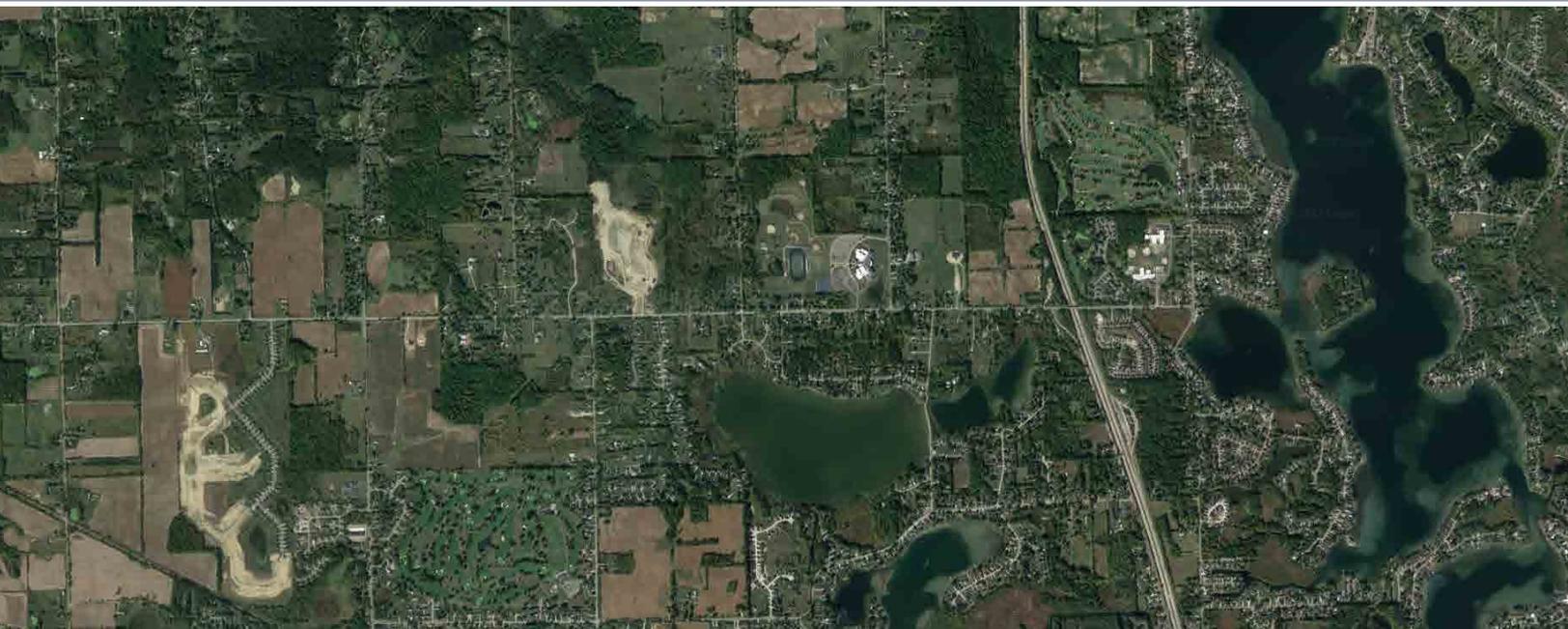




MASTER PLAN 2024



Charter Township of Fenton Master Plan

Township Planning Commission recommended adoption on **INSERT DATE**.

Adopted by Township Board of Trustees on **INSERT DATE**.

Prepared by:



Envision

2249 Elm Street

Suite 419

Cleveland, OH 44113

www.envisiongroupllc.com

ACKNOWLEDGMENTS

Charter Township of Fenton, Michigan

Township Board

Vince Lorraine, Supervisor

John R. Tucker, Treasurer

Robert E. Krug, Clerk

Mark Goupil, Trustee

Kade Katrak, Trustee

Robert Kesler, Trustee

Christine Reid, Trustee

Planning Commission

McGuirk, James, Chairperson

Cypher, David

Lewis, Philip

Marko, Andy

Mustola, Mark

Pfeiffer, Kim

Tucker, John (Township Treasurer)

Township Staff

Mike Deem

Zoning Administrator

**And a very special “Thank You” to our
numerous survey and meeting participants!**

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APPENDIX COMMUNITY SURVEY SUMMARY

What is a Master Plan?

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

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



Introduction

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

The Township Board, Planning Commission, and the public should continuously strive to ensure effective use of this document and should reference the Master Plan in order to:

- Understand expectations for the future land use pattern and desired land use types in the community to guide new development and redevelopment.
- Identify and recommend physical improvements to important resources such as roadways, access management, streetscape and entryways, non-motorized pathways, parks, and public facilities.
- Review development proposals – to confirm the proposal meets the goals and objectives of the Master Plan.
- Review rezoning requests – to confirm the request is consistent with the Township’s criteria to consider rezonings including existing conditions, the future land use map, the appropriate timing of the change, consistency with the goals and policies of the Master Plan, and potential impacts on the Township.
- Provide a basis for amendments to the Zoning Ordinance and Zoning Map - to help realize Plan goals.



Introduction



Statutory Authority

The Michigan Planning Enabling Act (Act 33 of 2008; MPEA) provides the legal basis for the master plan. The act outlines requirements for the preparation, content, public review, adoption, and regular review of the plan. Key objectives of a plan as outlined in the act include:

- Create a plan that guides development that is coordinated, adjusted, harmonious, efficient, and economical and that best promotes public health, safety, and general welfare;
- Make careful and comprehensive studies of present conditions and future growth with due regard for its relation to neighboring jurisdictions;
- Consult and cooperate with representatives of adjacent local units of government, departments of state and federal governments;
- Address land use and infrastructure issues and make recommendations for physical development; and
- At least every five years, review the plan to determine whether to amend or readopt the current plan or adopt a new master plan.

The act also outlines requirements for the process of amending an adopted plan or adopting a new plan.



Introduction

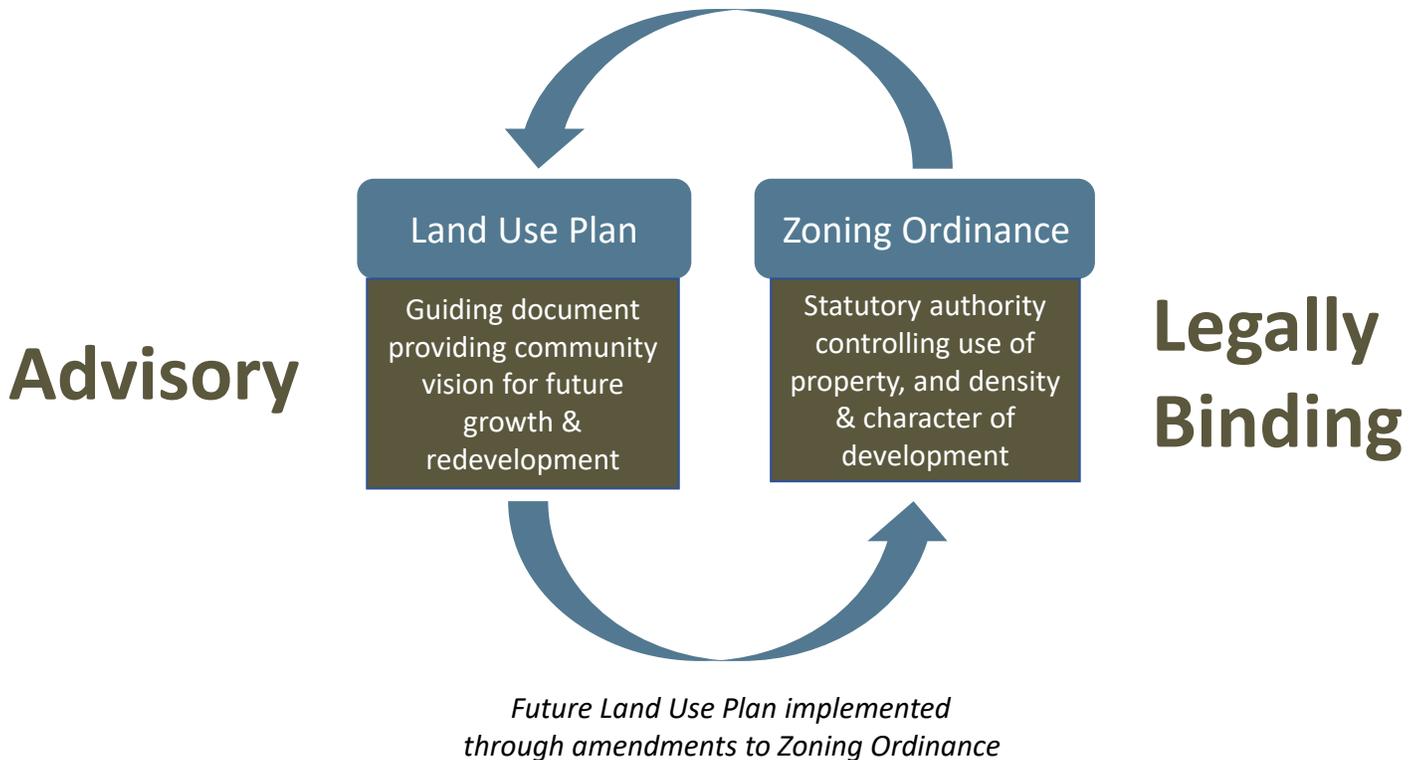
A zoning ordinance is legally defensible to the extent it is based on sound analysis and study of desirable future land use. A Master Plan provides a solid foundation to justify future zoning decisions.

INTERFACE WITH ZONING

A **Master Plan** is a guiding document that **is not legally binding**, whereas the Zoning Code is a statutory authority that governs use of property. The Master Plan will develop recommendations for the type and form of future land uses, but the Zoning Ordinance would need to be amended in a separate process through Township Board Resolution for any changes to take place.

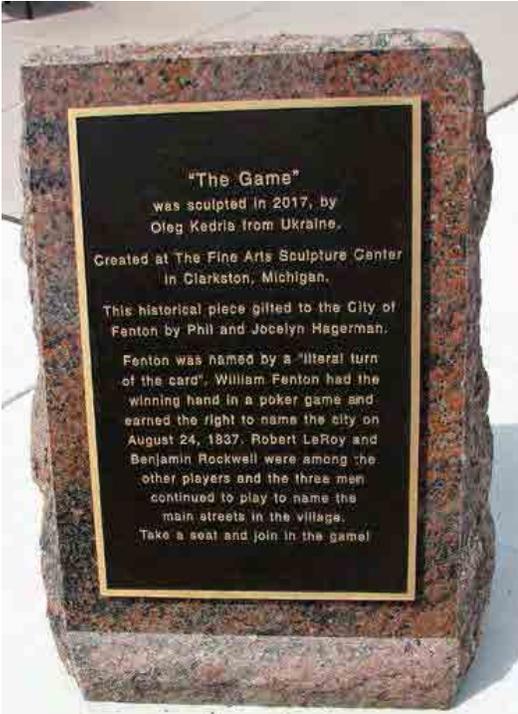
NEXUS BETWEEN THE PLAN & ZONING

Zoning Ordinance should be consistent with Future Land Use Plan to avoid potential legal challenges





Introduction



PICTURED:

Historic plaque detailing “the game” to determine Fenton’s name

History

The “Squatter Act” passed by Congress in 1830, made land available in these territories for \$1.25 per acre. Shortly after, Genesee County was created 1835. At that time the only township organized was Grand Blanc Township which formed in 1833 consisting of township areas that are now Fenton, Mundy, Flint, Mount Morris, Genesee, Burton, Atlas, and Davison townships. The years immediately following saw the growth of a considerable settlement in the southern part of the Township.

Settlers William M. Fenton and Robert LeRoy arrived from New York and platted the boundaries of what was then called Dibbleville. The local legend claims that Fenton and LeRoy played a game of poker to determine the village’s name. Fenton, the winner of the game, named the village Fentonville. The settlement prospered and was incorporated as the Village of Fenton in 1863. The Village of Linden was incorporated in 1871. Both villages were originally a part of the 36 square miles that made up Fenton Township.

In the 1850’s, the railroad reached and terminated in Fenton, making this an important commercial and transportation center. Wagon trips came down from Flint, Saginaw, and the north since Fenton was the farthest the railroad had ever reached in this part of the State. To facilitate shipping a plat rod was built between Flint and Fenton.

Township:

Statutory units of government with only those powers “expressly provided or fairly implied” by state law.

Charter Township:

A special township classification that provides additional power and streamlined administration for governance. One motivation for this obtaining this status is for Townships to protect against annexation by cities.

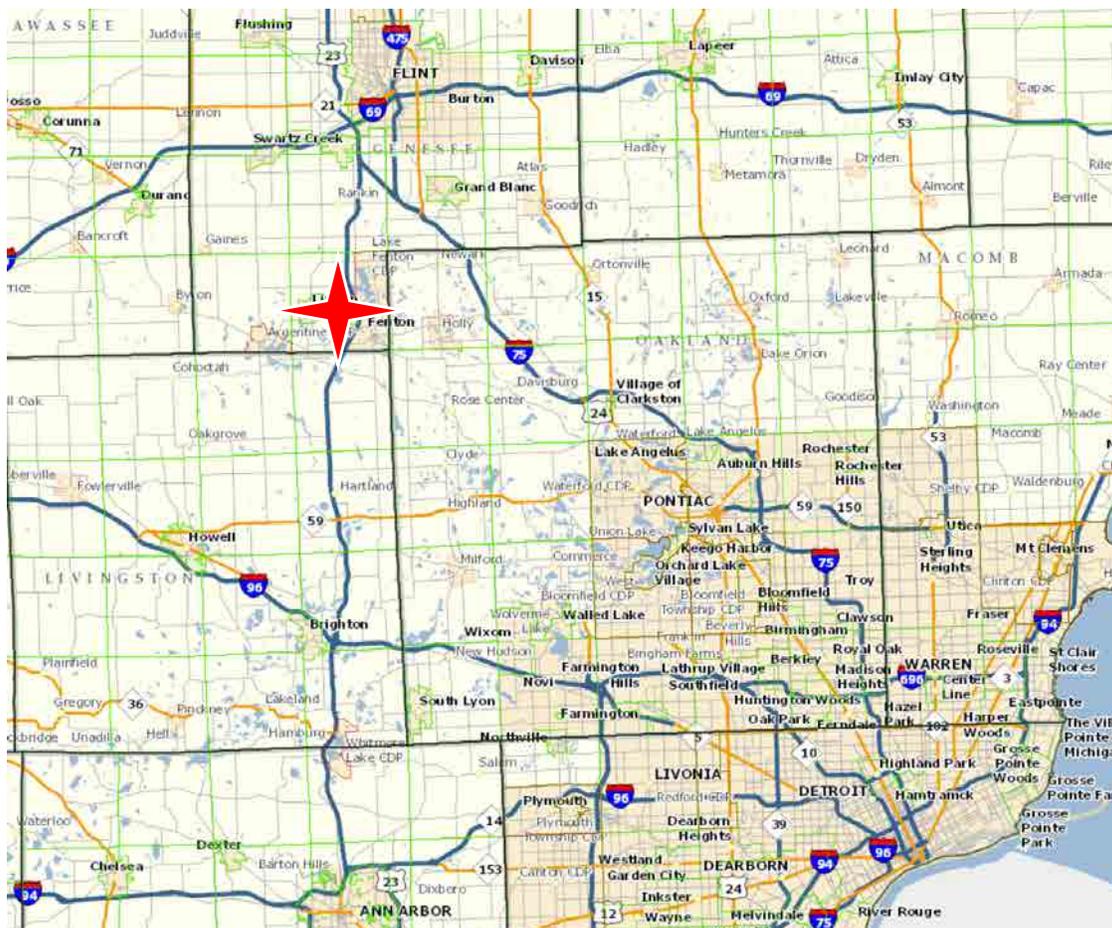


Introduction

Regional Context

Fenton Township, located in Genesee County and Prosperity Region 6, sits between the populous southeast Michigan and the more rural “thumb.” The Township is bisected by US-23, the only major highway running through the area, and lies between the cities of Flint and Brighton. US-23 provides access to Ann Arbor and Detroit metropolitan areas, and connects to I-69 in the City of Flint. As a bedroom community to its neighboring cities, it has preserved a pastoral setting especially in the northwestern portion where little development has taken place.

Fenton Township has a total area of 27.5 square miles, of which 3.7 square miles is water (13.3%). Home to 18 lakes, the Township is fortunate to claim such concentrated natural beauty. Access to ample inland lakes defines the Township’s active culture of boating, kayaking, canoeing, and other water-borne sports, especially on the expansive 847 acres (surface water) of Lake Fenton. The creation of Fenton Township’s landscape dates back thousands of years when large ice glaciers melted to form natural lakes. The surrounding landscape is flat with some areas of gently rolling fields.





Introduction

Past Planning Efforts

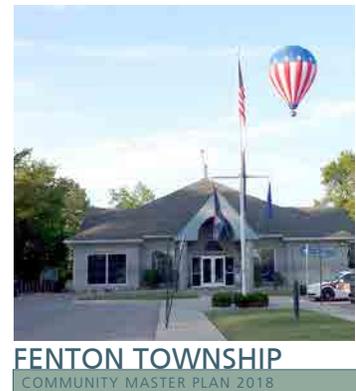
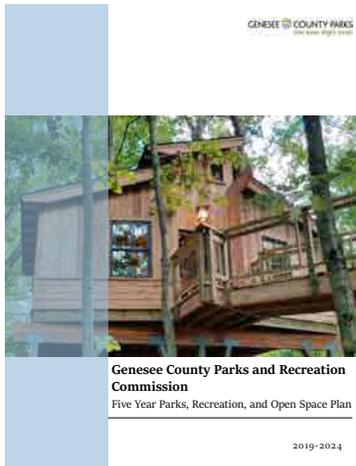
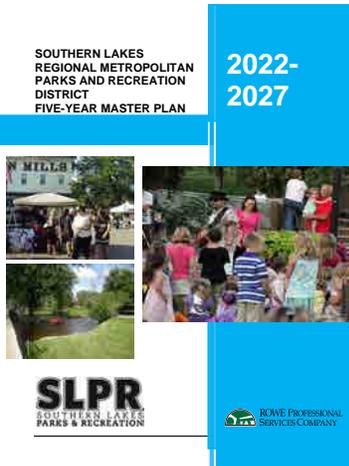
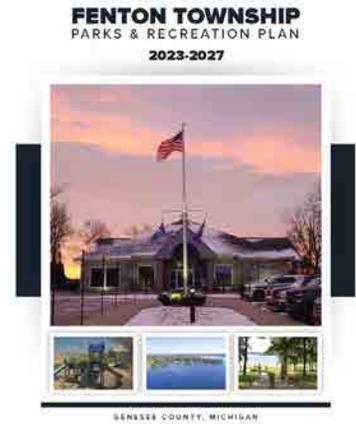
Fenton Township has a rich history of planning and spatial analysis. The following documents provide insight on how to build upon the previous efforts:

- Thompson Road Corridor Plan (2022)
- Fenton Township Parks & Recreation 5-Year Plan, 2023-2027
- Southern Lakes Regional Metropolitan Parks & Recreation District (SLPR) Five-Year Master Plan, 2022-2027
- Genesee County Parks and Recreation Commission - Five Year Parks, Recreation, and Open Space Plan, 2019-2024
- Fenton Township Master Plan (2018)

The 2023 Fenton Township Master Plan builds upon the momentum of recent & ongoing local / regional planning efforts.



2022
Thompson Road Corridor Plan



CH 2

Community Engagement



Public Meeting #1
February 9, 2023



Public Meeting #2
July 27, 2023

Placeholder

Public Hearing
TBD

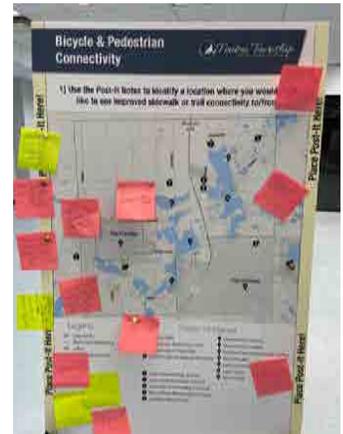
ENGAGEMENT

The Master Plan was created through the input of numerous community stakeholders. The first phase of developing the plan involved gaining insight and identifying how the stakeholders view the community and what improvements they envision in the future. The second phase involved an analytic assessment of the community that culminated in a series of draft recommendations.

TYPES OF ENGAGEMENT

The year-long planning process included a robust, multifaceted public outreach effort that included:

- Community Survey (online & print)
- 2 Public Forums
- Virtual Input Session
- Public Hearing



Pictured: Public meeting participants provide input on plan topic at themed activity stations



Community Engagement

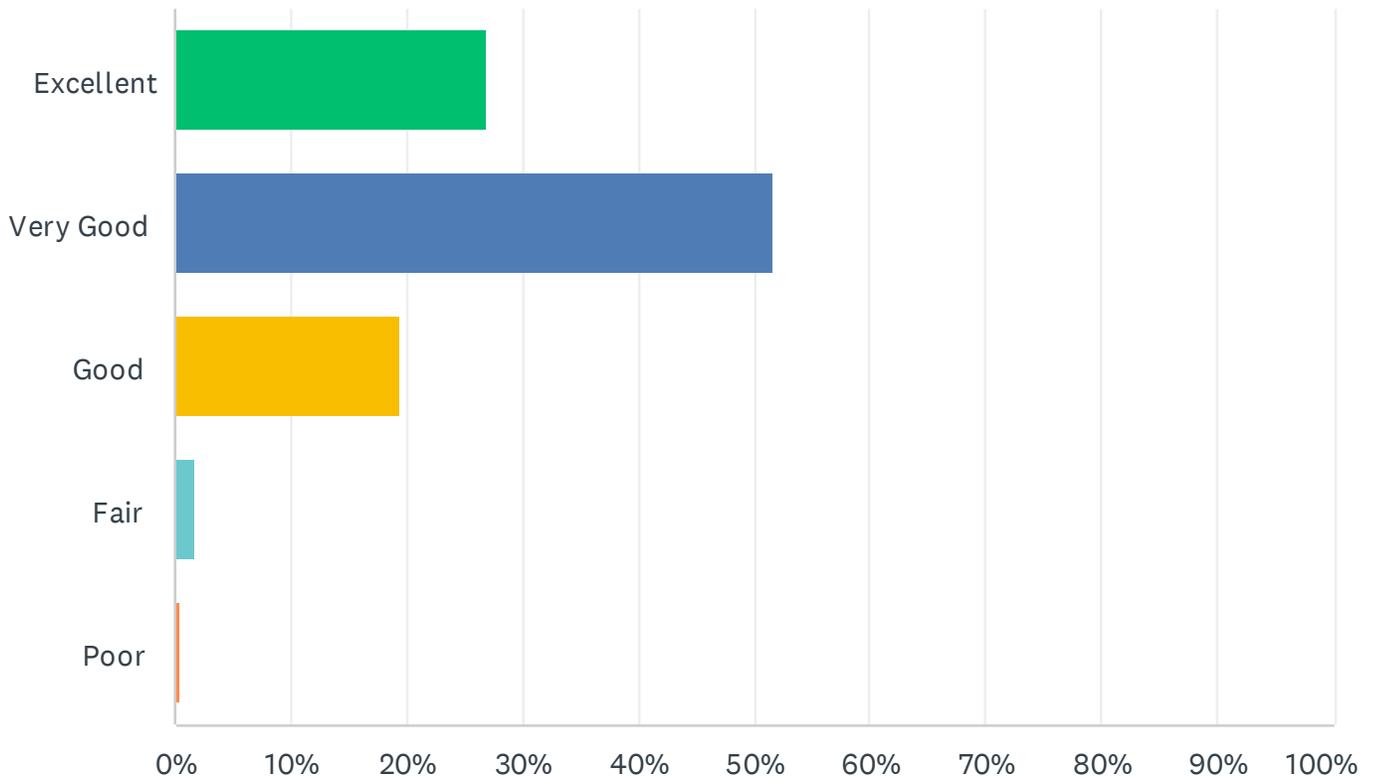
COMMUNITY SURVEY

A 20-question Community Survey was distributed online and made available in print asking Township residents to share their opinions and preferences on a wide range of community issues including public spaces, recreation, connectivity, local businesses, and housing. Over 300 responses were received and informed the beginning of the planning process.

The vast majority of household respondents (79%) rated the quality of life in the Township as either "Excellent" or "Very Good."

COMMUNITY SURVEY

How would you rate Quality of Life in the Township?





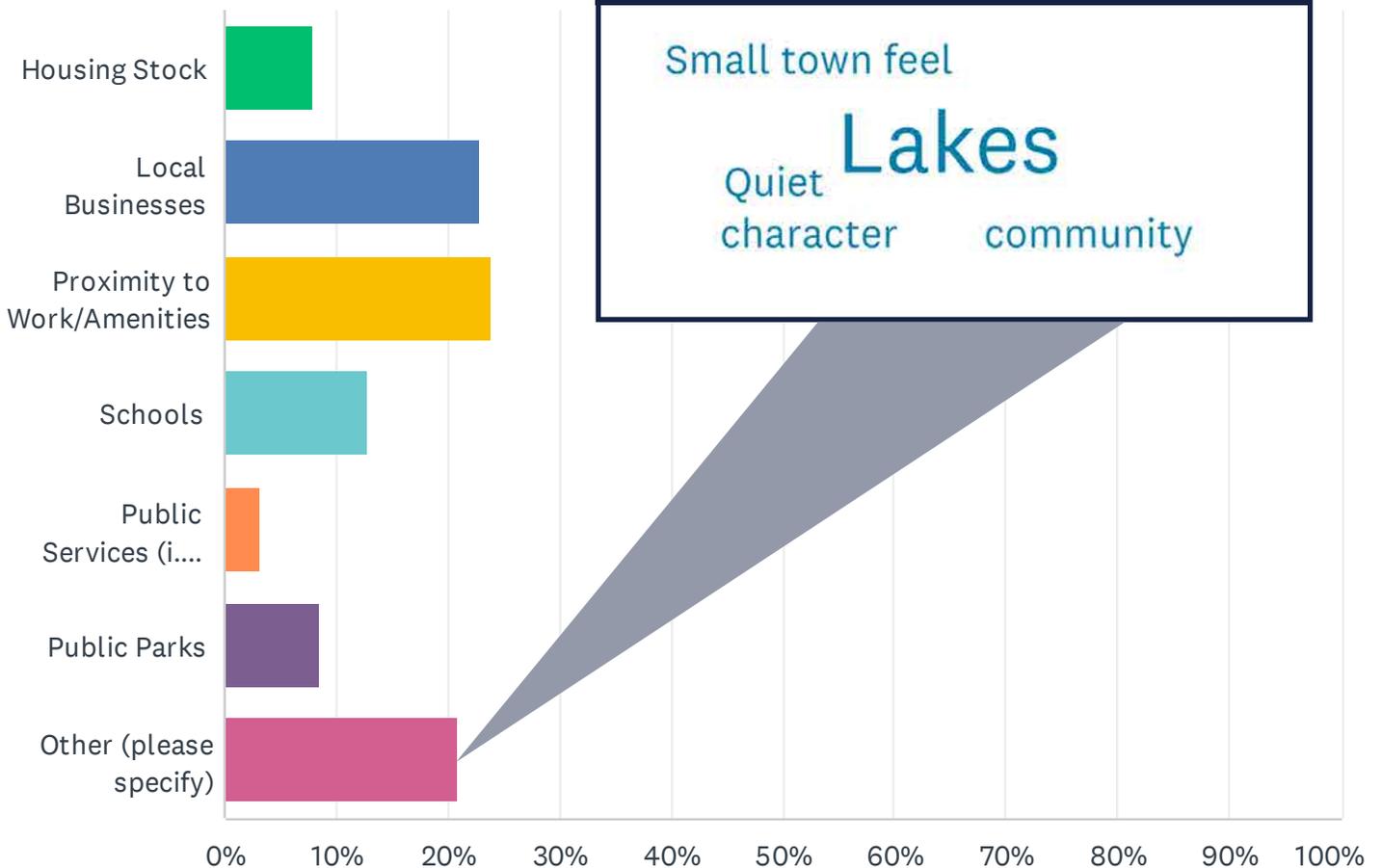
Community Engagement

COMMUNITY SURVEY

What is the Township's greatest asset?

