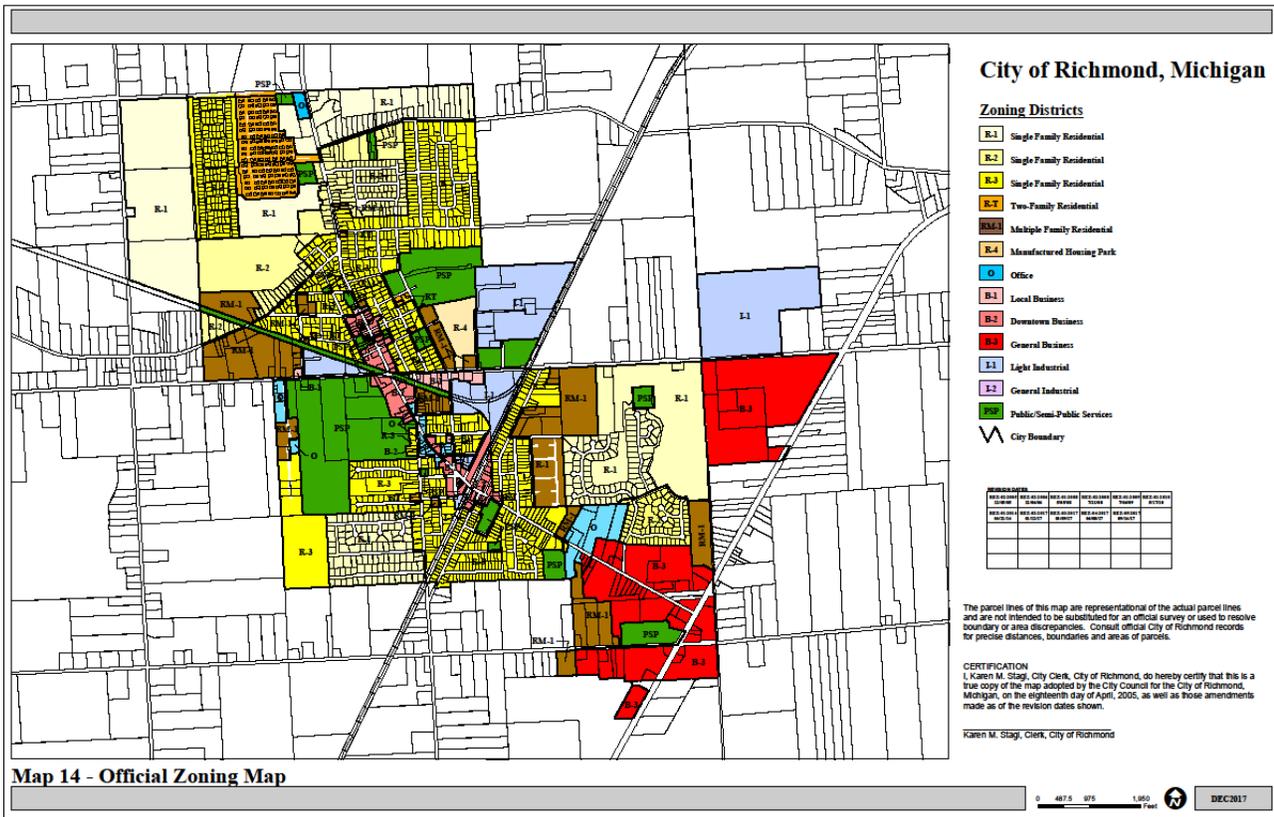
The principal purpose of the limited industrial (I-1) district is for permitting certain industries of a light manufacturing, research, warehousing or wholesaling character to locate in planned areas of the city where such uses will not have a detrimental impact on surrounding neighborhoods. This district is not intended for the processing of raw materials for bulk shipment or use in industrial operations at other locations. It is further intended that the limited industrial district provide specific use and site development standards designed to promote the creation of high quality office, research, warehousing, wholesaling and manufacturing facilities.