Other Responses:

Over half of responses in the "Other" category specified that local lakes are the Township's greatest asset.





Community Engagement

COMMUNITY SURVEY:

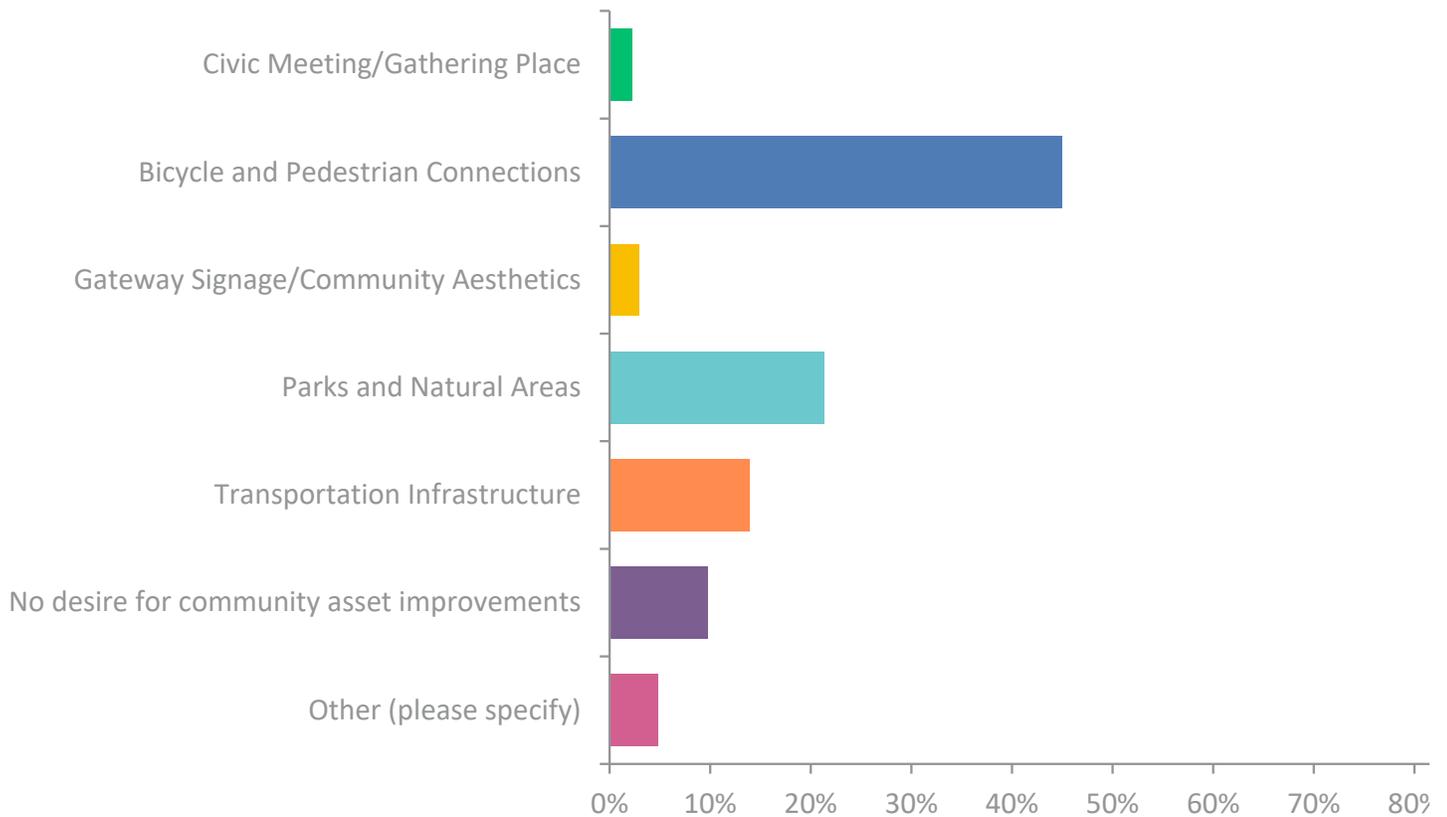
Community Assets

The top three community survey desires for community asset enhancements were:

1. Bicycle and Pedestrian Connections (45%)
2. Parks and Natural Areas (21%)
3. Transportation Infrastructure (14%)

COMMUNITY SURVEY

What type of community asset would you **most** like to see improved within the Township?

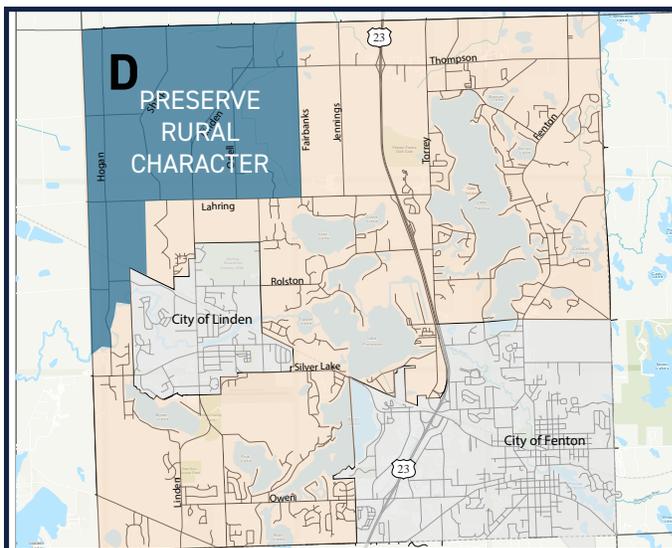
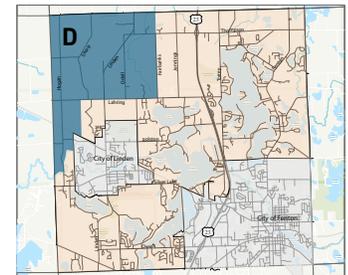
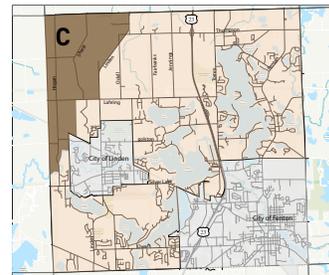
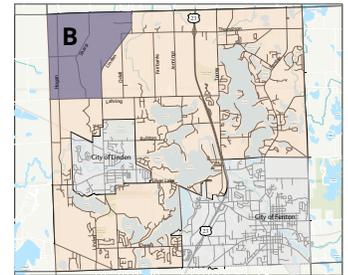
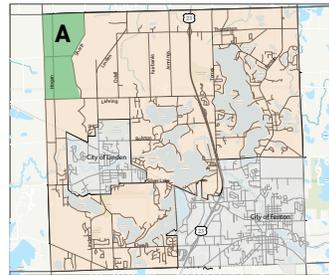
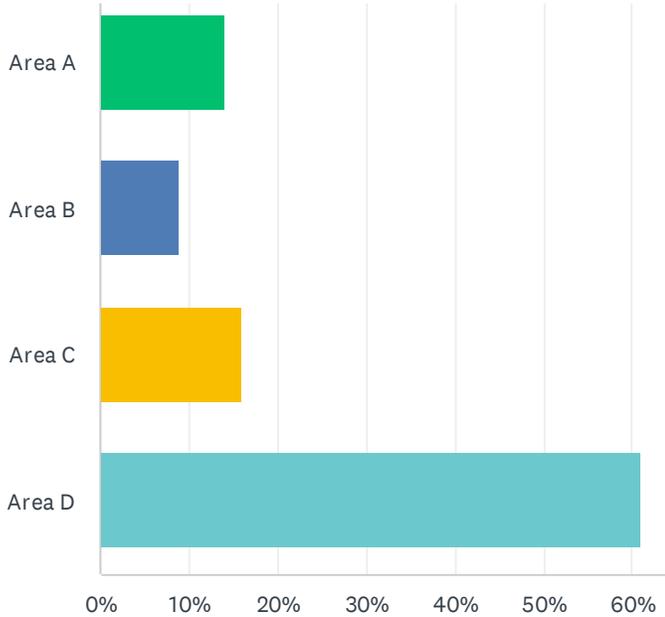




Community Engagement

VIRTUAL INPUT SESSION

Where would you like the Township to retain its rural character (i.e. low-density residential development WITHOUT sewer service)?



Sewer Service Boundary:

Nearly three of five participants desired to maximize rural preservation in the Township's northwest quadrant.



Community Engagement

KEY TAKEAWAYS

Community Survey:

- Most desired destinations for bicycle and pedestrian connections were neighboring communities and parks
- Need for roadway/traffic flow improvements
- Over half of respondents did not want to see any more housing, but...
 - Two-thirds would consider age in place accessory units (i.e. in-law suites)
 - Almost half feel more entry level housing options needed
- Support for connection to water trail
- Restaurants are most desired local business
- Desire for more natural areas / parks

Virtual Input Session:

- Most wanted to see the northwest quadrant of the Township retain its rural character without utility service extensions
- There was widespread support for bicycle and pedestrian improvement across the Township, but most respondents preferred pathways to sidewalks
- Intersection improvements were the most desired roadway enhancement across the Township
- Commercial development was deemed most appropriate along Silver Lake Road and in the vicinity of Thompson Road/Fenton Road

CH 3

Demographics & Housing

FENTON TOWNSHIP: KEY INDICATORS

 <p>Populations and People Total Population 16,843 <i>P1 2020 Decennial Census</i></p>	 <p>Income and Poverty Median Household Income \$100,625 <i>S1901 2021 American Community Survey 5-Year Estimates</i></p>
 <p>Employment Employment Rate 55.7% <i>DP03 2021 American Community Survey 5-Year Estimates</i></p>	 <p>Housing Total Housing Units 6,997 <i>H1 2020 Decennial Census</i></p>
 <p>Families and Living Arrangements Total Households 6,497 <i>DP02 2021 American Community Survey 5-Year Estimates</i></p>	 <p>Race and Ethnicity Hispanic or Latino (of any race) 453 <i>P9 2020 Decennial Census</i></p>

Population

The table below depicts the local population trends from 1990 to 2020. In 2020, Fenton Township’s population was 16,843, this was an increase of 67.5 percent since 1990 and a 8.30 percent increase since 2010. Like Fenton Township, the Cities of Fenton and Linden both saw increases in population since 1990 and 2010. These local trends are in contrast with Genesee County which has declined in population since 2000.

POPULATION COMPARISONS: 1990 to 2020

Jurisdiction	1990	2000	2010	2020	% Change 1990- 2020	% Change 2010-2020
Fenton Township	10,055	12,968	15,552	16,843	+67.5%	+8.30%
City of Fenton	8,444	10,582	11,756	12,050	+42.7%	+2.50%
City of Linden	2,415	2,794	3,391	4,142	+71.5%	+22.15%
Genesee County	430,459	436,141	425,790	406,211	-5.6%	-4.60%

Source: U.S. Census Bureau, Decennial Census

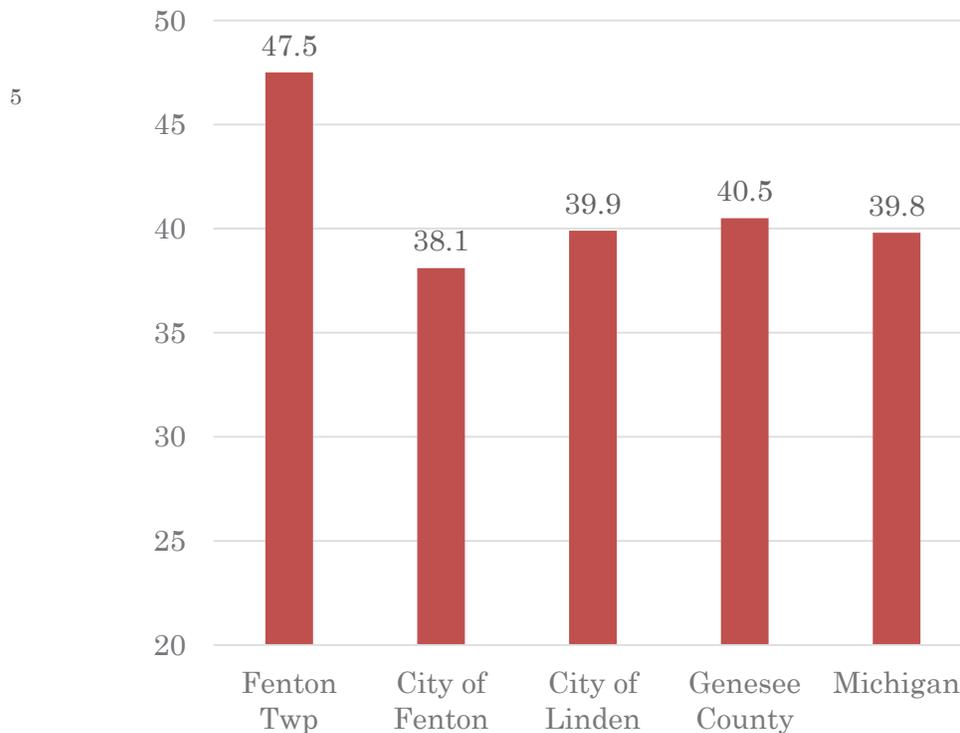


Demographics & Housing

Age of Residents

It is worth noting that median age in Fenton Township is between 7 to 9 years greater than both neighboring cities, Genesee County, and the State of Michigan. This indicates a future need for additional senior-friendly housing options that are highly accessible, low-maintenance, and proximate to community amenities.

POPULATION COMPARISONS Median Age



Source: 2020 American Community Survey 5-Year Estimates



Demographics & Housing



**6,997
Housing
Units**



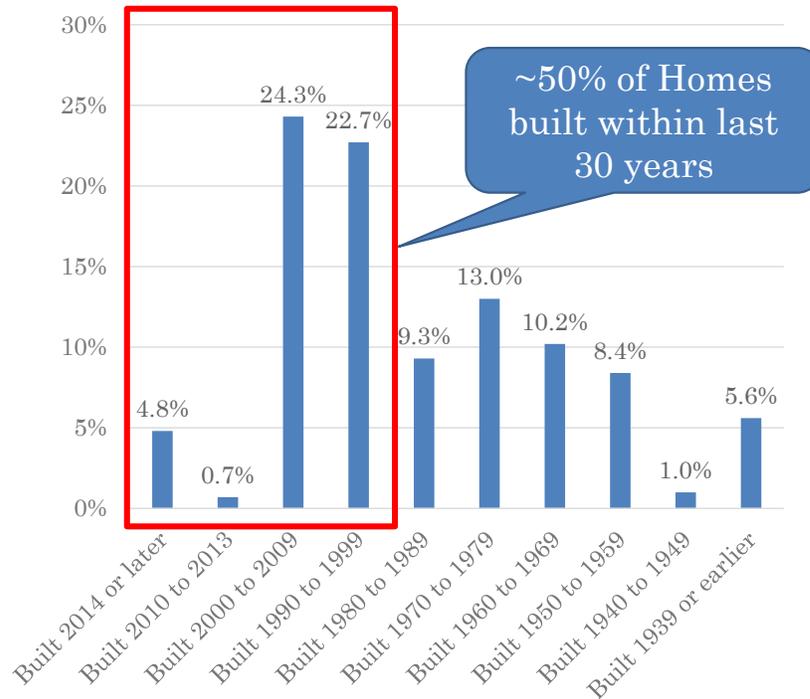
**\$257,600
Median
Home
Value**



**94.5%
Owner
Occupied**

Housing Indicators

Fenton Township’s housing stock is predominantly comprised of owner occupied single-family units. Approximately half of the Township’s housing supply was constructed since 1990.



Source: 2020 American Community Survey



Demographics & Housing

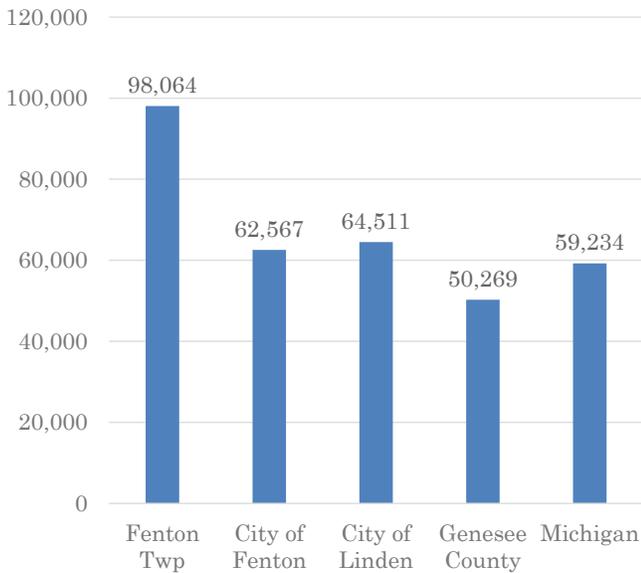
Household Comparisons:

Peer Communities

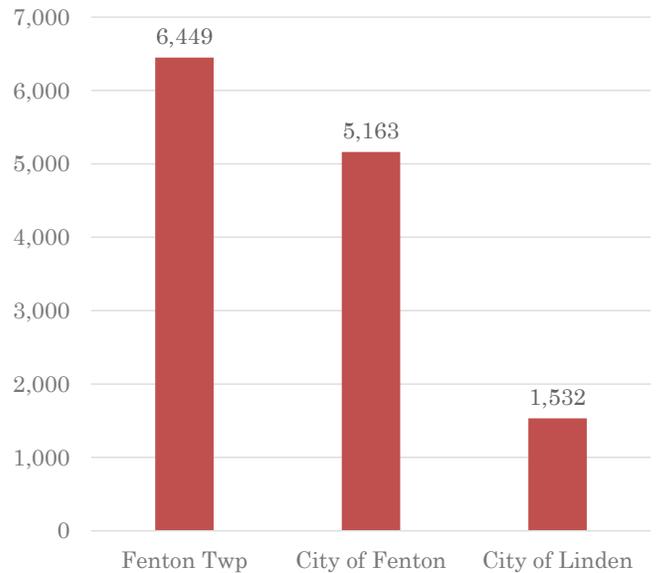
The median household income in Fenton Township is over 50% higher than both the neighboring City of Fenton and City Linden. Median household income in Fenton Township is nearly double the median household income of Genesee County and 65% higher than the State of Michigan.

HOUSEHOLD COMPARISONS

Median Household Income



Number of Housing Units

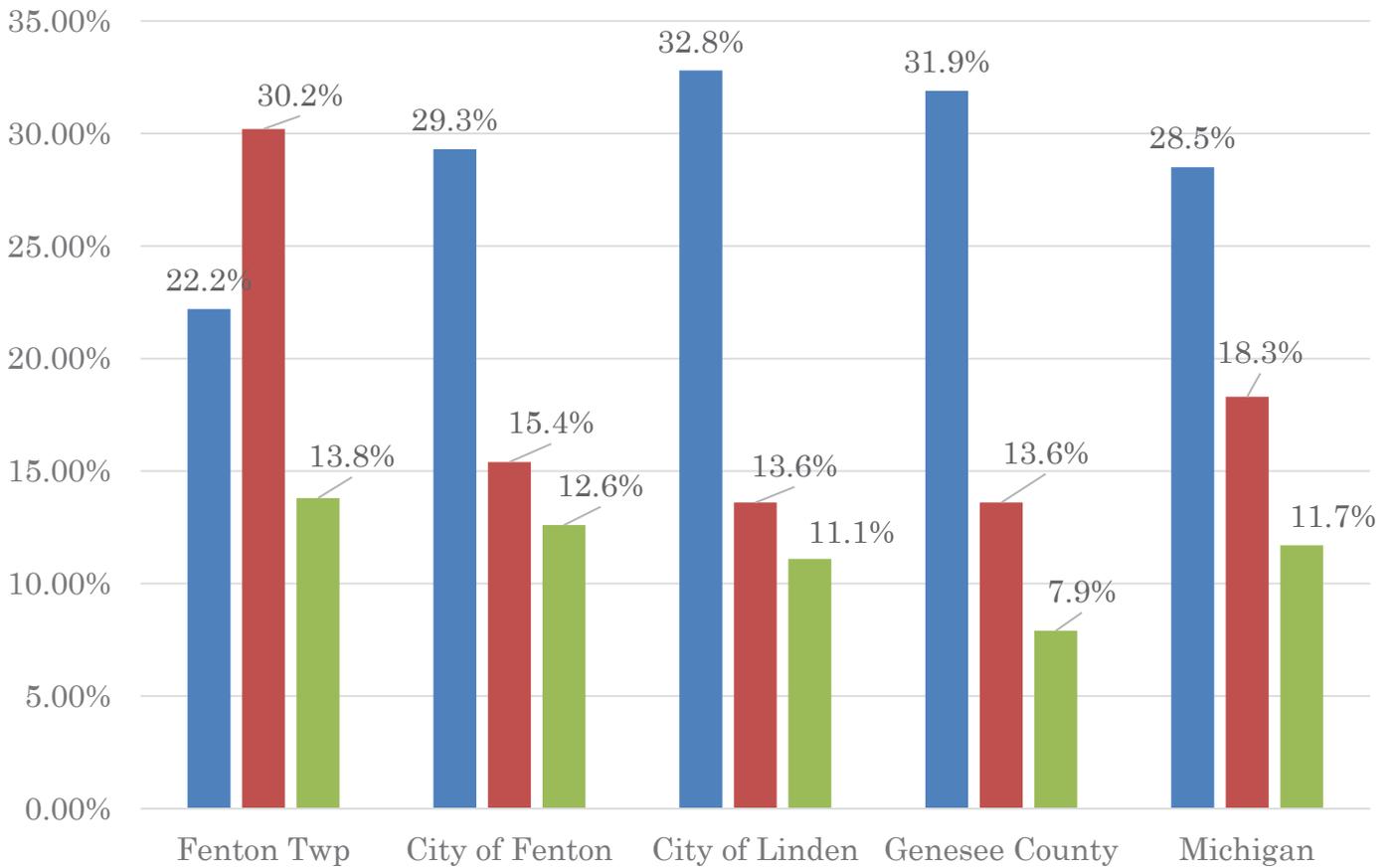


Source: 2020 American Community Survey



Demographics & Housing

HIGHEST EDUCATIONAL ATTAINMENT



Source: 2020 American Community Survey

- 2020 - Age 25+: High School Diploma (%)
- 2020 - Age 25+: Bachelor's Degree (%)
- 2020 - Age 25+: Graduate/Professional Degree (%)



Demographics & Housing

Primarily a Bedroom Community:

Workers employed in Fenton Township are outnumbered by Fenton Township residents employed outside the Township by almost 1.9 to 1, indicating the Township is a net exporter of workforce.

STRENGTHENING THE TAX BASE

Since water service is limited in Fenton Township, the Township's ability to expand its tax base has become limited. It is therefore in the Township's best interest to see that undeveloped with adequate utility service in the community is put to its most appropriate use in order to maximize local revenues. As such, efforts should be made to enhance and develop the economic base of the community as identified in the Thompson Road Corridor Plan.



378

LIVE & WORK IN FENTON TWP



3,101

WORK IN FENTON TWP, BUT LIVE ELSEWHERE



6,534

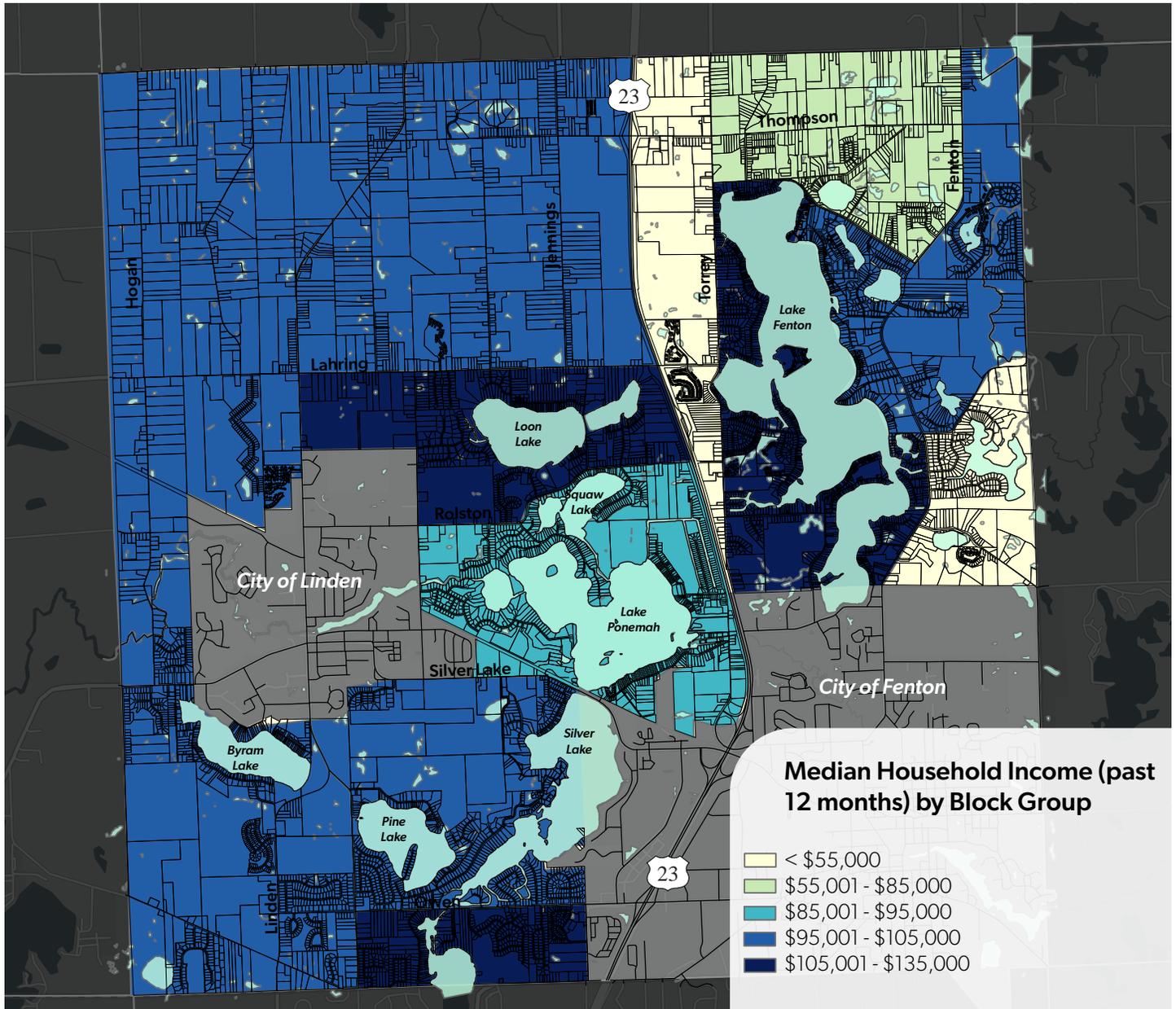
LIVE IN FENTON TWP, BUT WORK ELSEWHERE



Demographics & Housing

Household Income Distribution

Median household incomes in Fenton Township are generally highest in the most desirable lakefront homes, though the presence of several manufactured home communities within the Township skew those figures as shown by the map below.