GENERAL INDUSTRIAL (I-2) DISTRICT

The principal purpose of the General Industrial (I-2) District is for the purpose of permitting a wide range of office, research, industrial and manufacturing uses and facilities in planned areas of the City where such uses and facilities would not have a detrimental impact on surrounding neighborhoods or the City as a whole. The intent of the General Industrial District is to promote the creation of high quality industrial, research and manufacturing jobs, and permit more intensive, large-scale or specialized industrial operations requiring special sites or public and utility services.

PUBLIC/SEMI-PUBLIC SERVICES (PSP) DISTRICT

The principal purpose of the public/semi-public services (PSP) district is for accommodating dedicated areas of open space, government buildings and uses, institutional and recreational uses and similar uses of a public service or institutional character. This includes including areas for off-street parking as an accessory use to serve an abutting district that has developed without adequate off-street parking facilities.



DIMENSIONAL STANDARDS

Table 20 lists the proposed dimensional standards for each district of the Zoning Ordinance. The supplemental regulations and standards are listed in the Zoning Ordinance.

Table 20 – Dimensional Standards

STANDARDS			DISTRICTS													SUPPLEMENTAL PROVISIONS		
			R-1	R-2	R-3	R-T	R-M-1	R-4	O	B-1	B-2	B-3	I-1	I-2	PSP			
BUILDING HEIGHT (feet)	Maximum	Feet	35	35	35	35	40	see Section 6.xxxx (Manufactured Housing Parks)	35	35	45	35	40	50	35	Section 5.204		
		Stories	2	2	2	2.5	3		3	2.5	3	2	3	3	3			
	Minimum	Stories	1	1	1	1	1		1	2	2	1	1	1	1			
LOT STANDARDS (per unit)	Minimum Width (feet)		80	70	60	60												Section 5.301 Section 5.302
	Minimum Depth (feet)		120	120	120	120												
	Minimum Area (square-feet)		10,890	8,400	7,200	7,200												
	Maximum Coverage (%)		30	30	30	30	30											
YARD / SETBACK STANDARDS (feet)	Front Yard	Minimum	30	25	25	25	20		10	0	0	20	40	40	10		Section 5.201	
		Maximum								10	0							
	Minimum Side Yard	One Side Yard	10	10	5	10	30		10	10	0	10	40	40	10		Section 5.202	
		Total of Two	20	20	16	20	60		20	20	0	20	60	60	20			
	Minimum Rear Yard		35	35	35	30	30		20	20	20	25	50	50	20		Section 5.203	
MINIMUM BUILDING SEPARATION (feet)			20	15	10	20	30											
MINIMUM GROSS FLOOR AREA (square feet/unit)			1,800	1,500	1,200	780									Section 5.301			
MINIMUM LAND AREA PER UNIT (square feet/unit)			10,890	8,400	7,200	4,800	2400								Section 5.301			

EXTENSIONS OF DEVELOPMENT APPROVAL

Development plan approval, including site plan approval (Article 18), condominiums (Article 19), and planned unit development overlays (Article 20), is required by the zoning ordinance. The purpose of the development review process is to verify that proposed developments are consistent with this plan and in compliance with the standards of the zoning ordinance and other applicable regulations. In recognition that site conditions and applicable standards can change over time, such approvals are limited to 365 calendar days (See Sections 18.10, 19.07, and 20.11).

Sections 18.10, 19.07, and 20.11 currently authorize the planning commission to grant an extension of a development plan approval, subject to the following:

“Upon written request received by the city prior to the expiration date, the planning commission may grant one (1) extension of final approval for up to 365 days, provided that site conditions have not changed in a way that would affect the character, design or use of the site, and the approved plans remains in conformance with all applicable provisions of the zoning ordinance.”

REZONING TO IMPLEMENT THE MASTER PLAN

The land use classifications on the future land use map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the future land use map usually receive deferential and favorable judicial review if challenged. The master plan should be the principal source of information in the investigation of all rezoning requests.

The planning commission should conduct a periodic appraisal of the city zoning ordinance and the official zoning map with the assistance of the city planner. The review should ensure that environmental, land use, circulation and all other elements of this plan are adequately reflected in the ordinance text and map, and that no changes to the plan or ordinance are necessary.

PHASING OF ZONING MAP CHANGES

Although Map 13 (future land use) is not a zoning map, it will be used as a guide to future changes to the city’s official zoning map. A key to successful plan implementation is the timing of rezoning applications as initiated by the planning commission or by petitioners.