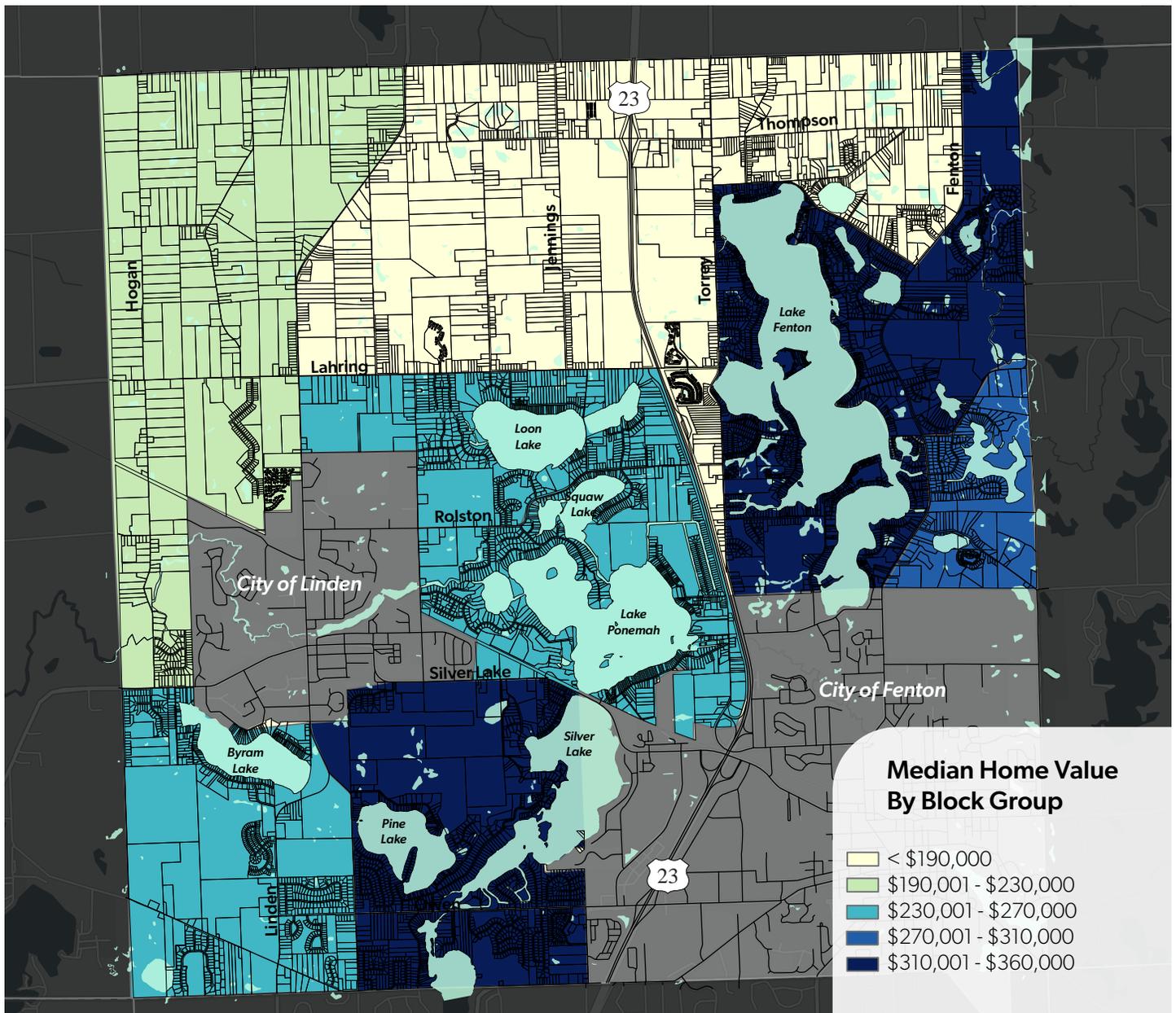




Demographics & Housing

Home Value

Similar to the previous map for household incomes, median home values in Fenton Township are generally highest in the most desirable lakefront homes. Once again, the presence of several manufactured home communities within the Township skew those figures as shown by the map below.

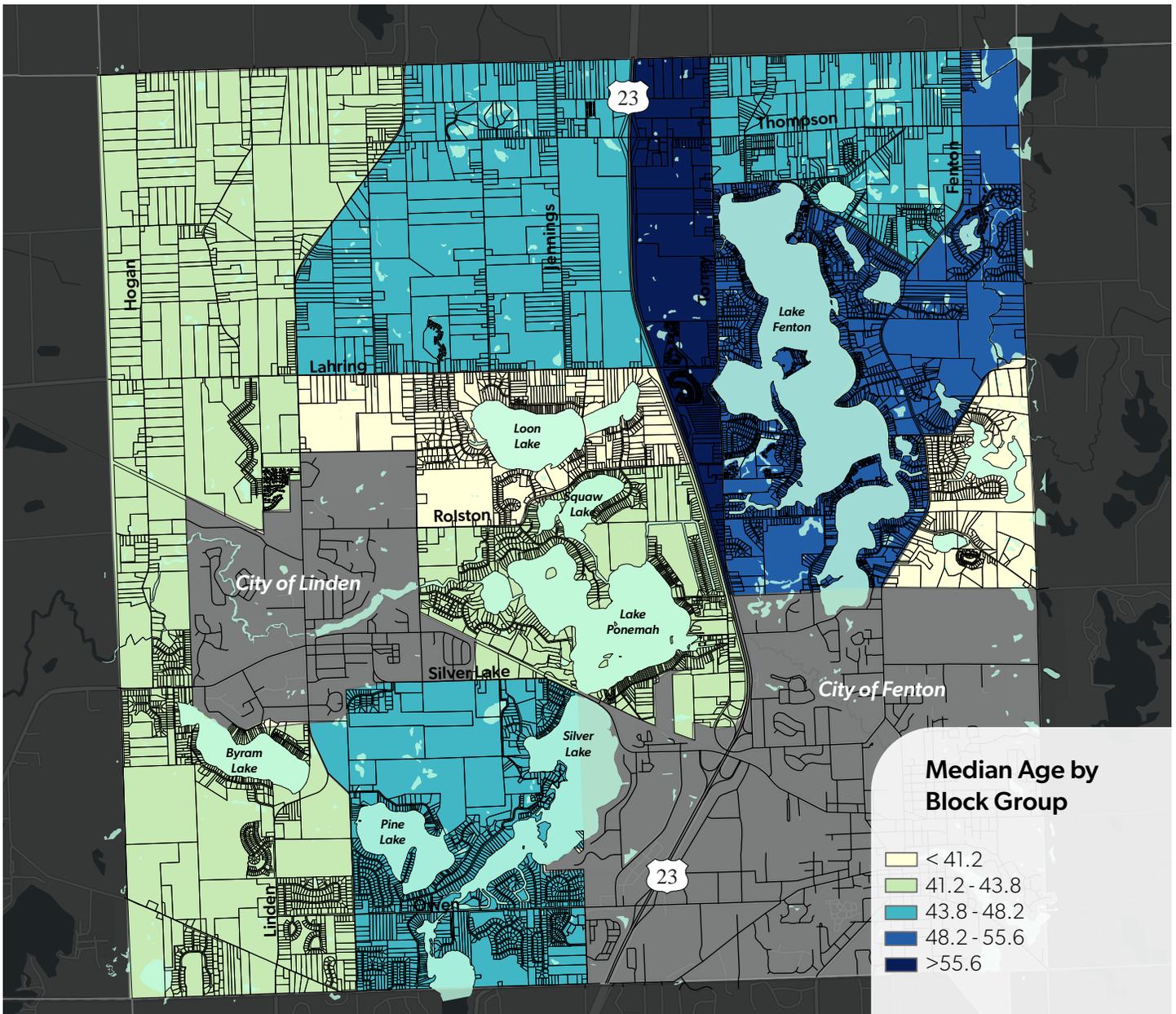




Demographics & Housing

Age Distribution

Interestingly, the median age by block group skew higher in the areas surrounding Lake Fenton, including along the Torrey Road and Fenton Road corridors. Given the relative location of the Township's older populations, consideration should be given to the provision of "step-down" senior-friendly housing (i.e., low maintenance) within the "High Density Residential" zone identified in the vicinity of Thompson and Fenton Roads in the Thompson Road Corridor Plan.



CH 4

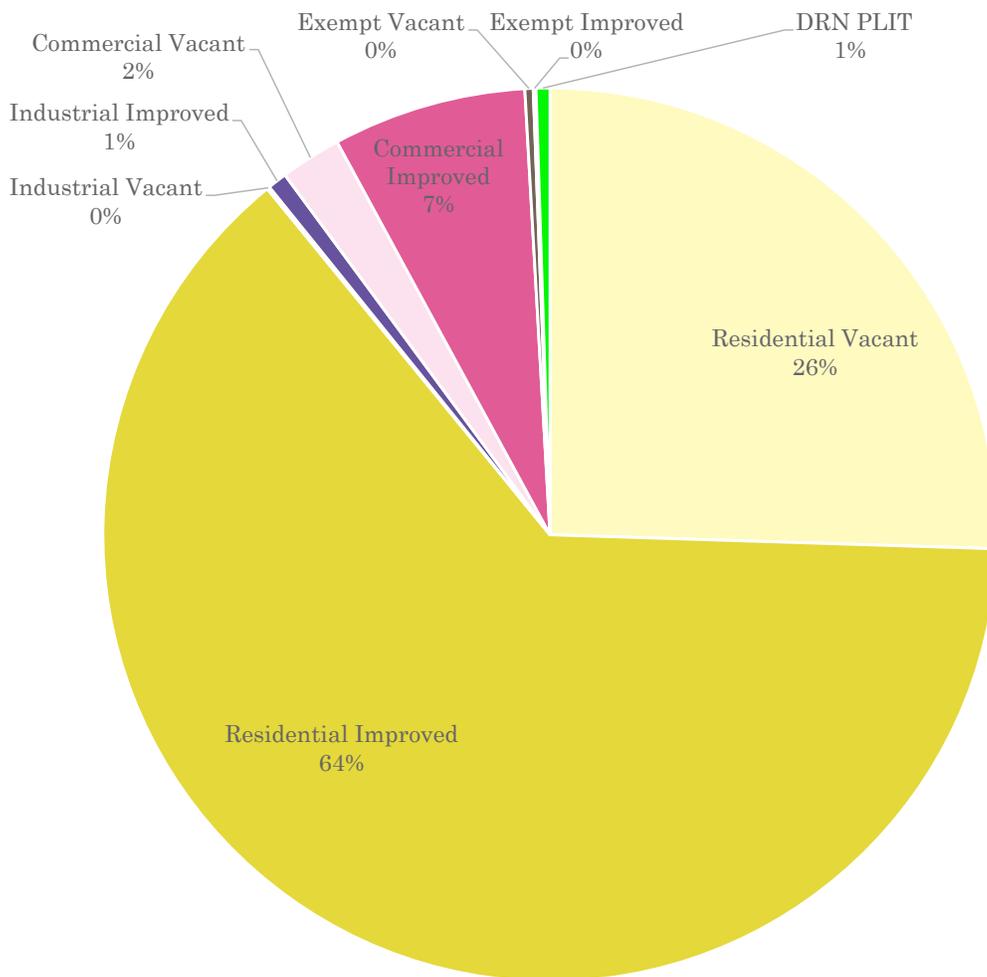
Existing Land Use

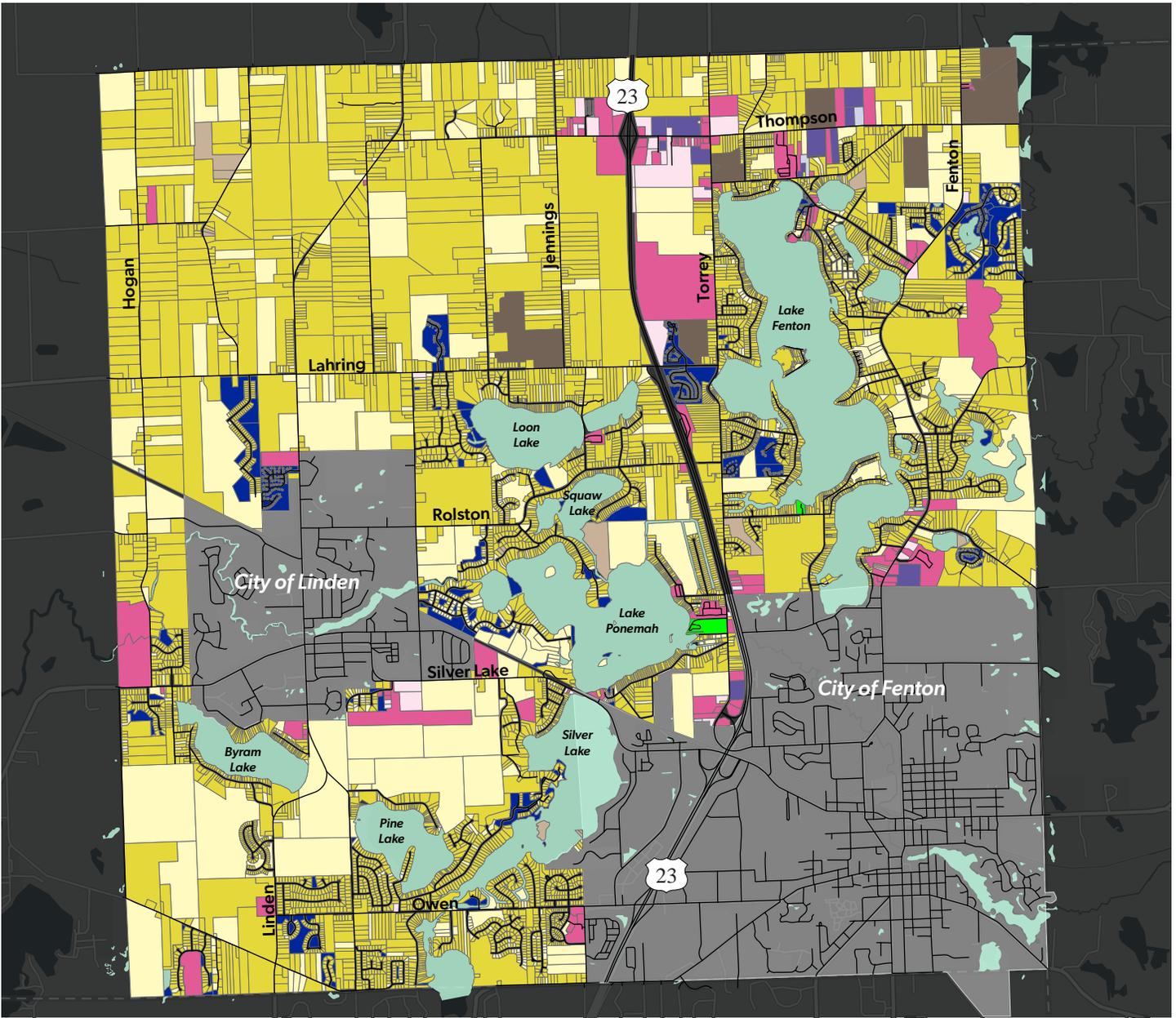
Overview

Residential uses account for 90% of existing land usage in the Township, with commercial/industrial land usage only accounting for 10% of land usage. It is worth noting that 26% of all land in the Township is classified as “residential vacant” indicating that special consideration should be given to the impacts on infrastructure and services if all vacant land were to be built out.

The map on the next page summarizes the location of existing land usage by parcel.

EXISTING LAND USE BY CATEGORY





Existing Land Use

- | | |
|----------------------|-----------------|
| Commercial Vacant | Exempt Improved |
| Commercial Improved | DNR PLIT |
| Industrial Vacant | Not Assessed |
| Industrial Improved | |
| Residential Vacant | |
| Residential Improved | |
| Exempt Vacant | |

MAP
Existing Land Use



Existing Land Use

RESIDENTIAL

Residential land uses dominate the Township's landscape. Residential uses' expansive coverage of 90% of the Township warrants its title as a "bedroom community." Most of the residential uses are considered "improved," defined as a parcel with a single-family residence. "Vacant residential," a parcel that is suited for a single-family residence but remains vacant, accounts for 15% of all residential uses. Large patches of land in the southwest corner of the Township, near the border of the City of Linden and Argentine Township, fall in this category. The "unknown" category is often comprised of land divisions that are often turned into subdivision developments that have not yet been re-categorized as a residential use.

Previously the land in the northwest quadrant of the Township was used primarily for agricultural purposes but was converted to "residential" around 2007. The population density remains low in this area of the Township, but the change of use has opened the doors to increased residential development, if the demand is there. Except for the land adjacent to creeks, this section of the Township has excellent potential for agricultural production. Agricultural uses do not usually generate substantial tax revenue, but they also require a very low level of service. This is in contrast to residential development that may generate revenue in the form of permit fees and increase the potential for commercial activity but does not always produce enough tax revenue per parcel to offset the services it requires. As such the Township should institute an Sewer Service Boundary to prevent development where providing additional services would be too costly.





Existing Land Use

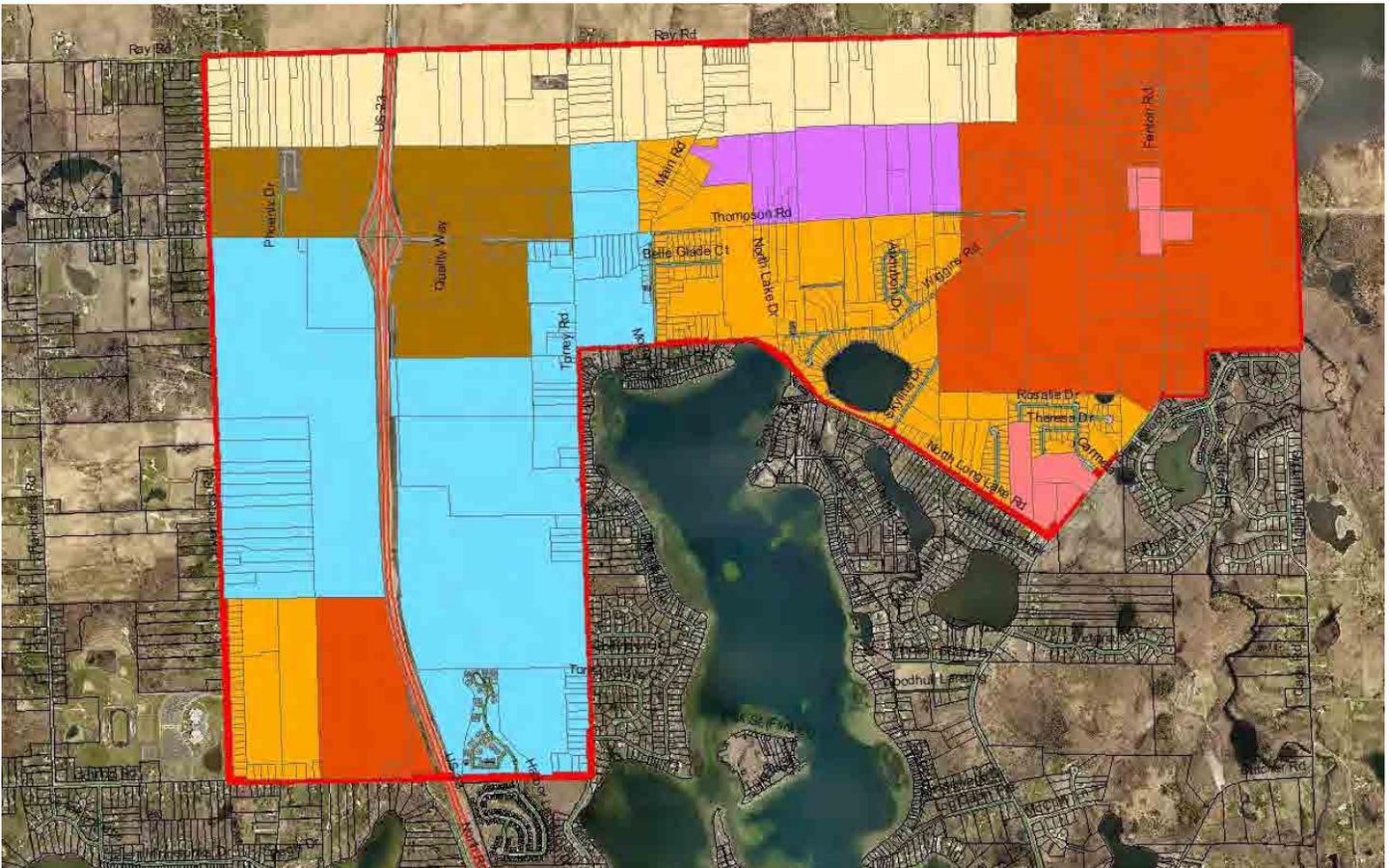
Proposed Future Land Use

-  Community Commercial
-  High Density Residential
-  Highway Service District
-  Low Density Residential
-  Medium Density Residential
-  Mixed Use
-  Town Center District

COMMERCIAL

Commercial land uses remain a minor use in the Township as the community’s development carrying capacity has been limited by a lack of water service.

The 2022 Thompson Road Corridor Plan recommended the creation of a Town Center District to concentrate commercial development south of the US-23 Interchange at Thompson Road. It has historically been considered a space for mixed uses, and funding has been secured for roadway and water service enhancements along the corridor.



2022 THOMPSON ROAD CORRIDOR PLAN - Future Land Use



Existing Land Use

INDUSTRIAL

Industrial land uses are limited in Fenton Township as a bedroom community that is proud to be an escape from Michigan's industrial heritage. Similar to commercial parcels, they are much larger and concentrated along major corridors. The Thompson Road Corridor Plan proposed water service extensions to increase industrial development opportunities along the corridor.

EXEMPT

Exempt land uses refer to parcels that are not mandated to pay local property taxes, which usually include governmental, nonprofit, and religious facilities. These are also generally larger parcels because they are home to places like high school campuses or parkland. Exempt parcels do not add property taxes to the general fund but are typically pivotal civic institutions that serve the community's administrative, educational, and recreational needs. The "exempt improved" parcels include Lake Fenton Middle and High Schools. The "exempt vacant" category would include parkland.

DNR PAYMENT IN LIEU OF TAX (PILOT)

Public land located within the Township but owned by the Michigan Department of Natural Resources undergoes a different payment process. Instead of the state collecting property taxes from the Township on state land, the Department of Treasury pays local government to maintain the land. There are two properties under this arrangement in Fenton Township, located along the lakes as boat access points.

LAND USE CONFLICT

The Zoning and Future Land Use maps for the surrounding cities and townships were reviewed to determine if any potential land use conflicts along Fenton Township's borders could arise. The land uses along the borders of each municipality were found to be compatible with the existing and future plans for the Township.

CH 5

Natural Features

Introduction

The natural environment is a critical element of the physical basis upon which the community develops. The various components to the natural environment, including topography, water, soils, agricultural land, wetlands, and woodlands; function, change, and interact as part of the ecosystem. Natural features serve a variety of aesthetic and recreation functions. These natural functions need to be maintained in a healthy state, while still allowing the community to grow in a controlled manner. Development within the Township should be directed to areas that can best sustain the physical changes to the landscape without negatively impacting the community's natural features. Those areas which are not well adapted to development, or if developed may have major impacts to other parts of the community, should be protected. The conservation of these natural features will also increase the quality of life for Township residents.





Natural Features

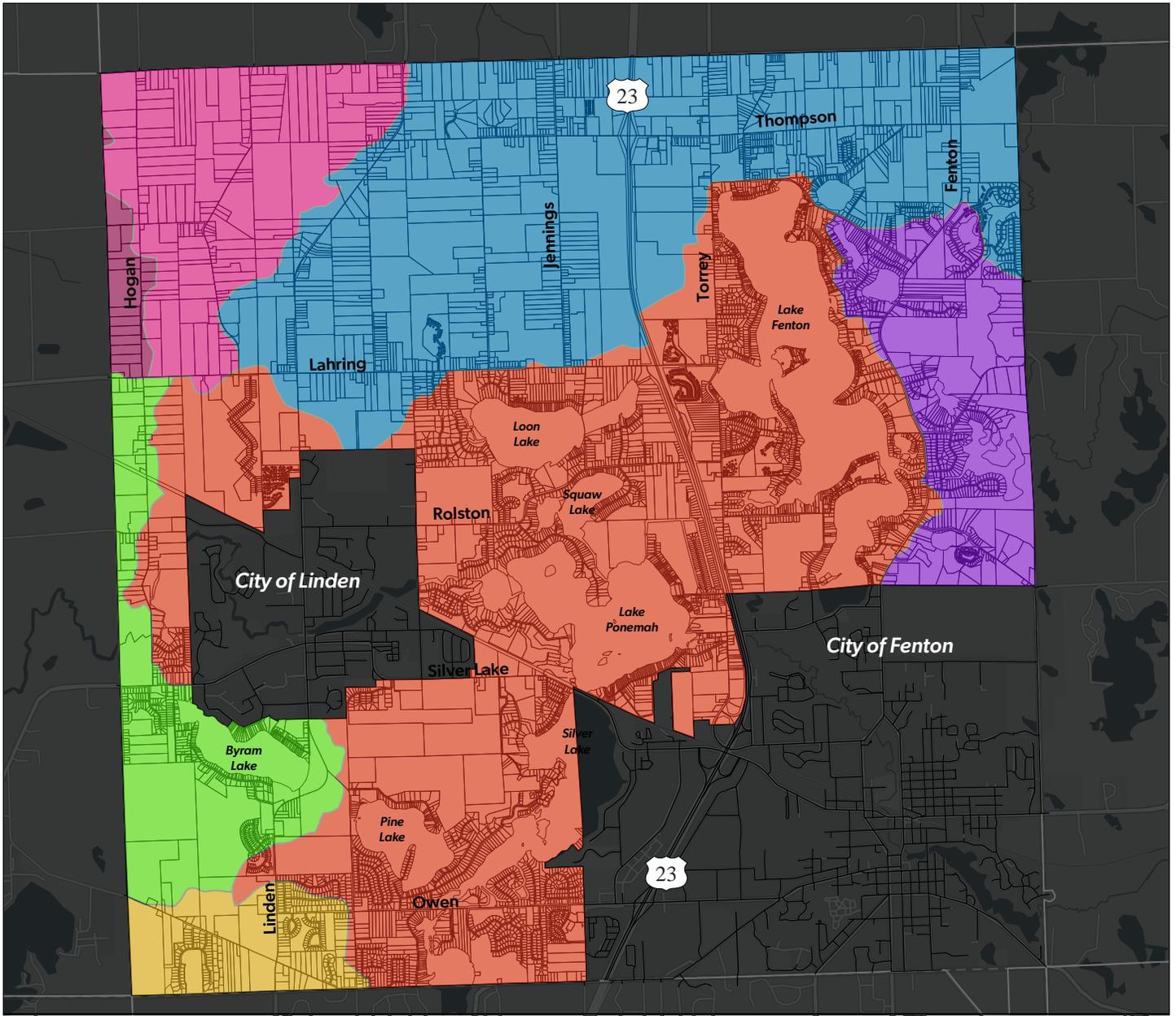
WATERSHEDS

Fenton Township's most abundant natural resource is water. Spread across 17 lakes, and accounting for 2,453 acres, lakes comprise almost 14% of the Township's total acreage. Lakes and rivers are organized into watersheds, defined as the path from a rain drop's initial contact with the ground to the body of water into which it ultimately drains.

A watershed is an area of land that drains water to a common point, typically a lake or river. Fenton Township contains seven subwatersheds within its boundaries. The water contained within each subwatershed is a part of connected system; if a development along the edge of any water body leaks contaminants, the effects could be felt anywhere within the watershed. If contaminated, the subwatershed "Lake Ponemah-Shiawasee River" would have the most consequential impact because it encapsulates the Township's largest lakes.

The map on the next page shows the location of watersheds within the Township.





Subwatersheds

- Dollar Lake - Swartz Creek
- Indian Creek - Swartz Creek
- Kimball Drain
- Jones Creek
- Byron Millpond - Shiawasee River
- Runyan Creek
- Lake Ponemah - Shiawasee River

MAP

Watersheds



Natural Features

WATER QUALITY

In May of 2017, Lake Fenton was tested for invasive vegetation. The results show that 57 acres of the lake contain curlyleaf pondweed, Eurasian watermilfoil, and/or Starry stonewort. These are exotic plant species which can negatively affect the procreation of native species. Native species must be protected because of their role in providing the natural habitat for the local ecosystem. Of primary concern are the lake's fisheries. Starry stonewort also creates undesirable areas in the lake because it can grow 5-7 feet tall and form into dense mats. The Lake Fenton Management Plan Update recommends taking proactive steps to treating non native species using herbicides in the localized areas where Eurasian watermilfoil or Starry stoneworts are detected.

Every five years, the state agency Michigan Department of Environmental Quality randomly selects 50 lakes over 2.5 acres in size from across the state to collect data on their biological, chemical, and physical conditions. No lakes in Fenton Township (or Genesee County for that matter) were selected but the results indicate that municipalities have more to do to protect these ecosystems. A report published by Michigan State University Extension in 2017 displayed data collected between 2007 and 2012 that showed nearly 50% of lakes fell into the "most disturbed" category, due to degraded lakeshore conditions of the habitat complexity and vegetation cover surrounding lakes. In short, habitats along the lakeshore degrade when native vegetation is removed for development. During this time period, the number of lakes within the "most disturbed" category increased indicating that communities statewide need to rethink how often and how close to lakes development can be built responsibly if genuinely trying to protect water quality and its natural habitat.



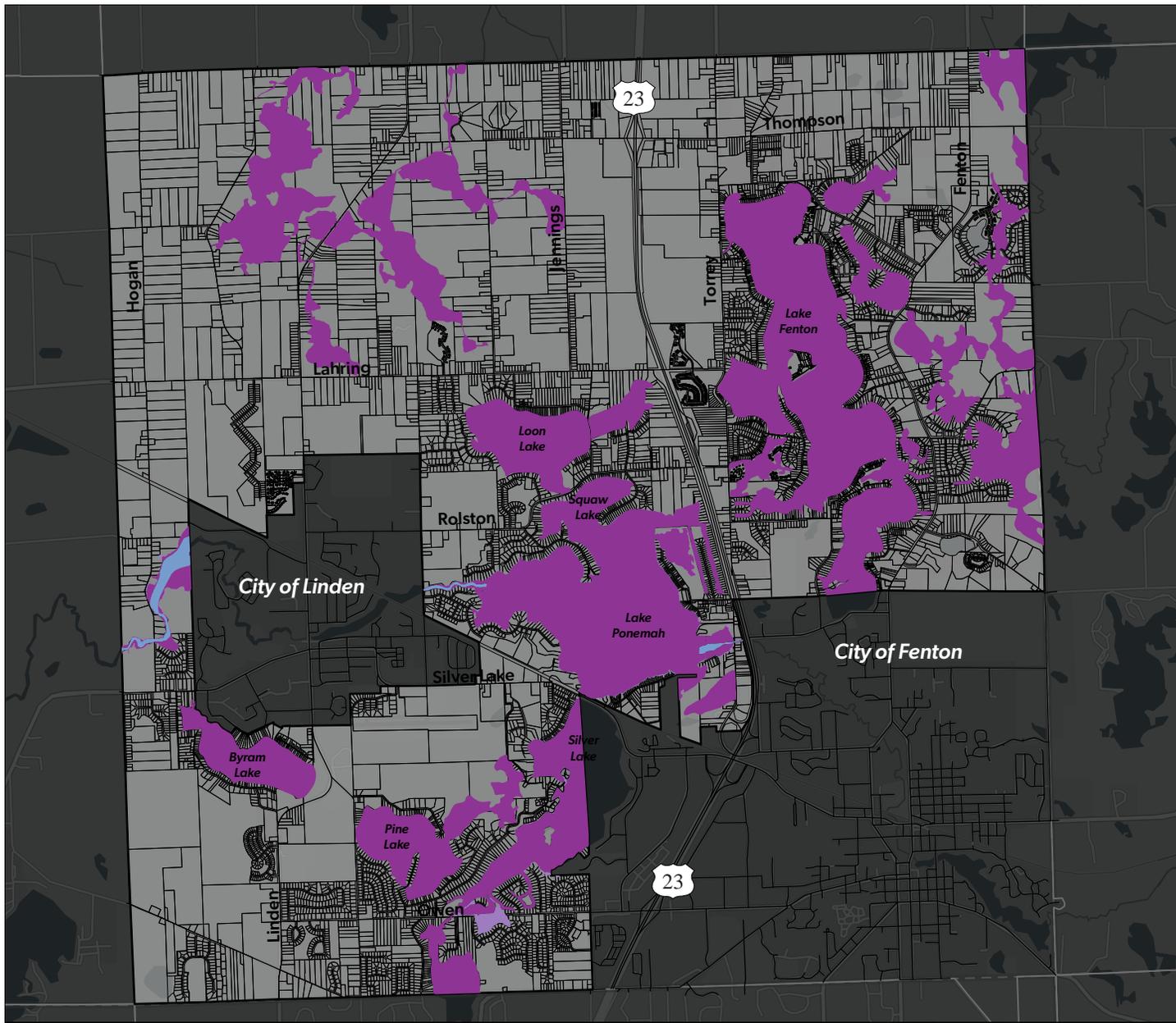
Natural Features

FLOODS

Unfortunately, the beauty of the lakes brings some inherent developmental risk. The perimeter of water bodies are prone to flooding after rainfall. A regulatory floodway, as defined by Federal Emergency Management Agency (FEMA), is the watercourse and adjacent land that must be used to discharge “the base flood without cumulatively increasing the water surface elevation more than a designated height.” The Flood Areas Map on the next page shows that a small area to the west of the City of Fenton and the City of Linden has a regulatory floodway with relatively populated surroundings that are at increased risk of flooding.

In addition to the regulatory floodway, FEMA distinguishes between 1% and 0.2% annual chance flood hazards. Originally called 100-year and 500-year floods, these areas are expected to inundate once per hundred or five-hundred years, according to the 2009 FEMA maps created for the Township. Currently, the 1% flood hazard stretches alongside rivers in the northwestern portion of the Township and in patches around Pine, Silver, Ponemah, Loon, and Fenton Lakes. There is only one spot on the southern side of Silver Lake that is considered a 0.2% flood hazard (500-Year). As of 2017, 10 parcels were underwater and could not be assessed. Properties within the 0.2% floodplain are not required to have flood insurance, but properties within the 1% floodplain are.

In Michigan, heavy rainfall already occurs twice as frequently as it did one hundred years ago, and projections expect a 20% increase in rainfall by the end of the century. Increased precipitation expands the 1% and 0.2% floodplains, increasing the number of properties at risk of financial and health problems caused by flooding. The capacity of aging infrastructure could also become compromised if overwhelmed by excessive stormwater. When pipes and water treatment plants are overloaded, municipalities release untreated water into nearby water sources, which could contaminate clean, drinking water.



FEMA National Floodplain

- 0.2% Chance of Annual Flood
- 1% Chance of Annual Flood
- Regulatory Floodway

MAP
Flood Areas

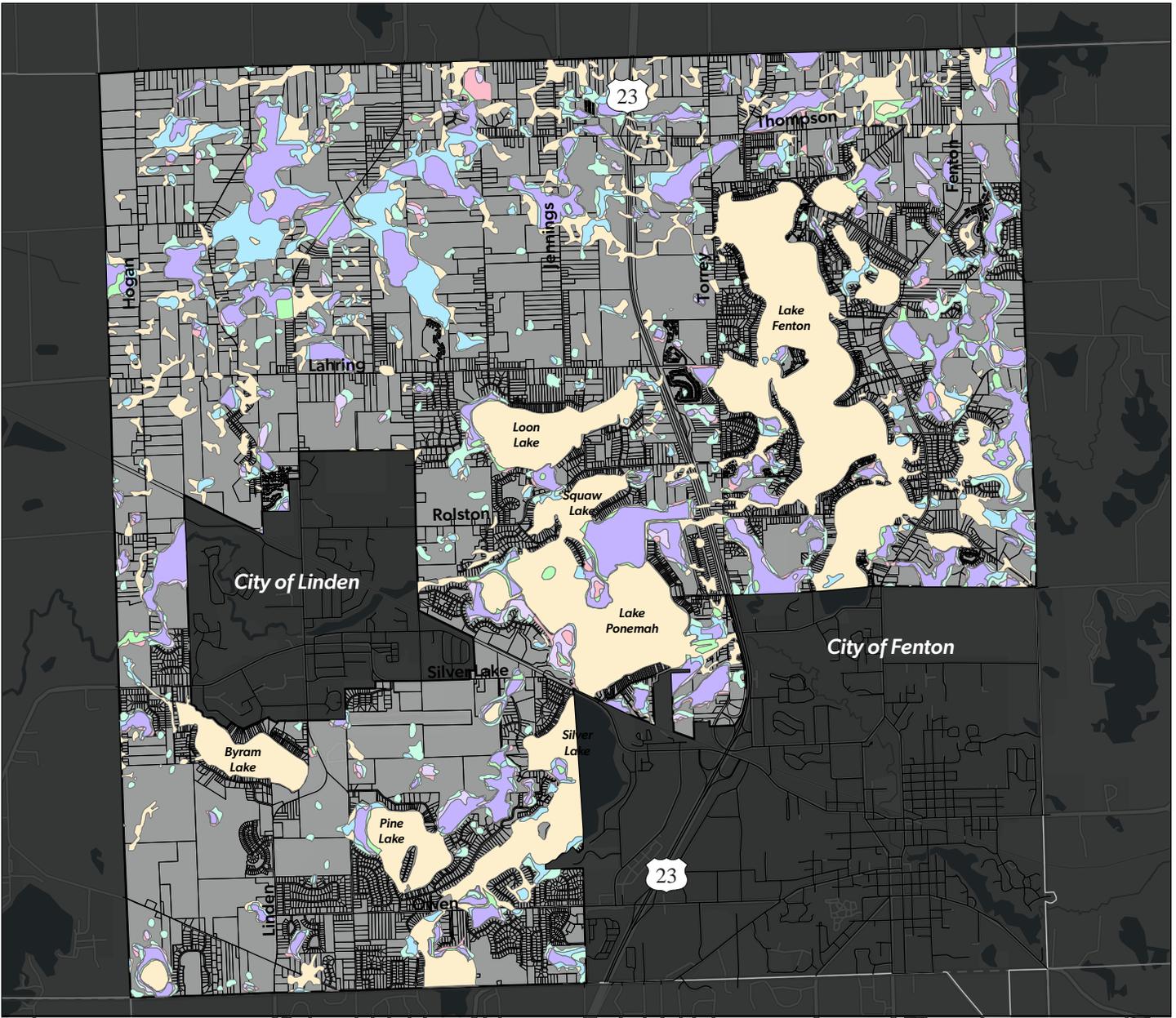


Natural Features

WETLANDS

A Township full of lakes is inevitably full of wetlands. Wetlands are areas where water covers land seasonally or year-round. Wetlands are an integral component of the health of a watershed because they improve water quality, absorb excess water and therefore reduce flood risks, and provide a vibrant ecosystem for fish, amphibians, and mammals. Development pressure stemming from sprawling growth and lax environmental regulation in the 20th century caused more than half of America's wetlands to disappear. Due to their importance in storing and cleaning water, an asset that will only grow in value with climate variability, both state and federal agencies through the Natural Resources and Environmental Act of 1994 (NEPA) require the preservation and responsible management of wetlands. In a municipality, these regulations are stated in the zoning ordinance and require consistent application and enforcement. Among the environmental stakeholders, the loss of wetlands in Fenton Township to development is tragic. No other stakeholder groups or the community at large pointed out that wetlands need further protection. Many alluded to the importance of high water quality, perhaps exposing a broken link in understanding the role wetlands play in preserving water quality.

In Fenton Township, there are two types of wetlands. Freshwater forested wetlands flood for only a portion of the year, typically during the growing season. This type of wetland covers 1,884 acres with the largest sweep across the northwest portion of the Township, although they are spread throughout. Freshwater emergent wetlands are characterized by perennial plants and vegetation that are present for most of the growing season. This type of wetland covers 759 acres mainly across the northern and eastern section of Fenton Township. Areas designated as potential wetland restoration generally surround, or exist in between, remaining functioning wetlands. According to the Environmental Protection Agency (EPA), areas for potential restoration have the capacity to return from their degraded state to their "pre-existing naturally functioning condition, or... as close to that as possible." There are 3,219 acres of potential wetland restoration areas, more than the current wetland acreage, and are encouragingly located in areas with low population density.



State Wetland Inventory
(DNR = Department of Natural Resources
NWI = National Wetlands Inventory)

- DNR Only
- Hydric Soils & DNR
- Hydric Soils & NWI
- Hydric Soils, DNR & NWI
- Hydric Soils Only
- NWI & DNR
- NWI Only

MAP Wetlands

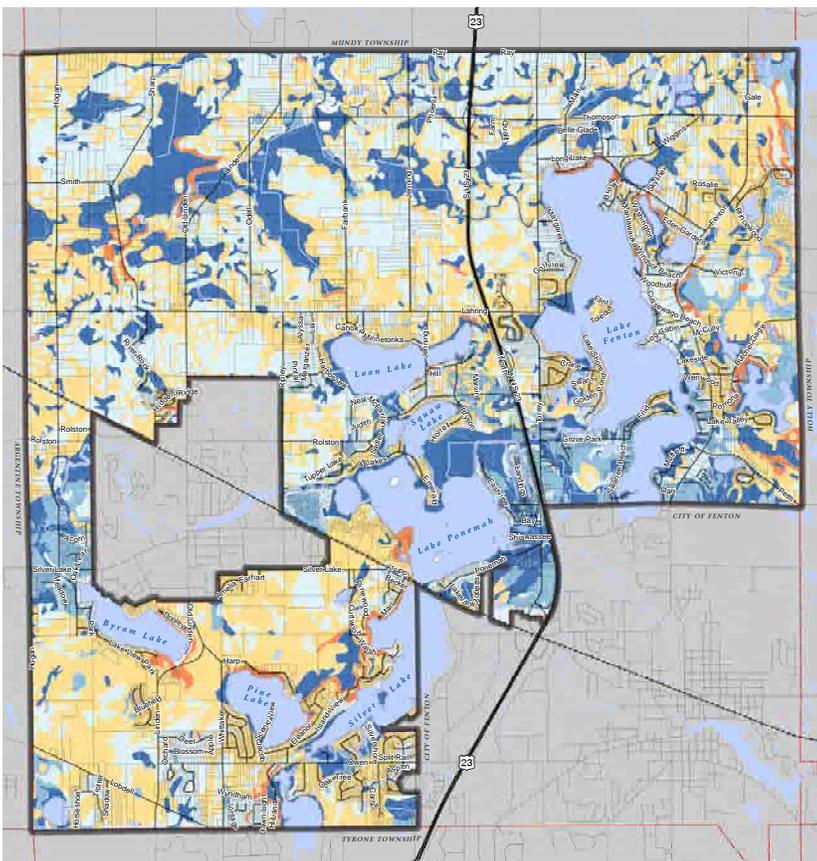


Natural Features

SOIL

Soil characteristics play a role in where development can occur and survive, and to what extent it can preserve water quality. Soil stability is what keeps us grounded, literally, so understanding its characteristics informs where properties should be built, how water quality is impacted, and how soil will respond to increased precipitation. Fortunately, Fenton Township’s soil composition is not very susceptible to runoff around the lakes. This means that the soil type is permeable and absorbs water rather than being carried off easily by rainfall.

Absorbent soils benefit adjacent water bodies because the water filters down to become ground water as opposed to carrying soil, clean or unclean, into rivers and lakes. The “negligible” category refers to concave areas that don’t produce run off but rather collect water. According to the “Soil Runoff Classes” map below, this occurs most frequently lakeside. Yet, much of the Township is categorized as “medium” which means its absorption rate and angle of the land’s slope is adequate for controlling runoff. There are no areas with “very high” soil run off, but there are strands of soil labeled “high” run alongside lakes and creeks, meaning that higher levels of water are displaced from the surface and are sent elsewhere before hitting a body of water.



SOIL RUNOFF CLASSES

- Very High
- High
- Medium
- Low
- Very Low
- Negligible



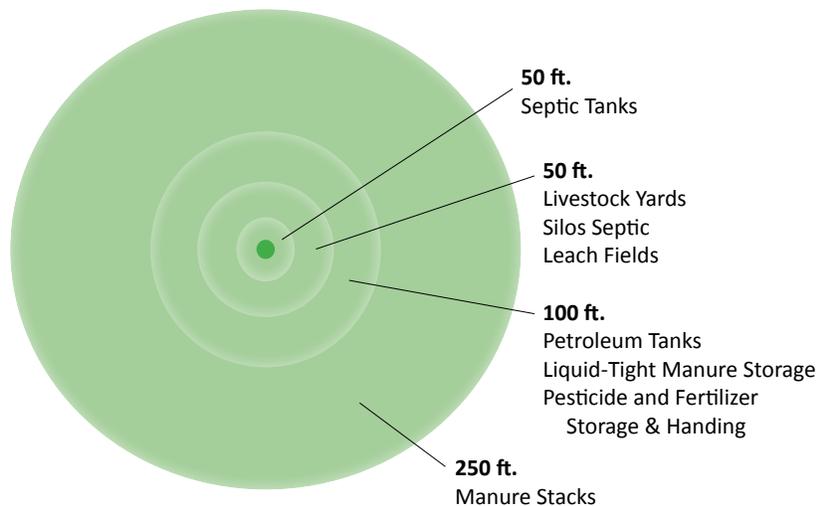
Natural Features

UNDERGROUND STORAGE TANKS (UST)

An UST is any tank or underground piping connected to that tank that has at least 10% of its combined volume underground, most of which contain petroleum. Until the 1980s, most USTs were made of bare steel, a material susceptible to corrosion over time, causing the contents to leak out into the soil. Given the leakage timeline in Fenton Township, where the releases occurred in the early 1990s, the USTs were likely made of bare steel. A leaking underground storage tank (LUST) is dangerous because petroleum and other hazardous substances can contaminate the soil and groundwater. In Fenton Township, there are five LUSTs, according to the Michigan Department of Environmental Quality, with a small cluster between Lake Fenton and Thompson Road. However, it appears that their database has not been updated since 2016 and may be outdated. An open LUST site means that a release has occurred but no corrective action has been completed.

According to the Centers for Disease Control and Prevention, siting wells should be based on a safe distance from potential contaminants. It is recommended that a well sits 100 feet away from petroleum tanks to protect the quality of the well water. Ingesting contaminated water can lead to health issues as severe as reproductive problems and neurological disorders, especially for those with compromised immune systems. Private wells are not regulated by the EPA making the owners of the well solely responsible for testing their water supply.

RECOMMENDED DISTANCES FROM POTENTIAL CONTAMINANTS



source: Center for Disease Control Disease Control

CH 6

Community Facilities & Services

Introduction

One of the most significant factors influencing the Township's quality of life is the availability and high quality of community facilities. These facilities include utilities (public and private), public and safety services, and schools. Community facilities have a direct relationship to the adequacy of public services and, therefore, to the quality of life experienced by residents, workers, and visitors. The Master Plan recognizes the importance of community facilities and the contribution that they make to the Township's reputation as a good place to live and work.

Fenton Township has a large system of community facilities that make an important contribution to the quality of life and are generally adequate to serve existing residents, businesses, and visitors. The Community Facilities chapter identifies existing community facilities and evaluates future needs as well as proposed or planned facilities.





Community Facilities & Services

SANITARY SEWER

A portion of Fenton Township is served by the District 3 Genesee County Wastewater Disposal System operated and maintained by Genesee County Division of Water and Waste Services (WWS). The wastewater treatment plant is located west of the City of Linden on the Shiawassee River just north of Silver Lake Road. The system services most of the developed portions of the lake watersheds and the commercial development along Thompson Road. The wastewater treatment plant also services the Cities of Linden and Fenton. The system has a 3.5 million gallons per day (MGD) capacity for full treatment and another 6.0 MGD capacity for primary treatment and bypass to the lagoons.

Since 1990 most of the additions to the sewer system have been the provision of sewer lines to new residential developments. Historically, without sewer lines, the land was unsuitable for dense residential development or more intense non-residential development. With the expansion, this constraint has been removed. The provision of sanitary sewers to serve lakeside residential development is a proactive water quality strategy.

Continued expansion of the sewer system is anticipated, potentially increasing the amount of land available for development. Each of the communities serviced by the plant has been allocated a certain proportion of the system's total capacity. Their share of the system is measured in units: one sewer unit represents the portion of the system's capacity that is required to treat sewage from one single-family home.





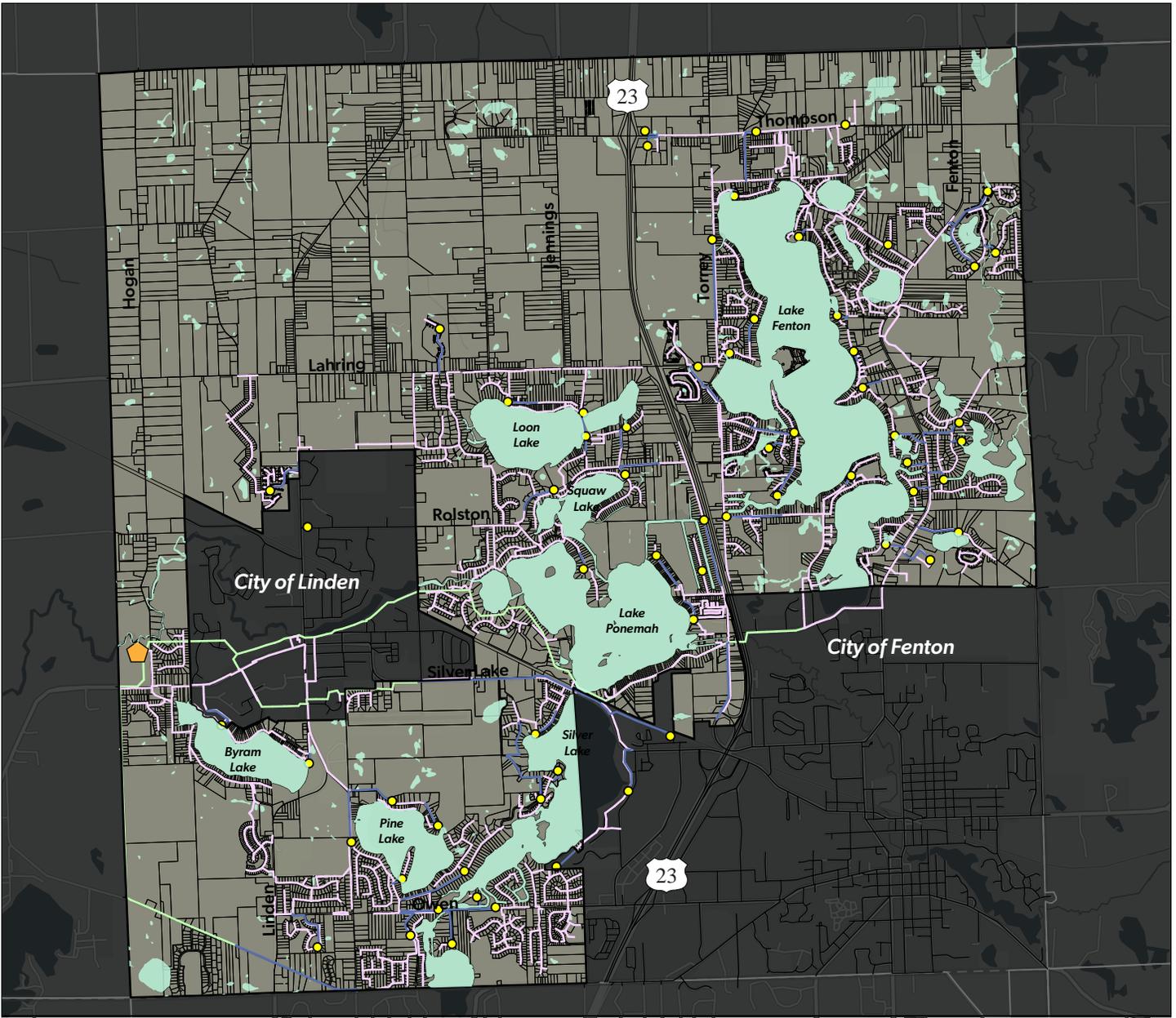
Community Facilities & Services

The Fenton Township Sewer Department is responsible for the day to day management of all maintenance and operations of the Township's sewer system. The Sewer Department coordinates the following to ensure quality and service to more than 4,300 homes and businesses:

- Maintenance of over 110 miles of sewer
- Inspection and repair of sanitary sewer manholes
- Performing necessary emergency repair of sewer lines
- Jetting and vacuuming sewer lines to remove dirt and foreign objects
- Internally inspecting sewers with video camera equipment
- Maintenance of 56 pump stations to assure continuous operation

Fenton Township has taken steps to maintain sanitary sewer service to their existing sewer users and ensure that sanitary sewer service is available for the future:

- Invested in expansions to the existing Genesee County District #3 Hogan Rd. treatment plant and interceptor sanitary sewer system
- Formed a committee of which includes a Township Board member, Township Staff, Engineer, and Contractors to meet regularly for the purpose of project management and to address maintenance and repair issues
- Initiated the development of a Geographic Information System (GIS) to allow staff to access information pertaining to the sewage system with the click of a mouse
- Implemented a Computerized Maintenance and Management System (CMMS) to create a work history of all sewer maintenance and to facilitate the day to day operations of the sewer department
- Video taped the condition of the existing sanitary sewers in an effort to identify problems requiring correction in the sewer lines such as cracks, broken pipe, joint leaks, protruding service connections, standing water, mineral deposits, root intrusion as well as illegal sump pump connections.
- Monitoring, tracking and analyzing flows to determine the actual amounts of sewage being sent to the District #3 Plant. Analyzing flows will assist in planning upgrades and help in identifying problem areas within the sewer system.