When considering whether a rezoning request is consistent with this master plan, the planning commission should keep in mind that this plan is based upon a ten to 20 year planning period. While the plan may identify certain parcels for more intensive development, the time for such development (within the planning period) may not yet have arrived. More intensive land uses should be phased in over a period of time consistent with infrastructure and land capacity and the policies of this plan.

A crucial component in implementing this plan will be seen in rezoning applications subsequent to the adoption of the plan. The planning commission shall consider the following in making its findings and recommendations on proposed amendments to the official zoning map:

1. Evaluation of existing zoning and development pattern. Review the the existing zoning and set of principals permitted and conditional land uses for compatibility with master plan policies, the surrounding development patterns and site characteristics. Determine whether there are conditions or circumstances that warrant a change or reasonably prevent the site from being developed or used as zoned. Consider whether the boundaries and size of the proposed district are compatible with the surrounding area and the scale of future development on the site.
 - The requested rezoning should not create an isolated or incompatible zone in the area.
 - Development within areas that have adequate water and sanitary sewer service should occur as a natural extension of existing neighborhoods.
2. The apparent demand for the types of uses permitted in the district(s). Consider the apparent demand for the types of uses permitted in the district(s) in relation to the amount of land currently zoned and available in the city and surrounding communities to accommodate the demand.
 - Consider whether there is a demonstrated market demand for more land to be classified in the requested district and if so, whether this is the most appropriate location.
 - Consider the availability of land already planned and/or zoned for the types of land uses and intensity of development possible under the proposed zoning districts.
 - Consider the amount of land in adjoining jurisdictions that is already prepared and/or ready for development consistent with the proposed zoning district's intent and list of permitted uses.
3. Availability of public services and infrastructure to serve all of the potential land uses. Rezoning of undeveloped land to a more intensive zoning district should only take place in conjunction with the availability of public services and infrastructure to serve all of potential land uses in the proposed district.
 - Capacity of available utilities and public services to accommodate the uses permitted in the district without compromising the health, safety and welfare of city residents or burdening public entities or the city with unplanned capital improvements or operational costs.
 - Capacity of the existing road system to safely and efficiently accommodate the expected traffic generated by uses permitted in the zoning district.

- Capacity of existing police, fire, ambulance, schools and other public services to serve all land uses on the site.
4. Compatibility with the surrounding area. Evaluate the proposed district and existing zoning of surrounding properties in terms of all uses permitted and the district intent. Determine the adjacent uses and their character. Consider the surrounding vicinity on both sides of the road and all sides of the site. Finally, determine whether development that could occur on the subject site is compatible with the surrounding character in terms of traffic, noise, scale and types of uses in comparison to current activities in the area. Isolated and abrupt changes in land uses and densities not consistent with master plan objectives and policies are considered spot zoning and are not recommended planning and zoning practice.
5. Consistency with master plan future land use recommendations. Refer to Article 15 (future land use) of this plan and determine whether the intent and all of the allowable uses within the requested zoning district are compatible with the future land use designation for the site.
- Rezoning inconsistent with this plan. A rezoning inconsistent with this master plan should only be considered where specific findings are made that demonstrate conditions have changed significantly since the plan was prepared and/or new information supports a change. In such cases, the city may first consider an amendment to the plan.
 - Phasing in of new development. The future land use recommendations of this master plan are based upon a ten to 20 year timeframe. Consider whether the timing of the proposed rezoning is appropriate given trends in the area, infrastructure capacity and other factors.
 - Consistency with the city's policies on natural features. Ensure compatibility of all potential uses allowed in the proposed zoning district(s) with the site's physical, geological, hydrological and other environmental features. If the subject site possesses significant natural features, ensure that the type and uses and the intent of the district will enable proper preservation of these areas in accordance with master plan policies and zoning ordinance requirements.

MORE ZONING TOOLS FOR PLAN IMPLEMENTATION

The following is a list of zoning-related tools and techniques that can be used by the city to implement policies of this master plan:

SITE PLAN REVIEW

Each time the planning commission reviews a site plan for compliance with the city's zoning ordinance, another step is taken in the process of implementing the policies of this master plan. Development review and approval is an important implementation tool to ensure that new construction and changes to existing sites are consistent with the goals and objectives of this Plan.

PLANNED UNIT DEVELOPMENT (PUD) OVERLAY DISTRICTS

The planned unit development overlay district involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility so as to encourage innovation in land use planning and design. PUD projects should achieve a higher quality of development than might otherwise be possible. Use of the PUD option for large-scale residential developments and mixed-use projects is recommended to achieve development in accordance with the goals and objectives of this plan.

PERFORMANCE STANDARDS

Rather than simply regulate development on the basis of dimensional standards, some communities are establishing performance standards to regulate development based on the permissible effects or impacts of a proposed use. Performance standards should be used to supplement conventional zoning standards for the purposes of regulating noise, dust, vibration, odor, light, glare, heat, safety hazards and environmental impacts such as air and water pollution. The complexity of performance standards should be based in part on the capacity of city officials to administer and enforce the standards. Performance standards can be particularly useful in achieving environmental and resource protection goals.

INCENTIVE ZONING

Incentive zoning allows a developer to exceed the dimensional limitations in the zoning ordinance if the developer agrees to fulfill conditions specified in the ordinance. Incentive zoning should be considered to promote innovative land planning techniques identified in the plan. For example, a possible increase in density can be used as an incentive for developments that implement open space zoning standards.

OVERLAY ZONING

Overlay zoning allows the city to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zoning is established, the property is placed simultaneously in the two zones and the property may be developed only under the applicable conditions and requirements of both zones. Therefore, the overlay district regulations supplement the regulations of the underlying zoning district. Overlay zoning has been used in other communities to address conditions and features such as historic areas, access management, wetlands and other environmentally sensitive areas without disrupting the underlying zoning plan.

SITE DESIGN STANDARDS

Beyond the standard regulations to implement the future land use plan, the ordinances can be revised to allow for more flexibility and creativity in design. Innovative site design involves the use of special zoning standards and review procedures that provide design and regulatory flexibility so as to encourage innovation in land use planning and design.

DEVELOPMENT AGREEMENT

Although there is no explicit legislative authority for such agreements, many Michigan communities have used development agreements to achieve a mutual understanding between the developer and the city concerning the condition under which development can occur. Development agreements are often negotiated as part of a planned development approval, allowing the community and developer to address complex issues that cannot be adequately addressed on a typical site plan. Development agreements might prove useful to achieve desired developments in the city, especially if or when a mixed-use development is proposed.

FORM-BASED ZONING AND BUILDING COMPOSITION STANDARDS

Although there is no explicit legislative authority for form-based zoning, some Michigan communities are adding building design and appearance standards to local zoning ordinances. The intent of form-based zoning and building composition standards is not to mandate certain architectural styles or materials, but rather to achieve a more uniform streetscape where adjacent buildings share common design elements, height, number of stories and other characteristics.

ARTICLE 16

Implementation

Implementation strategies are a key component of the success of the master plan. Strategies determine how the guidelines and recommendations of the plan are enacted. However, the master plan should never be viewed as a finished product. Various adjustments or additions may become necessary as the needs of Richmond change. Although the major goals and objectives should not be altered, other aspects will require periodic alterations as the plan is implemented and as circumstances change in the city, region, state and nation. This will ensure the best interests of the residents and businesses of the City.

ZONING

The master plan future land use map is separate and distinct from the zoning district map, which is a current (short-term) regulatory mechanism for shaping development. The plan categories generally correspond to zoning districts, however, there are some overlaps to allow for specific site conditions. The plan should be consulted as one criterion to judge the merits of a rezoning or redevelopment proposal. The plan is also a useful tool during any conditional rezoning request, both for use by applicants to help identify what conditions might be appropriate and by the city to evaluate the request.

The master plan is the main basis for guiding zoning implementation. As such, suggested zoning criteria based on standards recommended by a number of planning organizations and case law are listed below.

1. Consistency with adopted land use plan or demonstration that conditions have changed significantly since the plan was adopted.
2. Zoning compatibility with the site's natural features.
3. Reasonable return on investment with the current classification. The right to a reasonable use of the property is not necessarily the most profitable use or the highest and best use.
4. Capacity of infrastructure and other public services adequate to accommodate the uses permitted in the proposed zoning district without compromising the health, safety and public welfare.