Infrastructure

- Force Main Sewer
- Gravity Sewer
- Interceptor Sewer
- Lift Station
- ▮ Treatment Plant

MAP
Sanitary Sewer



Community Facilities & Services

WATER SERVICE

No public water supply had been developed within Fenton Township until the Fenton-Thompson Watermain Extension began to be implemented in 2022. Previous to this project all land uses were served by individual wells.

The Genesee County Drain Commission is leading the Fenton-Thompson Watermain project, as the project is an extension of the Genesee County Water Supply System that will bring water to the southern area of Genesee County. In October 2021, the Genesee County Board of Commissioners allocated \$6.5 million to the project from the American Rescue Act Funds (ARPA) that the county received.

The watermain project is part of the Thompson Road Corridor Plan. The new water system will bring options to homeowners, businesses, and the Lake Fenton School District buildings that are located within the Thompson Road Corridor. In addition, the project will allow for new business development within the Thompson Road Corridor and be an option for further development of the park space on Thompson Road that currently is home to the Thompson Road Regional Dog Park to include more offerings for the community.

The watermain project consist of two phases.

1. Phase 1: Having broken ground in late November 2022 on Fenton Road, the first phase of the project will extend from the Mundy Township board south on Fenton Road to Thompson Road. The watermain will then continue west along Thompson Road to Jennings Road.
2. Phase 2: The second phase would see the watermain head south on Torrey Road (from Thompson Road) to Lahring Road then west to Jennings Road and back north to Thompson Road.

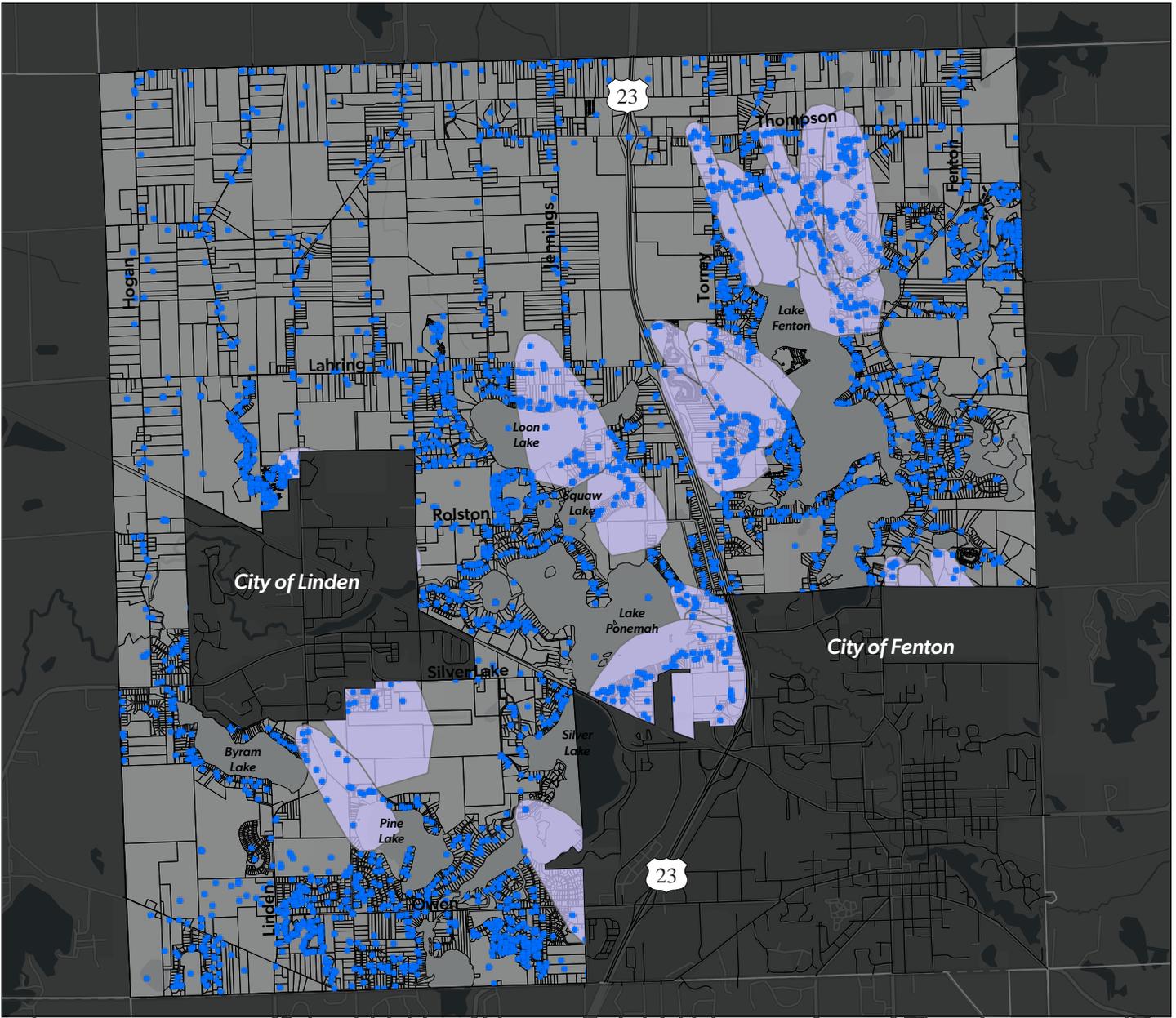
Phases 1 and 2 will bring the water system to all four Lake Fenton School District buildings.

2022
THOMPSON ROAD
CORRIDOR PLAN
Proposed Water Service

Proposed Water Line

-  Phase 1-2022
-  Phase 2- 2023





Wells & Wellhead Protection Areas

- Existing Water Well
- Wellhead Protection Area

**MAP
Wells**



Community Facilities & Services

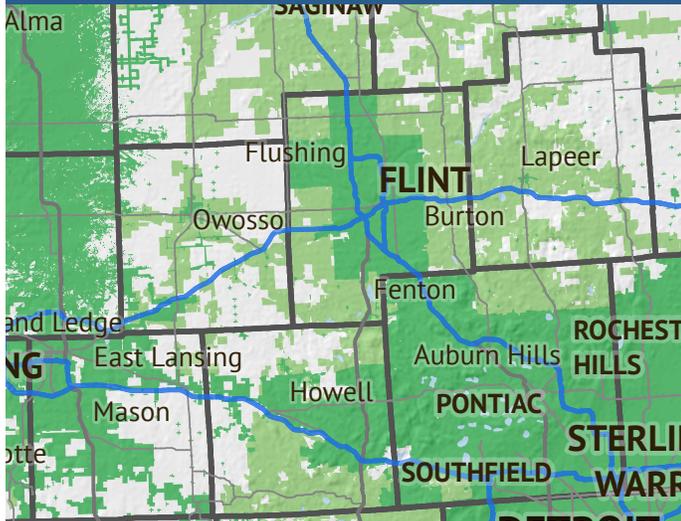
PRIVATE UTILITIES

Energy: Consumers Energy has a combination service territory in Genesee County providing both electric and natural gas service.

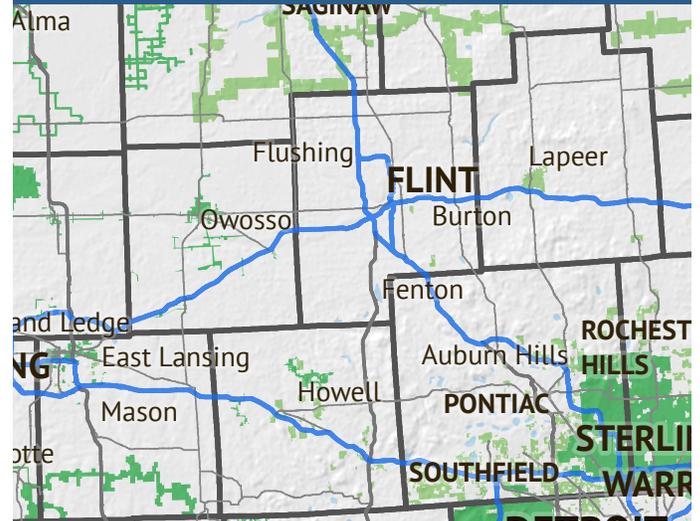
Broadband: Data below from Connected Michigan indicates that as of September 30, 2021, fixed broadband service at least 100 Mbps download/10 Mbps upload is available in the southwestern area of Genesee County. Given the increasing importance of digital connectivity in today’s post-COVID work from home (WFH) environment, the Township should support future regional/state efforts to improve service speeds to at least 1 Gbs download.

CONNECTED MICHIGAN: Broadband Service Speeds

At Least 100 Mbps Download/ 10 Mbps Upload



At Least 1 Gbs Download



Fixed, Terrestrial Non-Mobile
Broadband Service

-  Detailed Service Areas
-  FCC Service Availability

NOTE: Broadband data displayed on this map are developed from a combination of direct provider outreach and data collection, FCC Form 477 broadband deployment filings, and independent research conducted by Connected Nation Michigan. If a broadband provider was unwilling or unable to supply granular data and a detailed service area could not be developed, the provider’s service availability is represented by FCC Form 477 data, a format which tends to be overstated.



Community Facilities & Services

SOLAR ENERGY

Potential Residential & Small-Scale Installations

Solar energy systems can advance multiple goals including enhanced resiliency, economic development, farmland preservation, and environmental sustainability. Given the predominantly residential nature of development patterns in Fenton Township, the installation of large-scale (i.e. utility-scale) that generate power that is distributed for off-site use is not feasible locally. However, residential and small-scale solar energy systems that provide power to private homes and institutions/businesses on-site is a possibility. The Township should encourage residential and small-scale solar installation to supplement or replace conventional forms of energy. A sample of potential applications is visualized below.

In addition, the Township should explore partnerships with the state for potential solar installations within the US 23 right-of-way, such as interchange infield areas.

Examples of Potential Residential & Small-scale Solar Installations

Solar Energy System Type	Natural	Rural	Urban	General Urban
Accessory Roof Mounted				
Accessory Ground Mounted				
Principal Use (Small)				

Source: Planning and Zoning for Solar Energy Systems: A Guide for Michigan Local Governments



Community Facilities & Services

PUBLIC SAFETY

The Township contracts with the Genesee County Sheriff's Department for police protection. Presently, five full time patrol officers are contracted. This contract provides for five full-time deputies plus 60% of the cost of a detective. A substation for patrol officers is provided at Township Hall.

The Fenton Township Fire Department (FTFD) covers approximately 32 square miles and provides fire, rescue, and emergency medical services to the residents and visitors of the Township. The FTFD was established in 1975 as an on-call department. In 1996 the Township hired its first full time Fire Chief who is also the administrator of the Department. The Township has a mutual aid agreement with all communities in Genesee County.



Potential Future Fire Station

A Township-owned 18.65 acre parcel along Silver Lake Road (highlighted in blue) is a potential home for a future new FTFD fire station.

RECYCLING

Fenton Township, in conjunction with Republic Services, provides a comprehensive solid waste and recycling collection program for township residents, which includes carts for each residence for the containment of both their solid waste and recycling.

SCHOOLS

The Township has three public school districts. Lake Fenton Community School District has four schools all located within the Township. Fenton Area Public Schools and Linden Community Schools Districts each have six schools which encapsulate their respective cities and portions of Fenton and Argentine Townships.

In 2004, Lake Fenton High School was completed after a \$30 million bond went towards building a new campus, including a new athletic complex. With \$1 million in the budget to spare, the extra funds were used to renovate Lake Fenton Middle School, the campus formerly used as the High School. Now sitting on 87 acres of land, Lake Fenton High School graduated to a much larger space, more than triple the number of acres of Lake Fenton Middle School, its previous home.

CH 7

Parks & Open Space

Introduction

Parks deliver numerous benefits and services to communities by positively impacting the health, safety, and welfare of the community. For many residents, parks are the only place where they can access the natural environment or enjoy opportunities for social interaction. Parks have the potential to provide a variety of social, active, and outdoor recreational opportunities to everyone, all of which can improve quality of life and make viable, thriving communities.



In terms of driving economic impact, parks and recreation offer incredible potential. A major study conducted on behalf of the Trust for Public Land by John L. Crompton, *The Economic Benefits of Land Conservation*, investigates the impact of parks and open space on property taxes. Findings indicate property values were higher for parcels located near quality parks and open spaces than for similar properties located elsewhere. Additionally, recent surveys of home buyers by the National Association of Home Builders indicate that trails, parks, and playgrounds were three of the top five amenities that home buyers desire when considering a new home purchase. Furthermore, the findings of a recent study, *The Economic Significance of Local and Regional Park Systems' Spending on the United States Economy* (conducted by the Center for Regional Analysis at George Mason University (GMU) for the National Recreation and Park Association (NRPA)) found that local and regional parks created \$140 billion in economic activity per year and supported nearly one million jobs in the United States. In assessing overall quality of life, a community's parks and recreation system is considered a primary indicator; higher quality programming and spaces correspond to higher quality of life.

In addition to all of these incredible individual benefits, parks can make an invaluable contribution to collective wellbeing. As gathering places for the community and hubs of connection, parks are where multiple interests and passions can play out at once – on game courts and fields, along trails and on playgrounds, and at shelters and picnic tables – helping to cultivate community ties.



Parks & Open Space

TOWNSHIP FACILITIES

Fenton Township owns five recreational facilities that cover just over 85 acres of land, and with the exception of the Thompson Road Regional Dog Park, all lie adjacent to a lake. These recreational spaces are located on the eastern side of the Township. Parkland and recreational facilities take up a small portion of land uses, but its vast acres of lakes and unprogrammed space add to the Township's open, rustic charm.



1. **Civic Community Center and Mantawauka Park** – This park is a nearly four-acre active recreation space situated on Lake Fenton. The Community Center's "backyard" has a gazebo, picnic tables, a playground, and a 100-foot sandy beach. This space also features paved parking, restrooms, and meets The Americans with Disabilities Act (ADA) accessibility guidelines, making it a popular family spot.
2. **Emerald Pointe Preserve** – This natural resource area is located along the east channel that connects Squaw and Ponemah Lakes and covers 27.6 acres. The area is deemed unfit for development and thus does not have any recreational facilities.
3. **Blue Gill Island** - Blue Gill Island, surrounded by Silver Lake, is a nearly 5-acre island that is heavily forested but a short distance from lakeside launching points.
4. **Torrey/Grove Park Preserve** - This natural resource area sits along Petts Lake and covers 14.7 acres. The area is deemed unfit for development and thus does not have any recreational facilities.
5. **Thompson Road Regional Dog Park** – This park is located at 1325 W Thompson Road. The land was acquired by Fenton Township in 2012 and the dog park opened in 2017 and is free to the public. It is planned to be developed as a public park with recreational facilities to include soccer fields, a basketball court, softball and baseball diamonds, a sledding hill, parking and a playground.



Parks & Open Space

OTHER FACILITIES

Fenton Township offers 17 recreation areas that are owned by the school districts, the state, and the private sector:

- **County:** Within Fenton Township, Genesee County owns and manages two recreational sites: (1) Linden Park and (2) Clover Beach. These two county active recreation facilities total 144 acres and 1,200 feet on frontage along Byram Lake. Amenities include ballfields, basketball courts, tennis and multipurpose courts, pavilions, picnic areas, play equipment, trails, and a swimming beach. The County also owns Deer Run AYSO Soccer Park, located on the corner of Linden and Owen Roads, consisting of 16 soccer fields, concession stands, and restrooms.
- **State:** The Michigan Department of Natural Resources owns two boat launch sites and some of the surrounding area. The Lake Fenton Public Access Launch site extends into the southwest side of the lake, located on Grove Park Road. On the 2.88-acre premise are two boat launch areas, docks, and restrooms, closed to the public at night. The Lake Ponemah Public Access Launch Site is located on the east side of the lake and has one dock and one boat launch in its 16 acres.
- **Schools:** Between the three local public school districts, there is over 129 acres of space with a range of facilities. Aside from open space, the schools in Fenton Township provide tennis courts, baseball and softball fields, soccer fields, a football stadium and track, basketball courts, and playgrounds. While many of these facilities are closed to the public during school hours, they may be used on evenings, weekends, and during the summer. The indoor facilities at these campuses are two gymnasiums and an auditorium.
- **Private:** Private facilities generally come with a fee, but they provide diverse recreational options and can give relief to any over-used public spaces. The private facilities include an 18-hole golf course, two sportsman clubs, and a 25-lane bowling alley. The Linden Sportsman Club and Fenton Lakes Sportsman Club provide opportunities for their members to participated in archery, shooting, hunting, and camping.





Parks & Open Space

RECREATIONAL NEEDS

The Fenton Township Parks & Recreation 5-Year Plan, 2023-2027, identified a series of short term and long term recreational needs summarized in the table below.

Recreational Needs Summary (Fenton Township Parks & Recreation 5-Year Plan, 2023-2027)	
Action Program	Priority
Creation of a community calendar that provides a single source of information online regarding all parks and recreation opportunities in the township.	ST
Creating a map of all-season activities at parks to be available at the township as well as online.	ST
Host special events at the Thompson Road Regional Dog Park such as movie nights in tandem with food trucks to attract users of all ages.	ST
Host water-based events such as Moon Light Paddles for paddle boarders and kayakers.	ST
Incorporate warming huts and shelters at parks including the Thompson Road Regional Dog Park.	ST
Incorporate dual use activities into parks and recreation activities.	ST
Establish barrier-free accessible public restrooms at existing parks and along major waterways such as the Shiawassee River.	ST
Include waste receptacles and recycling bins and easier access to those on waterways.	ST
Expand the Recreation Committee to include representatives of the various recreational groups in the community and work to develop programming for the township parks.	LT
Expand the existing LAFF trail to the Thompson Road Regional Dog Park and the property located to the west of the DPW building.	LT
Creating a bank of volunteers that actively and consistently volunteer for community events.	LT
Quarterly Joint Meetings with community group leaders to discuss upcoming events, concerns in the community, etc.	LT
Maintain a partnership with the Michigan Inland Lakes Partnership (MILP) in order to protect the inland lakes.	LT
Increase education on invasive species and education on how to report the invasive species to the MDNR.	LT
Support the development and maintenance of the National Heritage Water Trail designation for the Shiawassee River.	LT
Identify areas in the township that could increase the development of pathways as outlined in the Genesee Regional Trail Alignment Plan.	LT

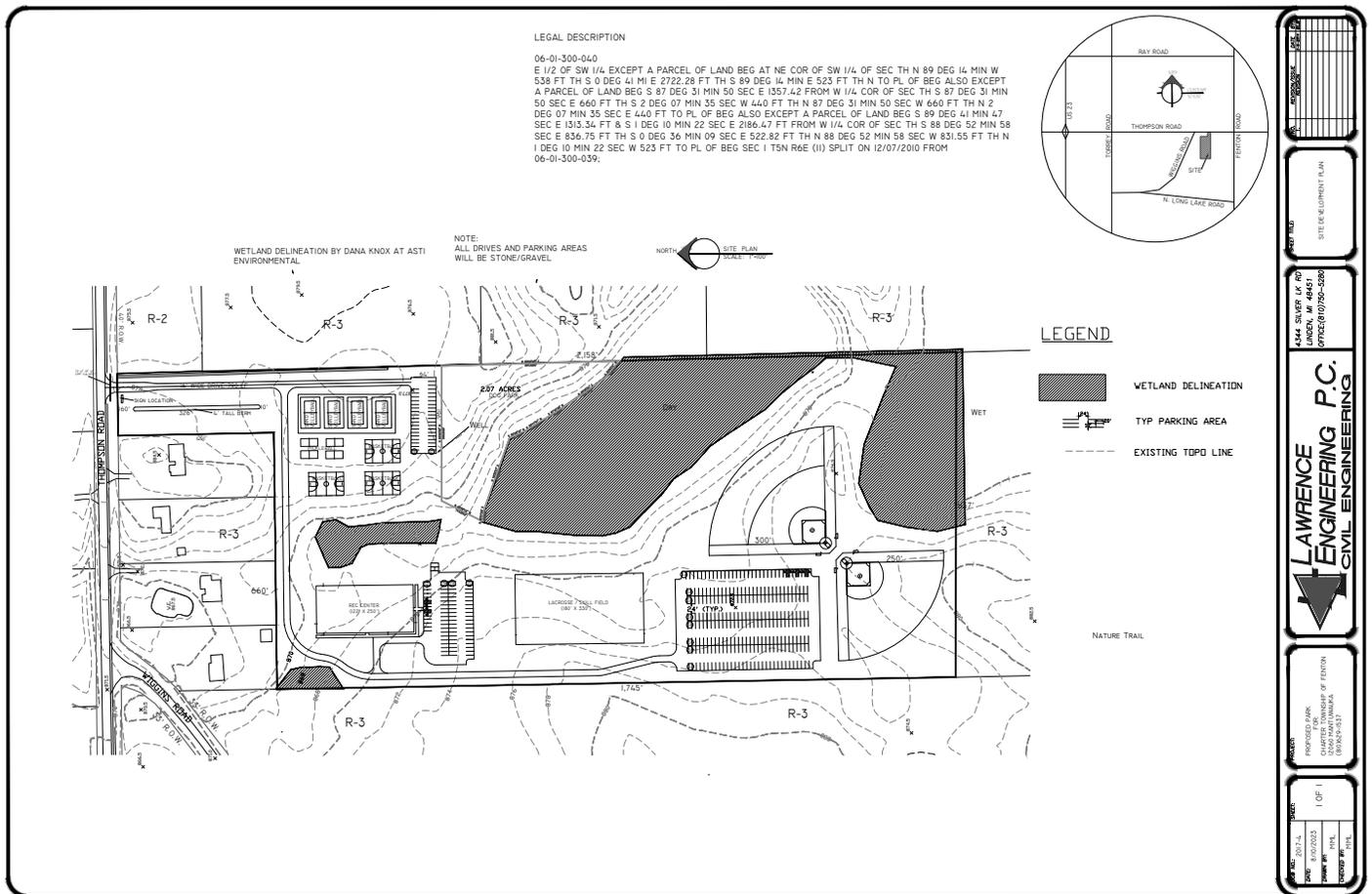
ST= Short Term; LT= Long Term



Parks & Open Space

THOMPSON ROAD PARK PLANS

Fenton Township and Southern Lakes Parks & Recreation (SLPR) have entered into talks for SLPR to potentially lease the Thompson Road park area in order to develop recreation opportunities. In September 2023, the Fenton Township Board of Trustees passed a resolution to support a partnership between the two entities that involves planning and developing a parks and recreation building and grounds at the Thompson Road park area near the Thompson Road Regional Dog Park. Planned improvements at the property include a multi-use recreational facility that includes a recreation center that would serve as SLPR headquarters. The partnership agreement allows the parties to pursue potential grant funding opportunities as plans for the site are further developed.





Parks & Open Space

PATHWAYS

There are very limited dedicated facilities for walking and bicycling along major roadways in Fenton Township, with the only existing pathway located south of the City of Linden in the wooded area between Byram Lake and Pine Lake. This pathway starts on Linden Road north of Clover beach and runs south to its terminus at the Deer Run Soccer Complex.

In order to address the local deficiencies in the active transportation network, a pathways initiative began in 2009 with a group of interested residents in the southern Genesee County area who shared a desire to construct a multi-community non-motorized trail. The LAFF Pathway's mission is to connect the Linden, Argentine, Fenton, and Fenton Township (LAFF) communities with non-motorized pathways that will create recreational opportunities and alternative forms of transportation, improve public safety, increase community and home values, and realize economic gains for area businesses.

The LAFF Pathway being Linden, Argentine Township, Fenton Township and Fenton. The planned LAFF Pathway (see next page) consists of four phases:

1. Phase 1 has been completed as the Argentine Trail connecting Linden High School to Lobdell Lake.
2. Phase 2 (construction underway) is the State Bank Trail that will run along the south side of Silver Lake Road in Fenton Township, connecting the Cities of Fenton and Linden.

Future phases for the LAFF Pathway include:

- Fenton Road - pathway to be installed along the west side of the Fenton Road corridor in Fenton Township.
- Owen Road - pathway to be installed along the north side of Owen Road in Fenton Township

Fenton Road is the next priority for pathway development.





Parks & Open Space

WATER TRAILS

Rivers and creeks are corridors just as worthy of recreational investment as land trails. Water trails, as defined by the National Water Trail System, are “recreational routes on waterways with a network of public access points” that have broad-based community support and provide conservation and recreational opportunities. Water trails are growing in popularity as paddle sports are the fastest growing segment of the recreation industry. As seen in the recently conducted water quality study of Lake Fenton, the proliferation of invasive species can degrade water- related recreation like kayaking, swimming, and canoeing.

Genesee County has one trail with this designation. The Shiawassee River Heritage Water Trail starts in Oakland County and passes through the City of Fenton, Fenton Township, and the City of Linden before curving north into Saginaw County. Planning water trails that run through multiple jurisdictions is best managed by a level of government or organization that has a larger geographic scope and capacity to coordinate with all interested parties. A water trail guide was created through grants from the Fenton Community Fund of the Community Foundation of Greater Flint. The proposed improvements call for five river access points in Genesee County, two of them in Fenton Township. These would be official sites that include parking, restrooms, and proper facilities for river-users to store kayaks and/or canoes.

Plans have been developed for the enhancement of an existing Shiawassee River Heritage Water Trail access point along Hogan Road north of the Linden Wastewater Treatment Plant.

PICTURED:

Future location of enhanced Shiawassee River Heritage Water Trail access point along Hogan Road.



CH 8

Transportation



Introduction

An integrated transportation system should contribute to a high quality of life for residents and a desirable climate for business. Many transportation issues in the Township are related to the increase in vehicular volumes and congestion. While the automobile is the dominant mode of transportation, Fenton wants to provide a balanced and coordinated “multi-modal” transportation system to accommodate ongoing growth and development. Comprehensive improvements to all modes of travel can help improve the operation and capacity of the street system.



Historically, transportation decisions were made in the interest of motorized safety, and while such efforts have resulted in improved safety on Michigan roads, they have also resulted in degraded environments for pedestrians and bicyclists. For years, road right-of-ways have served their function of moving vehicular traffic; however they are a tremendous public asset that can be used for much more. They represent important connections within a community, provide routes for travel and commerce, and project the first impression that will shape the community’s image.





Transportation

ROADWAY NETWORK

US-23 runs north and south through the Township. A major federal highway that connects Flint to Ann Arbor, and to I-96 that then connects to metro Detroit, it is the most transited corridor in the Township. The section of US-23 that passes through the Township carries an average annual daily traffic of up to 55,856 as calculated by the Michigan Department of Transportation (MDOT).

The National Functional Classification (NFC) for roadways demonstrate local road variation and federal funding eligibility. This rating system was developed by the Federal Highway Administration in the 1960s and is used to classify streets by traffic counts and use. Local and unclassified roads (shown as grey and white on the NFC map on the next page) are not eligible for federal funding, and all public roads are maintained by the Genesee County Road Commission. The map shows that federal funding for road repairs is available for the five minor arterials, four major collectors, and one minor collector which is out of the Township's purview for maintenance. For example, even though the Thompson, Lahring, and Rolston Roads run through the Township, they are county roads, and are not within the Township's power to repair.





Transportation

PROGRAMMED INVESTMENTS

Thompson Road Corridor

The Thompson Road bridge that spans over US 23 will be widened to fix traffic flow issues and facilitate future development along the Thompson Road Corridor. Initial plans (see concept sketch below) include widening the bridge to four lanes, adding roundabouts on either side of the diamond interchange, and installing sidewalks along Thompson Road. Currently, the bridge has two lanes with traffic signals on either side. A traffic study completed in 2022 showed the bridge could not accommodate an increase in traffic, hurting the Township's plans to encourage more development in the area. The state's 2023 fiscal year budget includes \$10 million for the Thompson Road bridge project.



Township Leveraging State Funding

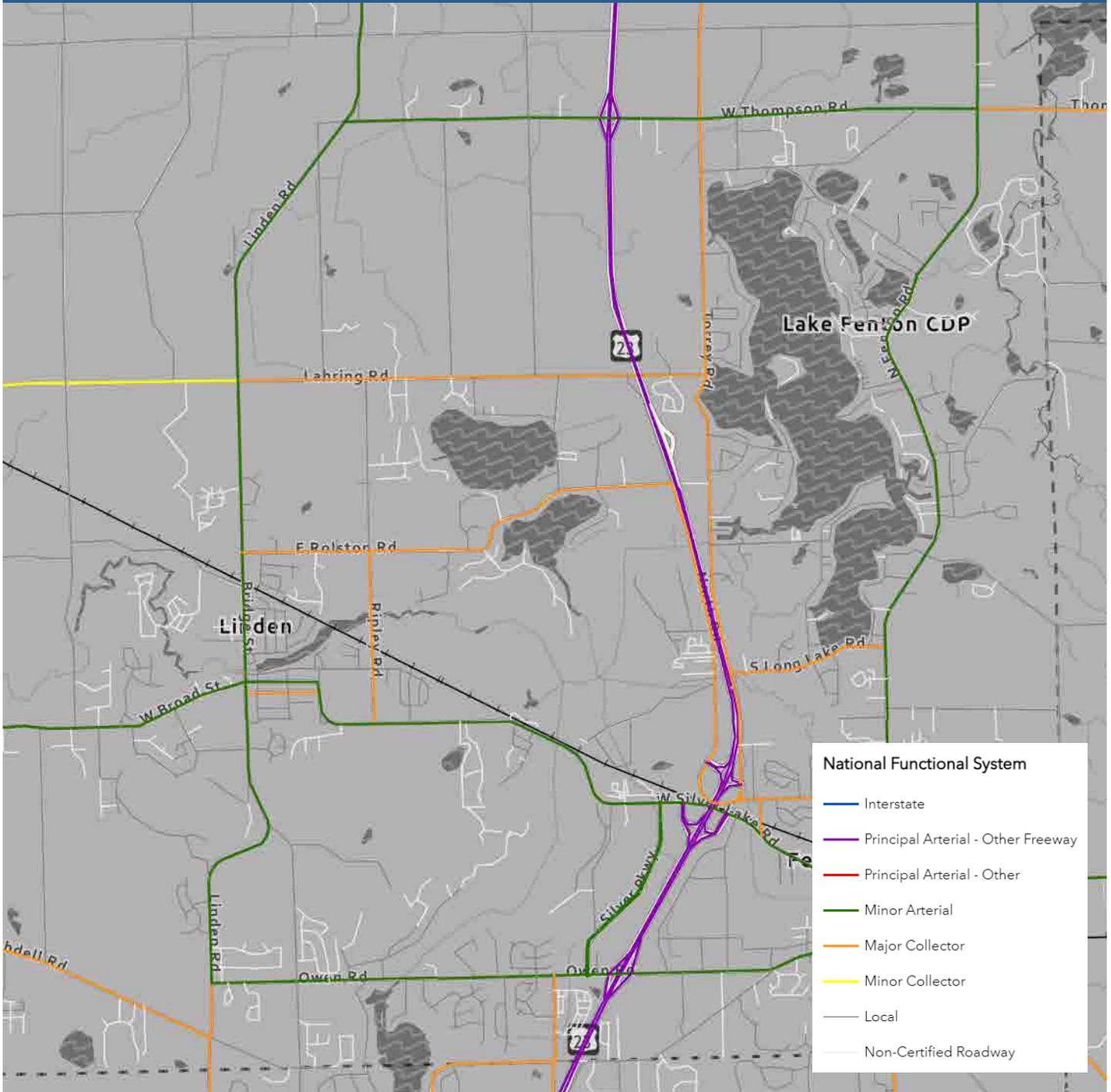
In July 2022, State Rep. Mike Mueller announced the inclusion of a \$10 million in the state fiscal year 2023 budget to fund improvements along Thompson Road and a wider, reconstructed bridge over US 23.





Transportation

NATIONAL FUNCTIONAL CLASSIFICATION (NFC) MAP





Transportation

NONMOTORIZED SYSTEM

In Fenton Township, sidewalks do not generally line major thoroughfares but are found in the residential neighborhoods. Or, where there are sidewalks on major thoroughfares, there are gaps in the network, either a break in the pathway or a pathway only on one side of the road. It is an understandable assumption that residents would not want to walk along louder faster-paced thoroughfares, on the other hand, the sidewalk network is only as useful as it is connected. If sidewalks do not branch out of a subdivision, then residents cannot walk safely anywhere outside of their neighborhood. Similar to the road network, residents are not provided the most efficient pathway to get to a destination on foot and therefore feel compelled to drive instead.

The Township has one bicycle lane between Byram and Pine Lake, and has repeatedly been mentioned as a desired amenity by residents. Besides a recreational opportunity, a bicycle network could inspire residents and visitors to use an emission-free mode of transportation to run errands, or commute to work (weather-depending). Well-connected nonmotorized systems can inspire people to walk to a friend's house or to the park instead of driving. If residents feel safe or that walking is an efficient or enjoyable mode of transit, they too may opt to exercise as a mode of transit instead of driving.





Transportation

COMPLETE STREETS

Fenton Township has been proactive to ensure that multimodal facilities are integrated into major roadway upgrades, such as the installation of sidewalks as part of the US 23/Thompson Road Interchange project. Going forward the Township should consider adopting a Complete Streets Policy to formalize the consideration of all users in transportation planning efforts. Sample policy language is provided below.

Sample Language

Complete Streets Policy

Purpose: The purpose of this policy is to provide guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets and implements the Fenton Township Complete Streets Ordinance.

Goal: The goal of this policy is to ensure that roadway development and improvement within the Township:

- a) Is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings;
- b) Considers the functional class of the roadway and project costs and allows for appropriate exemptions; and
- c) Considers the varying mobility needs of all legal users of the roadway, of all ages and abilities.

Design Criteria for Transportation Facilities:

1. The design for and inclusion of all elements comprising a complete street within the Township shall be based on the specific context of the existing and planned land uses adjacent to that street. Designs shall be based on the prescribed treatments in the Non-Motorized Transportation Plan within the Township's Master Plan, and/or other current adopted transportation plans, considering the overall goals of and any specific improvements identified in those plans.
2. Street design shall include facilities that accommodate the needs of all legal users of the facility including pedestrian and bicycle users.
3. Street design must provide for access and operation of emergency vehicles.
4. Vehicular access points to private properties shall be limited to the extent possible, while providing reasonable access to sites with frontage on a public right-of-way.
5. Designs shall, when practicable, adhere to applicable current standards published by the American Association of State Highway Transportation Organizations (AASHTO), the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), the Michigan Department of Transportation (MDOT), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).



Transportation

Non-Motorized Pathway Funding Sources

The following are a list of possible funding sources to help offset the Township’s cost in implementing future enhancements to the local pathway network:

FUNDING AGENCY

PROGRAM



Michigan Natural Resources Trust Fund (MNRTF)

- \$300,000 maximum request
- 25% minimum local match

Land and Water Conservation Fund (LWCF)

- \$300,000 maximum request
- 50% fixed match

Recreation Passport Grant Program (RPGP)

- \$150,000 maximum request
- 25% minimum local match

NOTE: all require an up to date 5-year Recreation Plan



Transportation Alternatives

- Bike & Ped network projects connecting destinations
- 20% non-federal match required
- Township must apply with Road Commission or other eligible project sponsor



Safe Routes to Schools (SRTS) Infrastructure

- Must benefit K-8 students walking/biking to school
- Awards up to \$200,000 per school - no local match required
- Eligible projects include off-street bicycle and pedestrian facilities such as exclusive multi-use trails and pathways
- Must complete the SRTS planning process, including: gathering a SRTS team, collecting surveys, conducting walking/biking audits, & completing an action plan



Transportation

Electric Vehicle Charging

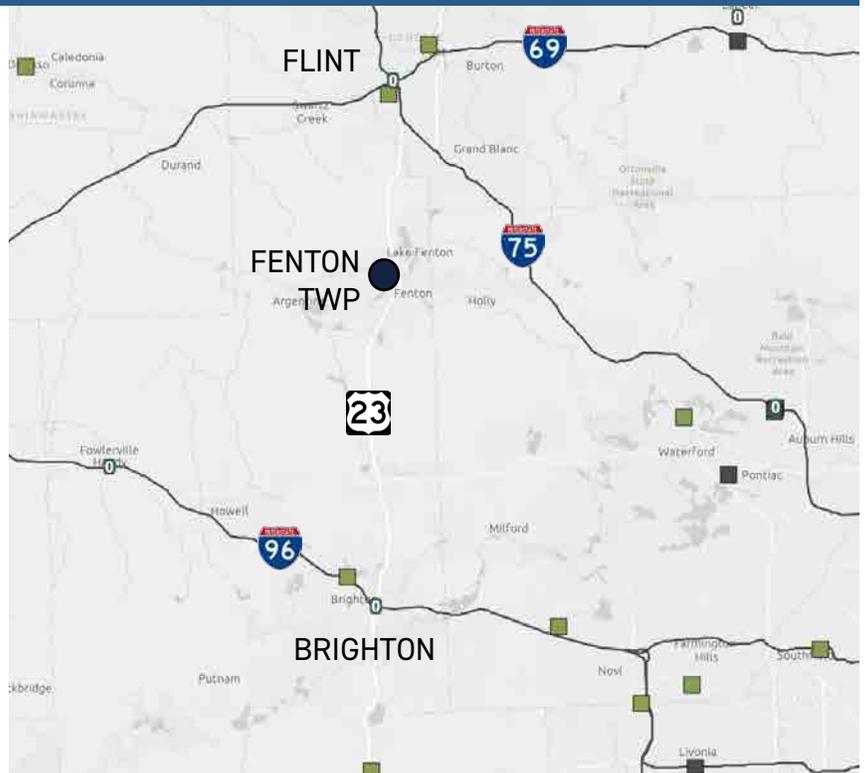
There are state and federal funding programs available to fund the installation of electric vehicle (EV) charging station along Michigan highways.

The **Charge Up Michigan Program** is an EV Charger Placement project that aims to build the infrastructure for DC fast charging stations in the state of Michigan to ensure feasibility of all long distance trips for electric vehicle (EV) users, within the state, and also to neighboring states and Canada. To achieve this, the Department of Environment, Great Lakes, and Energy (EGLE) and partners (electric utilities and applicant) will provide funding for qualified DCFC EV charging equipment, site preparation, equipment installation, networking fees and signage.

Charge Up Michigan has already funded a number of projects and plan to prioritize the remainder of their funding on projects that cover unfilled "nodes." The Michigan Electric Vehicle Infrastructure Programs Map "Charge Up Michigan" layer (see below) shows which nodes are still eligible for funding. As of February 2024, there are no eligible funding locations along US 23 in or near Fenton Township. Nevertheless, the Township should advocate for future funding station eligibility, especially with programmed improvements to the US 23/Thompson Road Interchange.

CHARGE UP MI MAP

- Charge Up Michigan Electric Vehicle Charger Needs (Number Remaining Labeled)
 - > 3 - 4
 - > 2 - 3
 - > 1 - 2
 - 0 - 1
- EGLE Funded Electric Vehicle Chargers
 - Online
 - Work in progress
- Lake Michigan Circuit Electric Vehicle Charger Needs (Number Remaining Labeled)
 - Level 2 charger
 - Fast charger
- EV Corridors





Transportation

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), has made a historic investment in electric vehicle (EV) infrastructure to help make EV chargers accessible to all Americans for local to long-distance trips. Part of this investment involves the development of the **National Electric Vehicle Infrastructure (NEVI) Formula Program**, which will provide funding to states to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Michigan will receive a total of roughly \$110 million in NEVI Formula Program funding through Fiscal Year 2026.

The Michigan NEVI Formula Program Planning Map (see below) shows eligible locations for NEVI funding that are no more than one mile driving distance from a designated alternative fuel corridor (shown as the green lines on the map) and no more than 5 miles from a NEVI node (shown as the dots with the number on the map). As of February 2024, there are no eligible funding locations along US 23 in or near Fenton Township. Nevertheless, the Township should advocate for future funding station eligibility, especially with programmed improvements to the US 23/Thompson Road Interchange.

MI NEVI PLANNING MAP





Transportation

AIRPORT

Price's Airport is one of three publicly owned airports in Genesee County, located one mile south of the City of Linden. While public, it is rarely used by residents. Bishop International Airport, located approximately six miles north of Fenton Township, serves as the Flint area's major passenger airport for travel. Price's Airport opened in 1967 and takes up 70 acres, with two runways owned and operated by the State of Michigan. As a Class B airport it requires attendance by a manager, year-round operation and maintenance, airman information and data, and aircraft fuels and oils. The airport's aircraft storage facilities include 50 hangar units and 30 tie-down units.



RAILWAYS

The Canadian National North America owns the freight line that passes through the southern half of the Township, but Grand Truck Corporation is the holding company. It is a class 1 railroad that stretches from Quebec City, Canada to Chicago, Illinois. No rail spurs are provided to any properties located in Township.

No passenger rail exists in Fenton Township.

PUBLIC TRANSIT

No fixed route public transit service is available in Fenton Township.

CH 9

Economic Development

Introduction

Economies are regional by nature and not confined to specific political subdivisions as goods and services flow across these artificial boundaries. As such, Fenton Township is influenced by its neighboring communities within its metropolitan area and combined statistical area. Fenton Township is a part of the Flint Metropolitan Area, a traditional “Rust Belt” legacy industrial region, hit hard by economic decline during the Great Recession. Between 2002 and 2014, the City of Flint lost close to 40% of its jobs, leading the metro in job loss. The metropolitan area fared better in comparison but still shed almost 25% of its jobs during that 12-year period. The severity of this job loss was likely during the Great Recession that hit nationwide, as opposed to a local crisis.

Being a part of a struggling metropolitan area can have a negative effect on the municipalities within it, however, Fenton Township is an exception to this theory. Despite the county’s massive job loss, job growth in Fenton Township has remained stable over the last decade. This section discusses what types of jobs are within reach for its residents, where their money is going, and how economic development is a multi- pronged strategy that depends on more than jobs, but also the quality of “place.”





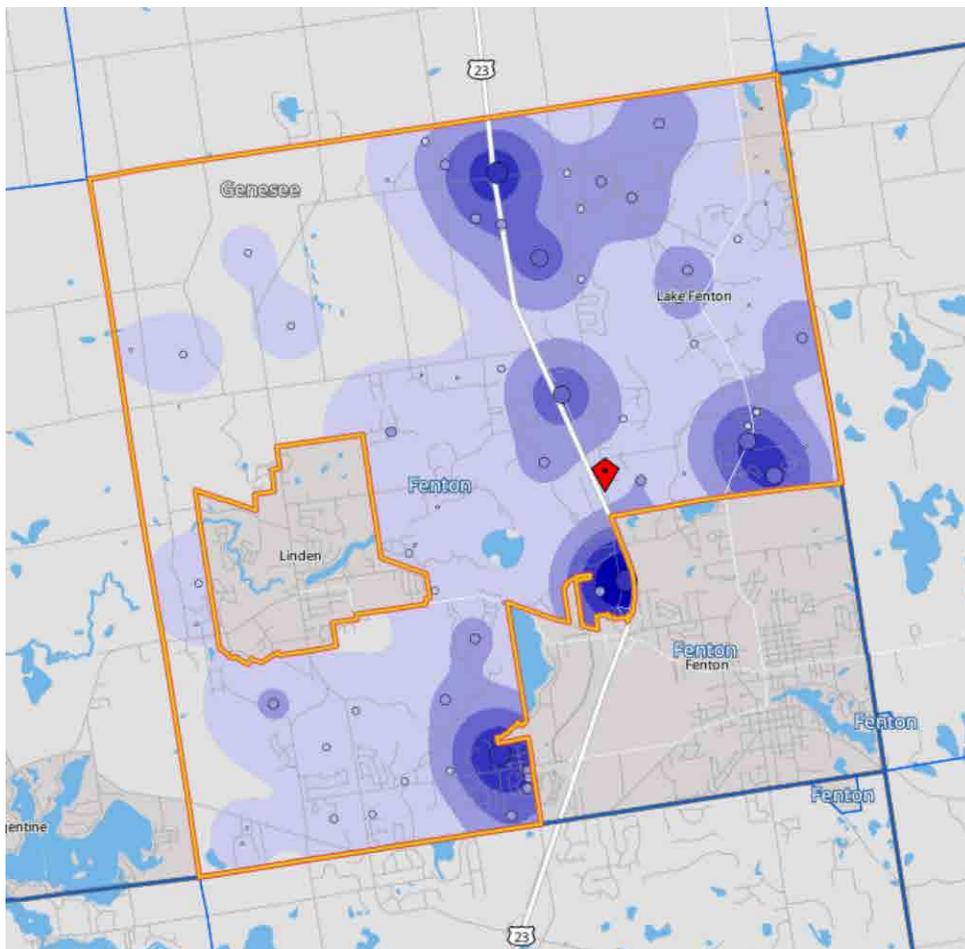
Economic Development

Local Employment

As a primarily bedroom community, Fenton Township’s employment centers are located in the vicinity of the Thompson Road Interchange and at a gateways to the neighboring City of Fenton, as shown in the map below.

Approximately half of the total private employment in the Township is concentrated in three industry sectors: (1) Retail Trade (21%); (2) Manufacturing (17%); and Real Estate and Rental and Leasing (11%). A full breakdown of employment by industry sector is provided on the next page.

EMPLOYMENT BY LOCATION IN TOWNSHIP



- 5 - 76 Jobs/Sq.Mile
- 77 - 289 Jobs/Sq.Mile
- 290 - 645 Jobs/Sq.Mile
- 646 - 1,144 Jobs/Sq.Mile
- 1,145 - 1,785 Jobs/Sq.Mile
- 1 - 2 Jobs
- 3 - 18 Jobs
- 19 - 88 Jobs
- 89 - 276 Jobs
- 277 - 674 Jobs
- 📍 Work Area



Economic Development

PRIVATE EMPLOYMENT IN TOWNSHIP BY INDUSTRY

Rank	NAICS Industry Sector	No. Jobs	Percent
1	Retail Trade	646	20.6%
2	Manufacturing	545	17.4%
3	Real Estate and Rental and Leasing	352	11.2%
4	Administration & Support, Waste Management and Remediation	282	9.0%
5	Construction	243	7.8%
6	Accommodation and Food Services	233	7.4%
7	Health Care and Social Assistance	179	5.7%
8	Wholesale Trade	165	5.3%
9	Professional, Scientific, and Technical Services	125	4.0%
10	Finance and Insurance	114	3.6%
11	Other Services (excluding Public Administration)	103	3.3%
12	Information	44	1.4%
13	Arts, Entertainment, and Recreation	43	1.4%
14	Transportation and Warehousing	28	0.9%
15	Management of Companies and Enterprises	22	0.7%
16	Educational Services	7	0.2%
17	Utilities	2	0.1%
18	Agriculture, Forestry, Fishing and Hunting	0	0.0%
19	Mining, Quarrying, and Oil and Gas Extraction	0	0.0%

Source: U.S. Census Bureau, Center for Economic Studies, LEHD



Economic Development

Target Industries

The Flint & Genesee Economic Alliance has identified three Target Sectors identified for the region:

1. **Smart Manufacturing:** Flint & Genesee’s educational assets provide companies with an adaptive and innovative workforce ready to meet the needs of smart manufacturing, from design to implementation.
2. **Distribution:** Flint & Genesee is well positioned to support distribution needs with a strong network of transportation assets, strategic location, and available workforce.
3. **Professional Services:** Flint & Genesee offers promise and purpose, where your business can grow and will make an impact.

Given Fenton Township’s lack of available infrastructure and mega sites, distribution is not a logical target sector for the Township. However, smart manufacturing and professional services companies may find suitable locations within the Thompson Road Corridor once planned roadway and water infrastructure improvements are completed.

Each of these regional Target Sectors each contain numerous sub sectors, many of some of which are established locally in Fenton Township. A review of Bureau of Labor Statistics location quotient (LQ) data for Genesee County provides a more detailed look at some of the most competitive sub sectors countywide. The table on the next page shows industry sectors in Genesee County ranked from highest to lowest by their wages LQ as shown in the far right column. While LQ data is not available at the township level, this county-level analysis provides some additional insight on what industries are most viable in Fenton Township and potential targets in business attraction efforts.

Location quotients are ratios that allow an area’s distribution of employment by industry, ownership, and size class to be compared to a reference area’s distribution. The U.S. is used as the reference area for all LQs within the files. The reference industry is always the all-industry, all-ownerships total for the local area, and for the nation.

If an LQ is equal to 1.0, then the industry has the same share of its area employment as it does in the nation. An LQ greater than 1.0 indicates an industry with a greater share of the local area employment than is the case nationwide.

As shown in the table on the next page, “transportation equipment manufacturing” has the highest wages LQ (5.23) in Genesee County indicating a competitive advantage in that North American Industrial Classification System (NAICS) industry sub sector for the local economy. More detailed 4-Digit NAICS Industries and 5-Digit NAICS industries, are summarized in similar fashion on pages that follow. Given the trend towards WFH and hybrid work makes professional services are more challenging target, Fenton Township should proactively look to diversify industry sectors by supplementing an existing local strength in manufacturing services with additional smart manufacturing - a sector that despite automation still requires in-person labor for programming, maintenance, and safety - in order to maximize local economic activity in the Township.



Economic Development

COMPETITIVE REGIONAL INDUSTRIES

2022 Census of Employment and Wages - Genesee County

Top 10 NAICS Industry Sub Sectors by Wages Location Quotient (LQ)

Rank	NAICS Industry Sub Sector	Annual Establishments	Annual Average Employment	Total Annual Wages (in Millions)	Annual Average Weekly Wage	Annual Wages per Employee	Annual Average Employment Location Quotient	Total Annual Wages Location Quotient
1	NAICS 336 Transportation equipment manufacturing	16	6,495	\$487.20	\$1,443	\$75,013	4.38	5.23
2	NAICS 326 Plastics and rubber products manufacturing	13	1,861	\$106.22	1,098	57,078	2.87	3.44
3	NAICS 456 Health and personal care retailers	159	1,708	\$70.78	797	41,435	1.79	2.13
4	NAICS 455 General merchandise retailers	121	4,676	\$138.09	568	29,533	1.69	2.13
5	NAICS 457 Gasoline stations and fuel dealers	121	1,298	\$42.80	634	32,967	1.45	2.02
6	NAICS 444 Building material and garden equipment and supplies dealers	74	1,981	\$74.89	727	37,799	1.6	1.93
7	NAICS 621 Ambulatory health care services	717	9,615	\$724.80	1,450	75,379	1.37	1.9
8	NAICS 622 Hospitals	16	5,829	\$486.16	1,604	83,398	1.32	1.9
9	NAICS 441 Motor vehicle and parts dealers	121	2,503	\$171.78	1,320	68,642	1.44	1.88
10	NAICS 712 Museums, historical sites, and similar institutions	7	221	\$7.88	685	35,594	1.62	1.77

Source: Bureau of Labor Statistics



Economic Development

COMPETITIVE REGIONAL INDUSTRIES

2022 Census of Employment and Wages - Genesee County

Top 10 NAICS 4-Digit Industries by Wages Location Quotient (LQ)

Rank	NAICS 4-Digit Industry	Annual Establishments	Annual Average Employment	Total Annual Wages (in Millions)	Annual Average Weekly Wage	Annual Wages per Employee	Annual Average Employment Location Quotient	Total Annual Wages Location Quotient
1	NAICS 4231 Motor vehicle and motor vehicle parts and supplies merchant wholesalers	44	2,919	\$186.80	\$1,231	\$63,998	9.22	10.79
2	NAICS 3335 Metalworking machinery manufacturing	28	635	\$52.40	1,586	82,469	4.5	7.08
3	NAICS 3363 Motor vehicle parts manufacturing	8	1,481	\$125.29	1,627	84,603	3.09	5.26
4	NAICS 4593 Florists	12	168	\$4.62	529	27,532	3.08	4.13
5	NAICS 8122 Death care services	20	304	\$13.22	837	43,531	2.56	3.14
6	NAICS 8132 Grantmaking and giving services	12	274	\$26.53	1,859	96,681	2.06	3.14
7	NAICS 8114 Personal and household goods repair and maintenance	40	166	\$7.27	844	43,913	2.27	2.91
8	NAICS 7224 Drinking places (alcoholic beverages)	70	899	\$18.85	403	20,961	2.58	2.87
9	NAICS 6239 Other residential care facilities	44	337	\$12.47	712	37,024	2.54	2.86
10	NAICS 5616 Investigation and security services	25	2,699	\$77.19	550	28,602	3.22	2.82

Source: Bureau of Labor Statistics



Economic Development

COMPETITIVE REGIONAL INDUSTRIES

2022 Census of Employment and Wages - Genesee County

Top 10 NAICS 5-Digit Industries by Wages Location Quotient (LQ)

Rank	NAICS 5-Digit Industry	Annual Establishments	Annual Average Employment	Total Annual Wages (in Millions)	Annual Average Weekly Wage	Annual Wages per Employee	Annual Average Employment Location Quotient	Total Annual Wages Location Quotient
1	NAICS 42312 Motor vehicle supplies and new parts merchant wholesalers	23	2,652	\$176.28	\$1,278	\$66,469	17.17	22.25
2	NAICS 33351 Metalworking machinery manufacturing	28	635	\$52.40	1,586	82,469	4.5	7.08
3	NAICS 45619 Other health and personal care retailers	50	615	\$25.71	804	41,800	5.97	6.43
4	NAICS 52213 Credit unions	33	991	\$62.95	1,221	63,498	3.87	4.9
5	NAICS 45931 Florists	12	168	\$4.62	529	27,532	3.08	4.13
6	NAICS 56161 Investigation, guard, and armored car services	18	2,636	\$73.53	537	27,898	3.74	3.71
7	NAICS 61161 Fine arts schools	9	269	\$5.81	415	21,588	2.83	3.71
8	NAICS 32619 Other plastics product manufacturing	3	763	\$46.48	1,172	60,952	2.64	3.49
9	NAICS 81221 Funeral homes and funeral services	17	236	\$10.73	873	45,387	2.56	3.38
10	NAICS 33272 Turned product and screw, nut, and bolt manufacturing	5	194	\$10.55	1,044	54,297	3.04	3.25

Source: Bureau of Labor Statistics



Economic Development

ECONOMICS OF PLACEMAKING

Millennials now comprise the nation's largest workforce generation and are in their prime family-formation years. They are buying homes, investing money, and gaining professional experience differently than previous generations. As the largest generation to date, their preferences will edge out those that came before. Not having a grasp on those preferences may have negative economic consequences for communities that are not retaining their younger populations. As a general trend, Millennials look for "place" above other factors when choosing where to live. A sense of "place" refers to a municipality with a recognizable identity with a fresh supply of cultural, social, and recreational amenities to choose from wrapped up into beautifully designed spaces. To attract and retain the soon-to-be largest section of the workforce entails more than a one-dimensional "job creation" strategy. "Placemaking" is another way to accomplish workforce recruitment.