The master plan should never be viewed as a finished product. Various adjustments or additions may become necessary as the needs of Richmond change.

5. Apparent demand for uses in the proposed zoning district.
6. Ability to comply with proposed classification standards and requirements.
7. Appropriateness of requested rezoning; is the timing for the zoning change correct?
8. Does the proposed rezoning pose any exclusionary and spot zoning Issues?
9. Establishment of a desirable zoning trend policy for similar or identical lands.

An annual appraisal of the zoning map should be prepared. The generally accepted practice for zoning provision is based on a five-year projection. The review should ensure that environmental, land use, circulation and all other proposals of this plan are reflected in the ordinance, particularly under site plan review and special land use approval standards. The map’s proposals should be viewed as flexible, but the overall theme of each designation should be preserved.

Table 21: Action Plan: Recommendations and Implementation

The following table provides a summary list of the recommendations contained in this plan. Determinations of priorities is expressed according to “Action Categories” that are based on the item being addressed within defined time parameters:

TIMELINE	
Ongoing	Perpetual effort, consistent revisiting of policy and efforts
Short-term	0 to 2 Years
Mid-term	2 to 5 Years
Long-term	5+ Years

KEY
Council = Mayor and City Council
PC = Planning Commission
TIFA = Tax Increment Finance Authority
RB - Recreation Board
CS = City Staff
BI = Building Inspector
RCC-EDC - Richmond Chamber of Commerce – Economic Development Corp.
SSC = Streetscape Committee
PW = Public Works Department

Table 21: Action item	Time Frame	Responsible Party
Develop zoning that gradually implements the Future Land Use Plan	Short-term	Council/PC/CS
Amend Article 4 (Land Use Table) of the Zoning Ordinance to allow similar uses within the B-1 (Neighborhood Commercial) and B-2 (Downtown Commercial) zoning districts	Short-term	Council/PC/TIFA/CS
Rezone properties to be consistent with the Future Land Use Plan when timing and other conditions are met, gradually over the 20 year plan time-frame. In some cases, the City may wish to initiate rezoning consistent with the Plan, where a less intense use is recommended.	Short-term	Council/PC/TIFA/CS
Within the City’s residential districts, examine methods of financing and programs which encourage maintenance or redevelopment of substandard residential units.	Mid-term	Council/PC/TIFA/CS
Market Richmond’s commercial and retail sectors. Develop new retailing opportunities to attract consumers and users of commercial services throughout Macomb and St. Clair Counties. The Macomb Orchard Trail should continue to be recognized as a vital component of an effective commercial development and redevelopment effort.	Mid-term	Council/CS/PC/RCC-EDC/SSC
Develop a marketing and promotion plan for existing industrial properties, including the former granary site, Skinner Drive Industrial site and the Cacso/ Columbus industrial properties.	Mid-term	Council/CS/PC/RCC-EDC
Provide incentives and encourage developers to preserve usable open space in new developments and install play areas, walkways and buffers.	Mid-term	Council/PC/CS
Continue to work with transportation partners (MDOT & Macomb County Department of Roads) to explore alternative methods for traffic flow, traffic calming, pedestrian safety and mobility within the M-19 and Gratiot Avenue Corridors.	Ongoing	Council/PC/CS/PW
Ensure proper maintenance and expansion of pedestrian and bicycle paths and safe crosswalks to link current and future residential areas with schools, recreation areas, commercial districts, and other attractions. Adopt complete street principles whenever possible.	Short-term	TIFA/CS/PW
Revise city approval and review processes for development and permit applications, promoting a development friendly environment	Ongoing	PC/CS
Enforce property maintenance and enforcement codes	Ongoing	PC/CS/BI
Work with County Brownfield Authority to encourage redevelopment of designated sites, including municipality controlled properties	Ongoing	Council/PC/CS
Review and update the City’s Capital Improvements Plan on a yearly basis	Ongoing	Council/PC/CS
Review this Master Plan every 5 years, and when necessary, update the plan	Ongoing	PC/CS

APENDIXES