"Downtown" is the usual starting point for placemaking initiatives, presenting an immediate challenge in the context of a rural Township. In that sense, the Township is fortunate to be close to two fantastic downtowns in the City of Fenton and the City of Linden. Because Township residents wish to maintain their rural character, and the desire to build up a Township downtown is minimal, their neighboring cities can serve as their downtown hubs for shopping and entertainment. Over the last few years, both cities have achieved quaint and modern downtowns that pull in a wider regional population, and the Township is happy to be one of them.

That is not to say that "place" is not defined solely by the presence of a bustling downtown. Components of place do not necessarily have to be "urban" to attract Millennials. Many of these components that make somewhere desirable to live are intertwined and pull in topics discussed in this plan. The main components of what makes a great place are categorized as:

- Sociability
- Use and activities
- Access and linkages
- Comfort and image

The future Town Center District identified in the Thompson Road Corridor Plan and this plan's Future Land Use Map should be a starting point for concentrated placemaking efforts in Fenton Township.



Economic Development

IMPLEMENTING THE VISION:

Downtown Development Authority (DDA)

In order to facilitate the development of their vision for the Thompson Road Corridor Plan, the Township should consider creating a Downtown Development Authority (DDA) to assist with the financing of public improvements and site readiness efforts in this targeted development area.

PA 57 of 2018, MCL 125.4101 et seq., allows the governing body of a city, village or township to create a DDA. A DDA is designed to be a catalyst in the development of a community's downtown district. The DDA provides for a variety of funding options, including millage and tax increment financing, for public improvements in the downtown district. Specifically, this Act allows Tax Increment Financing (TIF) and millage revenues to be used for any public facility. The power and authority of the Act cannot be used for the personal benefit of a private person or corporation.

Innovative financing options that can be utilized by a DDA include:

- Tax Increment Revenues
- Millage (up to 2 mills for municipalities with population of less than 1 million)
- Special assessments
- Revenue bonds
- Revenues from property owned or leased by the DDA
- Grants and/or donations

The powers of a DDA Board (comprised of the Township Supervisor and 8-12 member appointed by the Township Board) include but are not limited to the ability to:

- Conduct economic development strategic planning and related activities
- Fix, charge, and collect fees, rents, and charges for facilities under its control and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority
- Lease any building or property under its control
- Accept grants and donations
- Acquire property and construct/improve buildings in the downtown district
- Acquire and construct public facilities
- Create, operate, and fund marketing initiatives that benefit the downtown district
- Contract for broadband service and wireless technology service in the downtown district
- Create, fund and operate retail business incubators
- Create, fund and operate a loan program to pay for improvements for existing buildings located in the DDA district in order to make them marketable for sale or lease

CH 10

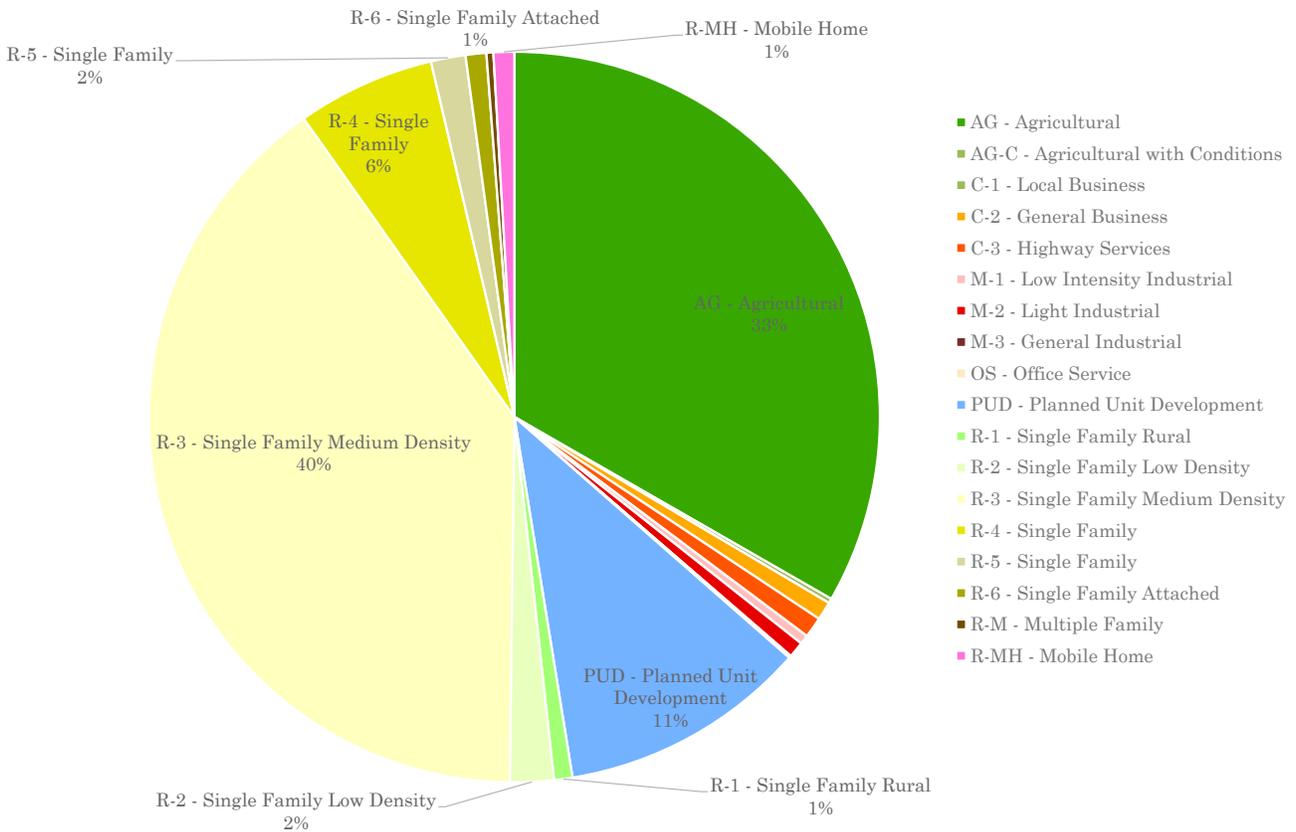
Integration & Implementation

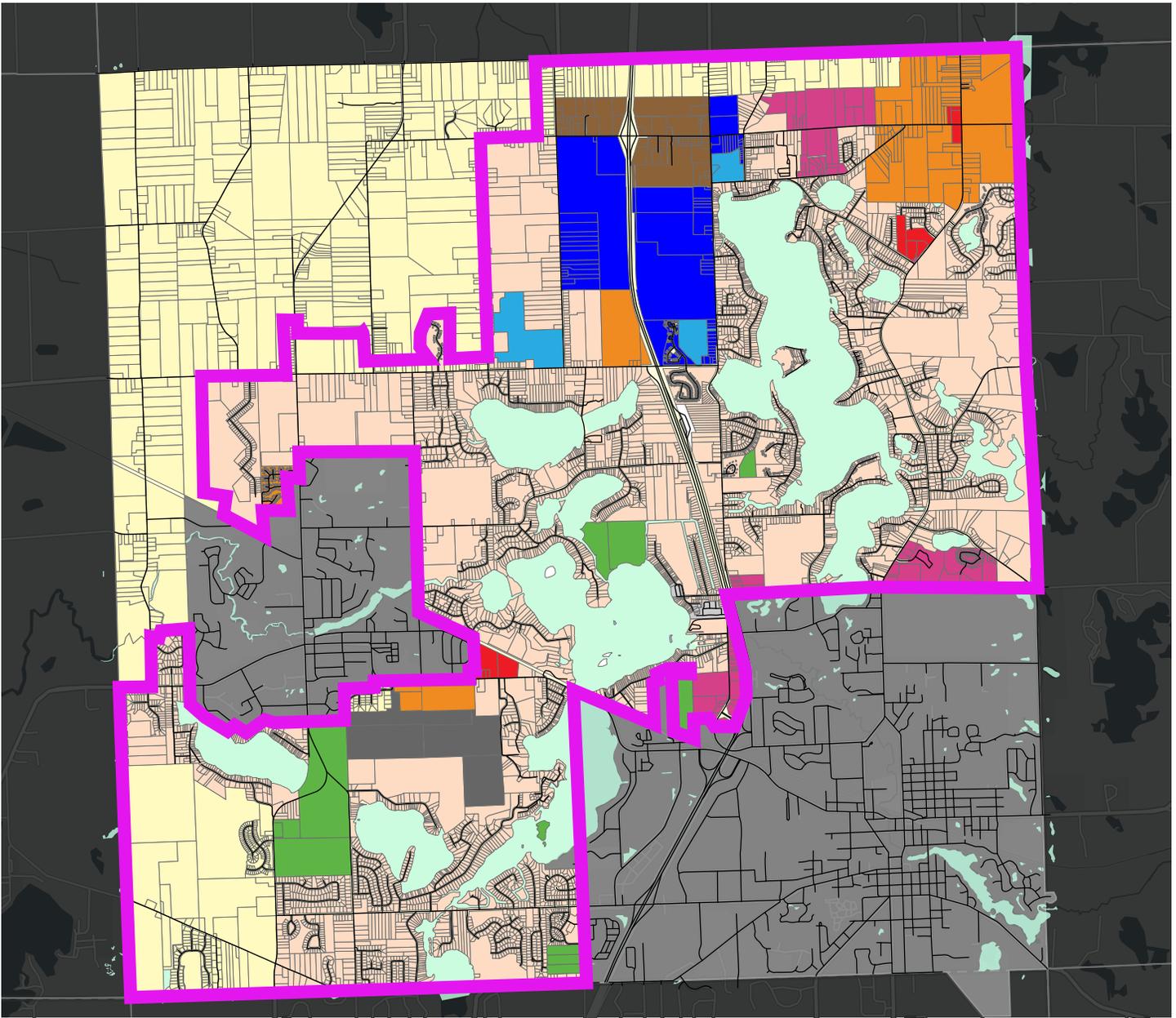
Land Use & Zoning

The Michigan Planning Enabling Act of 2008 requires the inclusion of a Future Land Use map and Zoning Plan in the Master Plan, which are provided in the next two pages, respectively. The Future Land Use map and districts identify a generalized, preferred organization of future land uses in Fenton Township. It is a general framework intended to guide land use and policy decisions within the Township over the next 15-20 years. It guides the development of a Zoning Plan and ultimately influences changes that may be made to the zoning ordinance to reach the community's vision.

The Future Land Use map is not intended to be used to identify future land uses on a parcel-by-parcel basis, but rather to identify districts that may evolve within the Township over time. The Future Land Use Map shows the preferred locations for future development but does not prescribe them. Included in the Future Land Use Map is an Sewer Service Boundary that identifies the limits of the future expansion of the Township sewer service area. Area outside the Sewer Service Boundary would be reserved for low density residential, agricultural, or natural area land usage.

CURRENT LAND AREA BY ZONING DISTRICT





Future Land Use

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Parks/Open Space
-  Community Commercial
-  Highway Service District
-  Town Center District
-  Mixed-Use
-  Institutional
-  Manufactured Homes
-  Airport



Sewer Service Boundary

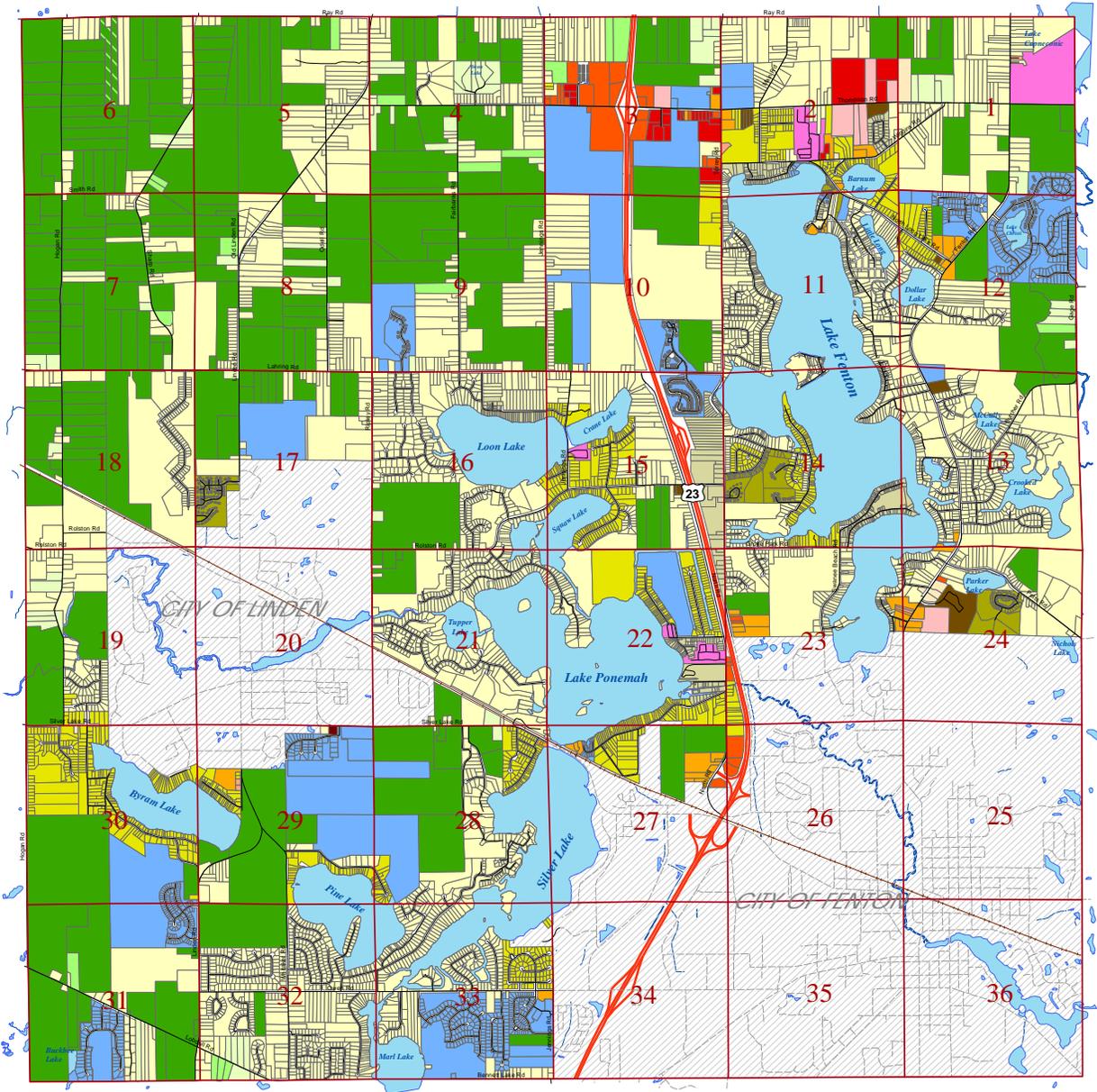
MAP

Future Land Use

FUTURE LAND USE CATEGORIES

DISTRICT	INTENT	USES
Low Density Residential	The intent of this Future Land Use District is to provide single-family residences on the largest allowable lot sizes to preserve natural open space and maintain a rural character.	The primary use is single-family homes.
Medium Density Residential	The intent is to provide denser housing options and closer proximity to essential services.	The primary uses are single-family homes (detached and attached) and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.
High Density Residential	The intent is to provide smaller housing units concentrated near essential services.	The primary uses are multi-family housing and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.
Parks/Open Space	The intent is to provide active and passive public recreational opportunities that would include public land, facilities, or amenities.	Appropriate uses include township, county, and state parkland, woodlands, wetland, and sensitive environmental areas.
Community Commercial	The intent is to provide service to the entire community rather than a single neighborhood.	Appropriate uses are retail and services at located at major thoroughfares and intersections.
Highway Service	The intent is to concentrate the uses in the vicinity of a freeway interchange, as it allows the remainder of the corridor to take on a much different form and community character.	Appropriate uses are auto-oriented and light industrial uses around interchanges.
Town Center District	The intent of this District is to serve as a focal point for the community with a traditional appearance and a transportation network equally friendly to both vehicles and pedestrians.	Uses targeted for the Town Center District are intended for a multi-purpose destination for residents and visitors alike. Uses include civic, retail and service, entertainment, high density residential, and public spaces.
Mixed-Use	The intent is to cluster development on major corridors to increase accessibility for residents who wish to reach a range of services. Industrial and commercial have been subsumed into this classification.	Developments may include high density housing, senior housing, industrial, commercial, entertainment, and recreation. Because housing is permitted, adult businesses and service and medical marijuana facilities would be prohibited.
Institutional	The intent is to designate specific areas for institutional facilities, such as school facilities, that are served by sanitary sewer and are not located adjacent to incompatible land uses.	The primary use is school campuses including the building and the athletic facilities.
Manufactured Home Residential	The intent is to provide affordable housing options through manufactured housing developments.	The primary use is mobile and manufactured home parks.
Airpark	The intent is to designate space specifically for aviation-based commercial and industrial uses and storage, and low-density houses whose owners are associated with the airport.	The primary use is commercial, industrial, and residential uses that are associated with the airport.

ZONING MAP



- | | |
|---------------------------------------|---------------------------------------------------|
| Section Lines | OS -- Office Service |
| AG -- Agricultural | PUD -- Planned Unit Development |
| AG-C -- Agricultural with Conditions* | R-1 -- Single Family Residential - Rural |
| C-1 -- Local Business | R-2 -- Single Family Residential - Low Density |
| C-2 -- General Business | R-3 -- Single Family Residential - Medium Density |
| C-3 -- Highway Service | R-4 -- Single Family Residential |
| M-1 -- Low Intensity Industrial | R-5 -- Single Family Residential |
| M-2 -- Light Industrial | R-6 -- Single Family Residential - Attached |
| M-3 -- General Industrial | R-M -- Multiple Family Residential |
| | R-MH -- Mobile Home Residential |



Integration & Implementation

OTHER LAND USE CONSIDERATIONS

Several areas in the Township are identified in the Future Land Use plan as Parks or Institutional (i.e. Schools). Should the existing land usage of these areas change due to park service/management changes or the closing/consolidation of school facilities, the Zoning Administrator and Planning Commission should revisit land use planning efforts in these areas to ensure future land usage is compatible with surrounding community development and supported by available transportation and utility capacity.

ACTION PLAN

Under the direction of the Planning Commission, citizen and stakeholder input, Fenton Township identified six overarching goals, each with a series objective and actions:

1. Environmental Preservation
2. Housing
3. Infrastructure
4. Economic Development
5. Recreation
6. Communication

Master Plans are long-range planning documents, some that look up to 20 years in the future. The actions listed below are anticipated to take up to five years to be realized. The shortened time frame is by design to compel the Planning Commission to review the plan annually and evaluate every five years if an update is necessary.

Next, the Action Plan outlines a planned implementation schedule for each action and includes a general timeframe for implementation and the party responsible for implementing. The time frame indicates the level of priority. Action items that are recommended to complete within one to two years are considered a top priority, three to four years, a moderate priority, and five years is a lower priority.



Integration & Implementation

ENVIRONMENTAL PRESERVATION

GOALS & OBJECTIVES	ACTIONS	RESPONSIBLE PARTY & PARTNERS	TIME FRAME
<ul style="list-style-type: none"> To preserve and protect the Township’s natural assets so that they are in better condition for future generations To maintain water quality of lakes, rivers, and tributaries To follow best management practices so that development minimally disrupts its natural surroundings 	Develop an Environmental Preservation Subcommittee and collaborate with the environmental stakeholders when formulating new policies	Planning Commission, Environmental Stakeholders	1 year
	Require a review with developers to identify issues with the preservation of natural assets in designated areas	Zoning Administrator	Ongoing
	Update the zoning ordinance to include a tree preservation clause	Planning Commission	1-2 years
	Encourage the use of residential/small-scale solar power and Electric Vehicle (EV) charging stations, to decrease energy consumption and reduce the Township’s carbon footprint	Planning Commission	Ongoing
	Update the lake water quality study	Planning Commission, University of Michigan	1-2 years
	Apply for MDNR funding for tree inventory	Environmental Preservation Subcommittee	3-4 years
	Hold regular educational workshop on the effects of development on the Township’s natural features and how property owners can mitigate them	Environmental Preservation Subcommittee	Ongoing
	Develop a Flood Mitigation Hazard Plan	Planning Commission, University of Michigan	3-5 years



Integration & Implementation

HOUSING

GOALS & OBJECTIVES	ACTIONS	RESPONSIBLE PARTY & PARTNERS	TIME FRAME
<ul style="list-style-type: none"> To provide an array of housing types that are suitable and proportional to the residents' needs while maintaining the Township's rural character To increase housing density in designated areas to allow for a variety of housing types To prevent residential encroachment on agricultural land 	Continue to encourage conservation subdivision design and open space development by increasing allowable density	Planning Commission	1-2 years
	Implement an Sewer Service Boundary to prevent urban sprawl	Sewer Department	1-2 Years
	Update zoning to allow for denser residential lot sizes (i.e. medium or high density) within the Sewer Service Boundary in areas where water service is provided	Zoning Administrator	3-4 Years
	Update zoning categories to include "mixed-use", Town Center District, and higher density residential areas as identified in the Thompson Road Corridor Plan Future Land Use Map	Planning Commission	1-2 years
	Investigate permitting "granny flats" as an accessory use on Medium Density Residential parcels that are at least one acre in size and are NOT lakefront properties	Planning Commission	3-4 years



Integration & Implementation

INFRASTRUCTURE

GOALS & OBJECTIVES	ACTIONS	RESPONSIBLE PARTY & PARTNERS	TIME FRAME
<ul style="list-style-type: none"> To maintain and enhance the quality of the Township's infrastructure so that they meet the needs of its residents To ensure that infrastructure is protected to the best means possible 	Add municipal water to the Thompson Road Corridor	Sewer Department	Ongoing
	Consider strategic expansion of municipal water service to areas where elevated levels of inorganic arsenic are prevalent in groundwater	Sewer Department	3-4 Years
	Update the Zoning Ordinance to require developers to install measures that protect the sewer system infrastructure	Zoning Administrator	Ongoing
	Continue to ensure future roadway projects incorporate a "Complete Streets" approach to provide multi-modal facilities for pedestrians and cyclists	Planning Commission	Ongoing

ECONOMIC DEVELOPMENT

GOALS & OBJECTIVES	ACTIONS	RESPONSIBLE PARTY & PARTNERS	TIME FRAME
<ul style="list-style-type: none"> To increase the Township's local tax base by promoting a financially sustainable mix of businesses and development patterns 	Continue to work with the Flint & Genesee Economic Alliance to market available sites for development	Zoning Administrator	Ongoing
	Consider the potential creation of Downtown Development Authority (DDA) to assist with public improvement financing and site readiness efforts along the Thompson Road Corridor	Planning Commission	1-2 Years



Integration & Implementation

RECREATION

GOALS & OBJECTIVES	ACTIONS	RESPONSIBLE PARTY & PARTNERS	TIME FRAME
<ul style="list-style-type: none"> To expand access and quality of the Township’s recreational opportunities To ensure that all levels of ableness can access and enjoy recreation To maintain a high quality and diverse range of recreation facilities 	Apply for funding to construct sidewalks and bicycle lanes along major corridors including programmed improvements to the Thompson Road Interchange	Department of Public Safety	Ongoing
	Provide incentives for developers to build sidewalks that connect residential areas to each other and to other desirable locations within the Township	Zoning Administrator	1-2 years
	Create a Nonmotorized Trail Plan	Planning Commission, Township Board	1-2 years
	Focus nonmotorized connections between parkland and open space	Planning Commission	1-2 years
	Update amenities to be ADA compliant	Planning Commission	3-4 years
	Continue to work with school administration to share recreational facilities with the public	School Board	Ongoing
	Continue partnership and pursue outside funding for development of Recreation Center/Headquarters at Thompson Road Park	Township Board, SLRP	Ongoing
	Crowd-sourcing the funding to help offset local match requirements to leverage outside grant funding for specific recreation improvements	LAFF Pathway, Community	Ongoing



Integration & Implementation

COMMUNICATION

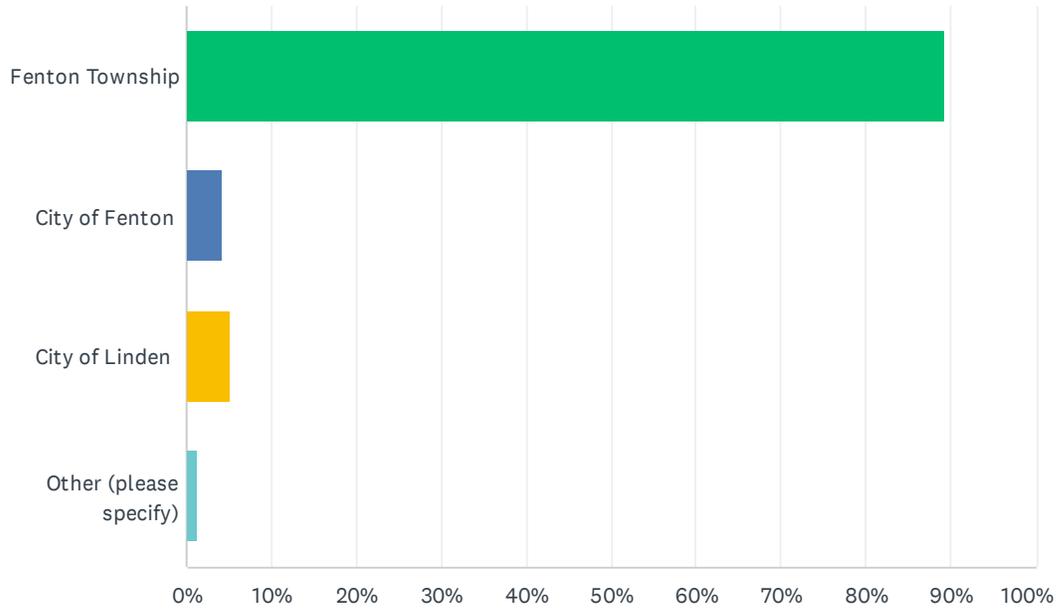
GOALS & OBJECTIVES	ACTIONS	RESPONSIBLE PARTY & PARTNERS	TIME FRAME
<ul style="list-style-type: none"> To improve internal communication among Township staff and boards To maintain up-to-date Township planning documents 	Hold an annual meeting with the Planning Commission and Township Board to review the relevance of the Township's planning documents	Planning Commission, Township Board	Annually
	Every five years hold a joint meeting to decide if the Master Plan must be re-done.	Planning Commission, Township Board	5 years



MASTER PLAN
Appendix
Community Survey
Summary

Q1 Where do you currently reside?

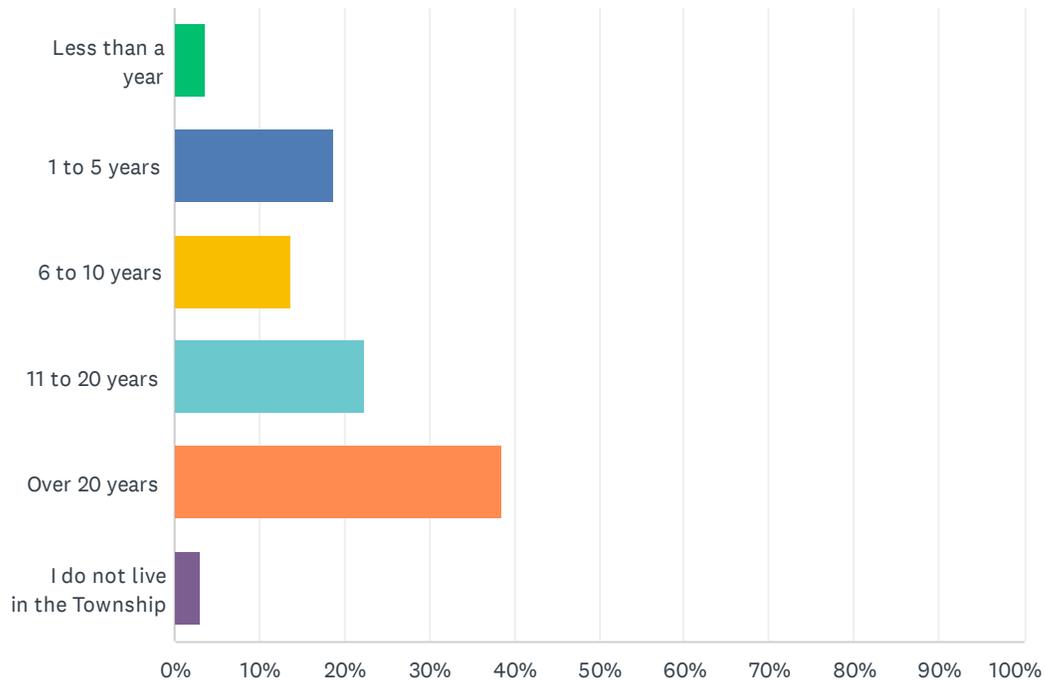
Answered: 307 Skipped: 2



ANSWER CHOICES	RESPONSES	
Fenton Township	89.25%	274
City of Fenton	4.23%	13
City of Linden	5.21%	16
Other (please specify)	1.30%	4
TOTAL		307

Q2 How long have you lived in Fenton Township?

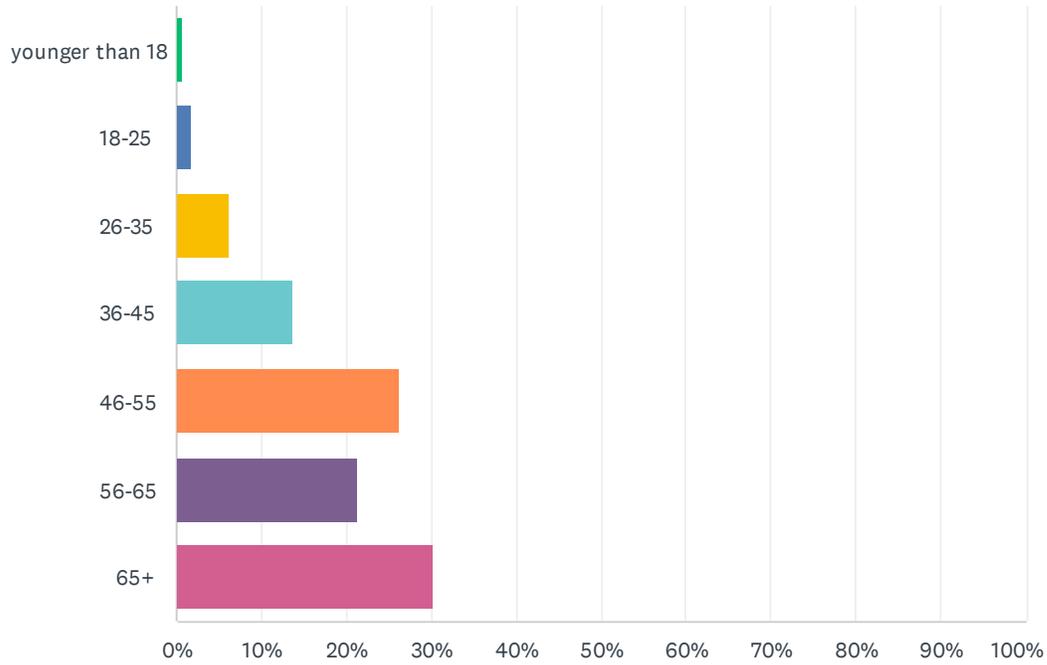
Answered: 308 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than a year	3.57%	11
1 to 5 years	18.83%	58
6 to 10 years	13.64%	42
11 to 20 years	22.40%	69
Over 20 years	38.64%	119
I do not live in the Township	2.92%	9
TOTAL		308

Q3 How old are you?

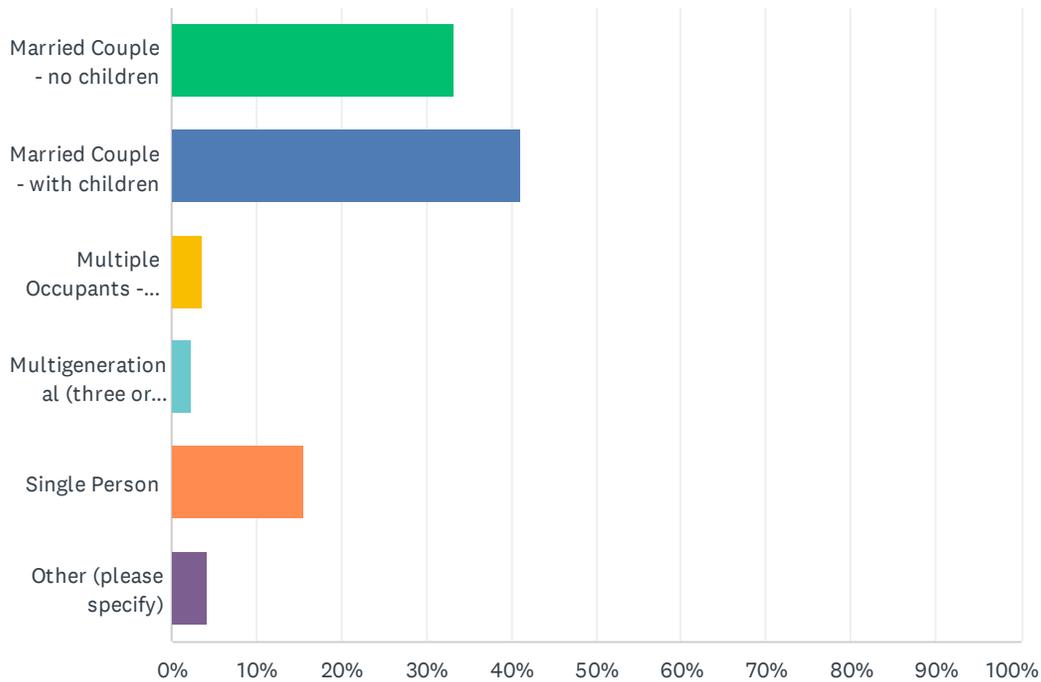
Answered: 308 Skipped: 1



ANSWER CHOICES	RESPONSES	
younger than 18	0.65%	2
18-25	1.62%	5
26-35	6.17%	19
36-45	13.64%	42
46-55	26.30%	81
56-65	21.43%	66
65+	30.19%	93
TOTAL		308

Q4 Which of the following best describes your household?

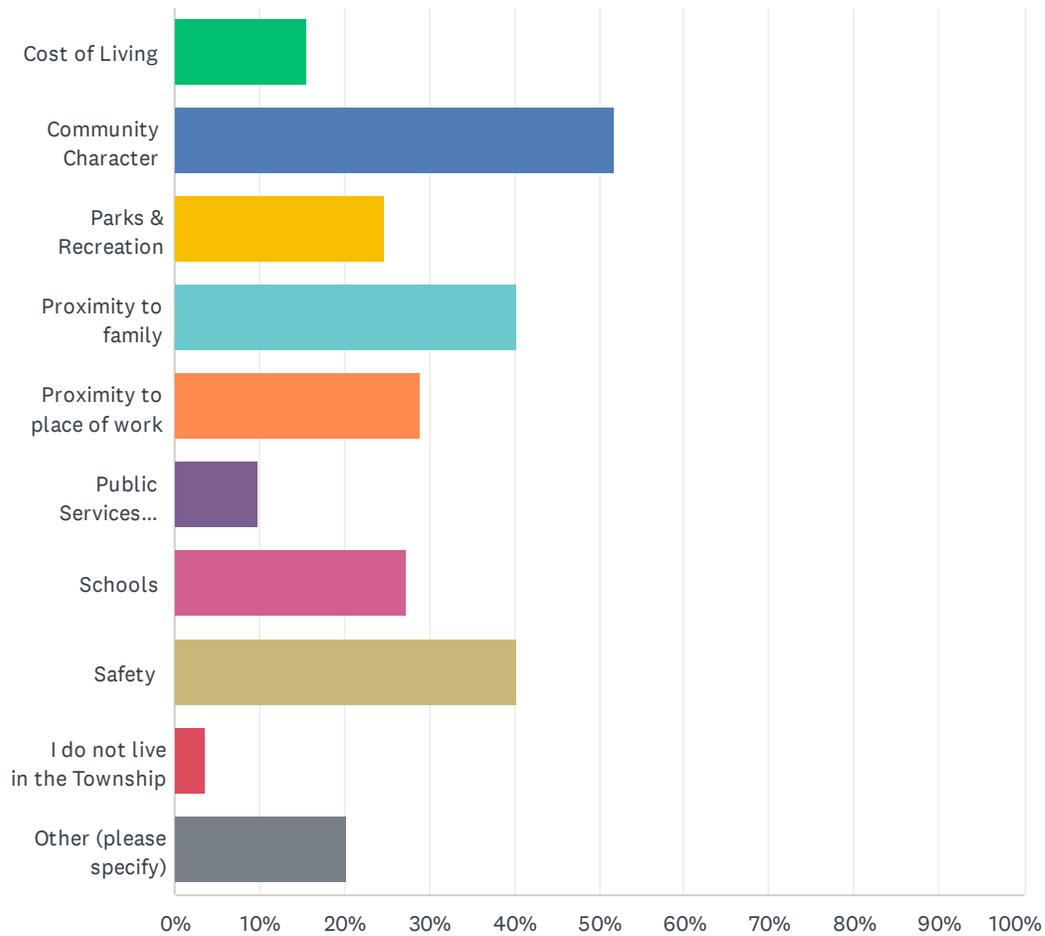
Answered: 309 Skipped: 0



ANSWER CHOICES	RESPONSES	
Married Couple - no children	33.33%	103
Married Couple - with children	41.10%	127
Multiple Occupants - unmarried	3.56%	11
Multigenerational (three or more generations of family living together)	2.27%	7
Single Person	15.53%	48
Other (please specify)	4.21%	13
TOTAL		309

Q5 Why do you choose to live in Fenton Township? (check all that apply)

Answered: 307 Skipped: 2

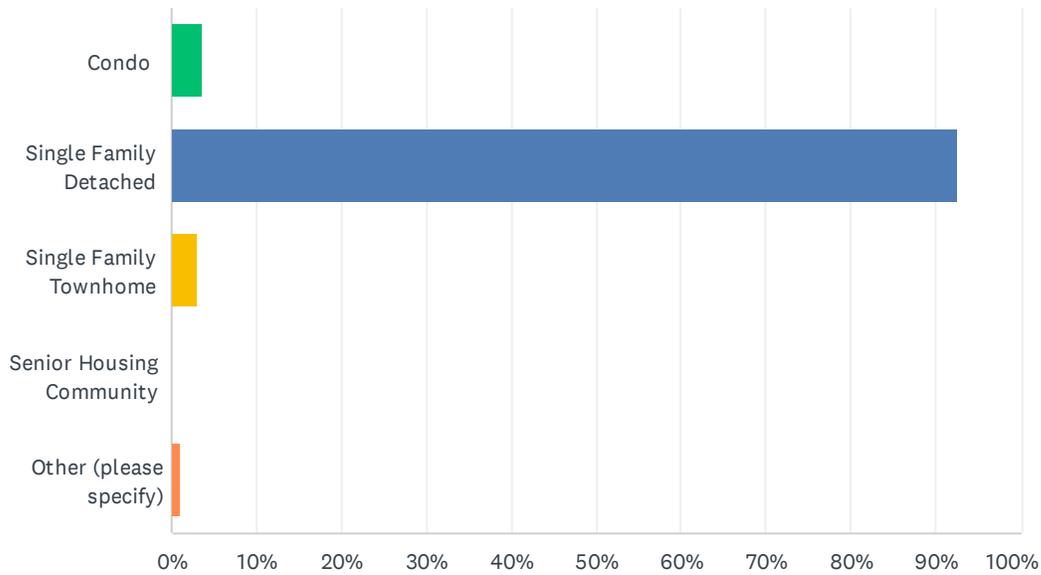


Fenton Township - Master Plan Update - Community Survey

ANSWER CHOICES	RESPONSES	
Cost of Living	15.64%	48
Community Character	51.79%	159
Parks & Recreation	24.76%	76
Proximity to family	40.39%	124
Proximity to place of work	28.99%	89
Public Services (Police, Fire, EMS)	9.77%	30
Schools	27.36%	84
Safety	40.39%	124
I do not live in the Township	3.58%	11
Other (please specify)	20.20%	62
Total Respondents: 307		

Q6 Which best describes your place of residence?

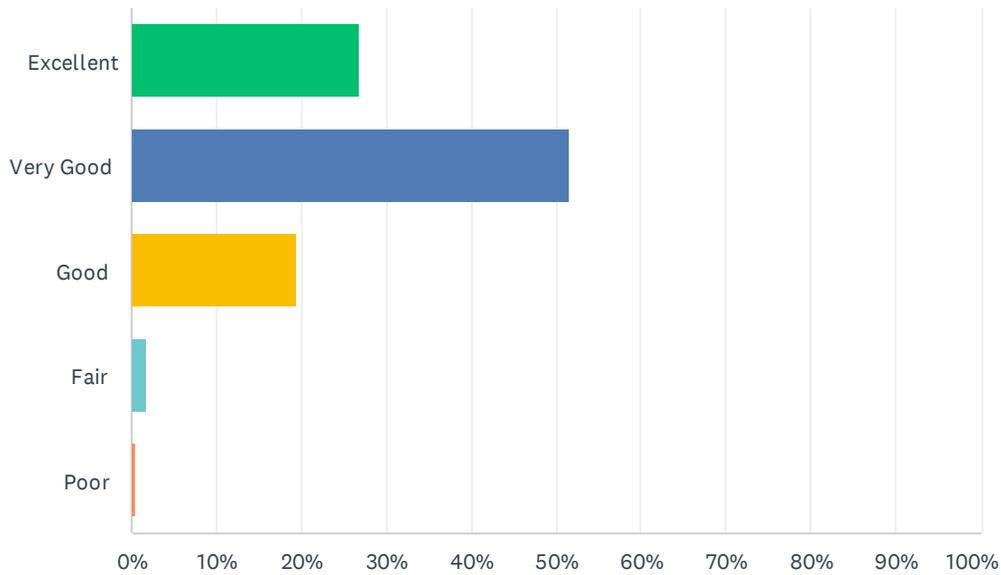
Answered: 306 Skipped: 3



ANSWER CHOICES	RESPONSES	
Condo	3.59%	11
Single Family Detached	92.48%	283
Single Family Townhome	2.94%	9
Senior Housing Community	0.00%	0
Other (please specify)	0.98%	3
TOTAL		306

Q7 How would you rate the quality of life in the Township?

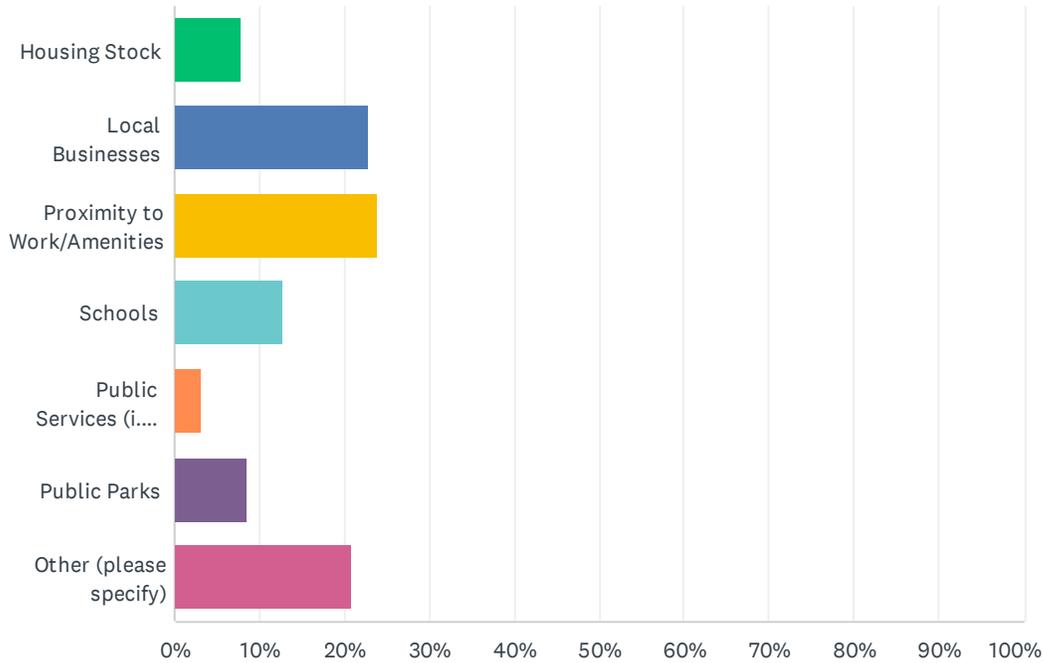
Answered: 308 Skipped: 1



ANSWER CHOICES	RESPONSES	
Excellent	26.95%	83
Very Good	51.62%	159
Good	19.48%	60
Fair	1.62%	5
Poor	0.32%	1
TOTAL		308

Q8 What is the Township's greatest asset?

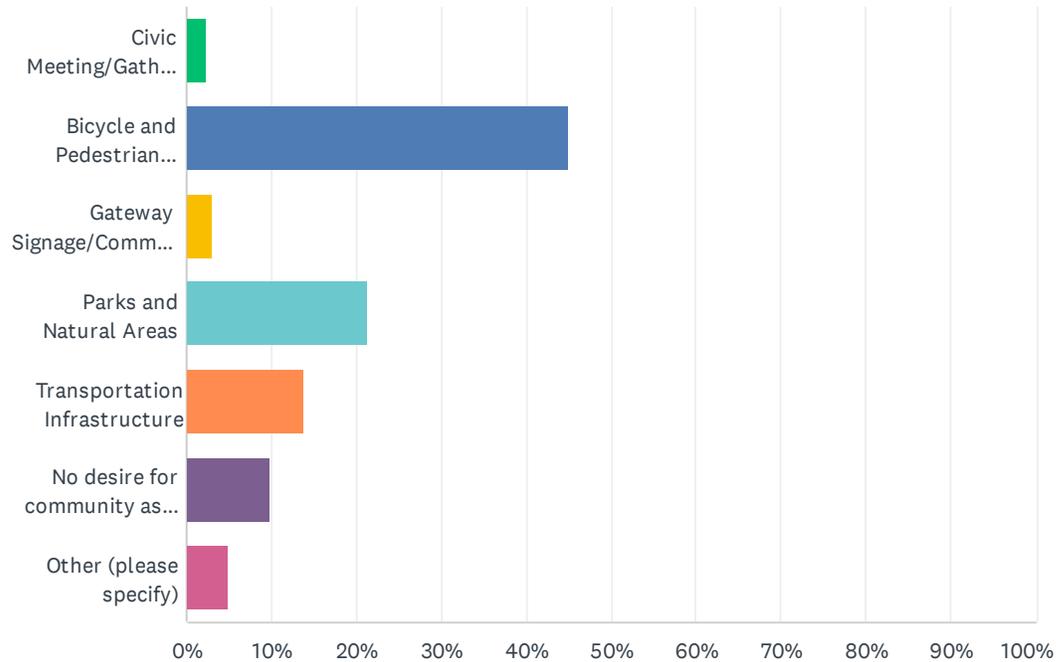
Answered: 306 Skipped: 3



ANSWER CHOICES	RESPONSES	
Housing Stock	7.84%	24
Local Businesses	22.88%	70
Proximity to Work/Amenities	23.86%	73
Schools	12.75%	39
Public Services (i.e. Police, Fire, EMS)	3.27%	10
Public Parks	8.50%	26
Other (please specify)	20.92%	64
TOTAL		306

Q9 What type of community asset would you most like to see improved within the Township?

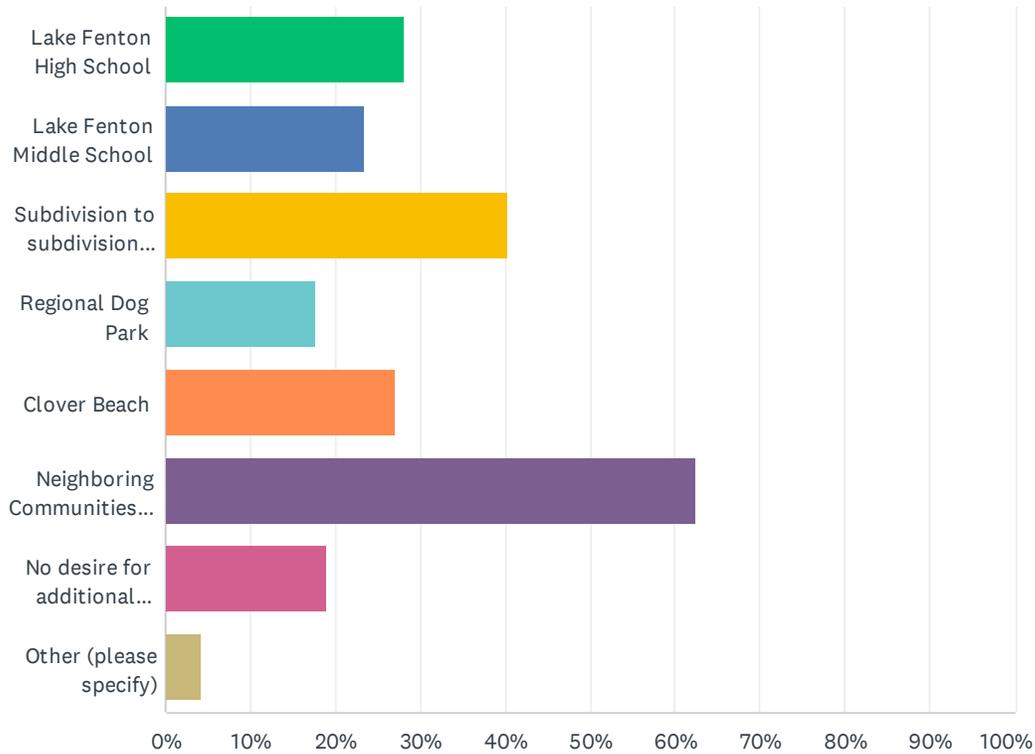
Answered: 309 Skipped: 0



ANSWER CHOICES	RESPONSES	
Civic Meeting/Gathering Place	2.27%	7
Bicycle and Pedestrian Connections	44.98%	139
Gateway Signage/Community Aesthetics	2.91%	9
Parks and Natural Areas	21.36%	66
Transportation Infrastructure	13.92%	43
No desire for community asset improvements	9.71%	30
Other (please specify)	4.85%	15
TOTAL		309

Q10 Where would you like to see bicycle and pedestrian facilities connect to? (check all that apply)

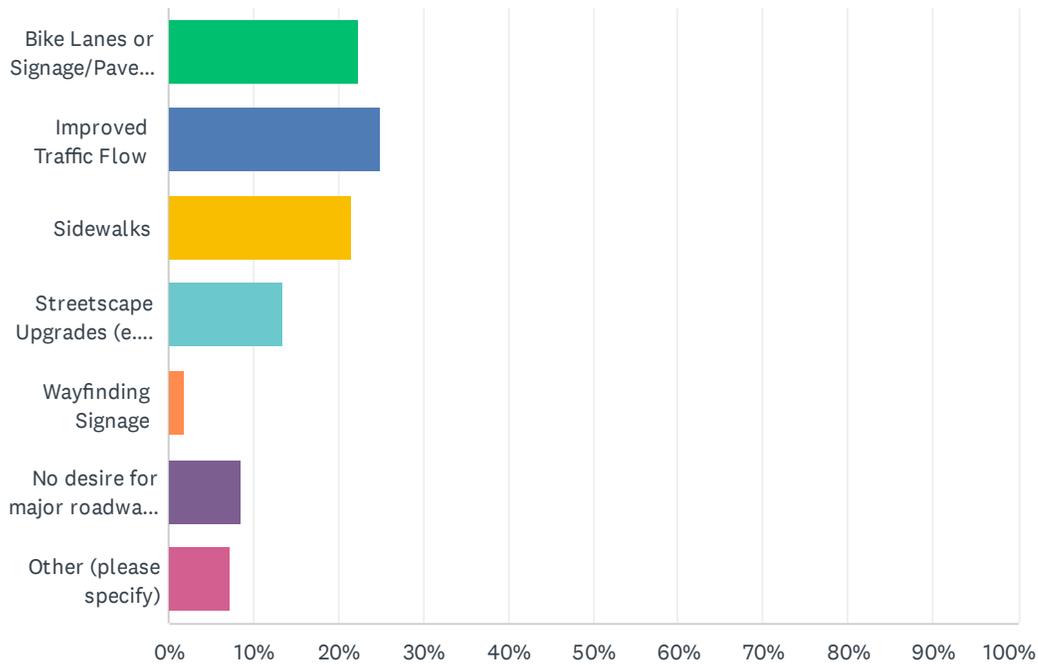
Answered: 306 Skipped: 3



ANSWER CHOICES	RESPONSES	
Lake Fenton High School	28.10%	86
Lake Fenton Middle School	23.53%	72
Subdivision to subdivision (link residential neighborhoods)	40.20%	123
Regional Dog Park	17.65%	54
Clover Beach	27.12%	83
Neighboring Communities (Fenton, Linden)	62.42%	191
No desire for additional bicycle and pedestrian facilities	18.95%	58
Other (please specify)	4.25%	13
Total Respondents: 306		

Q11 What improvement would you most like to see along major roadways?

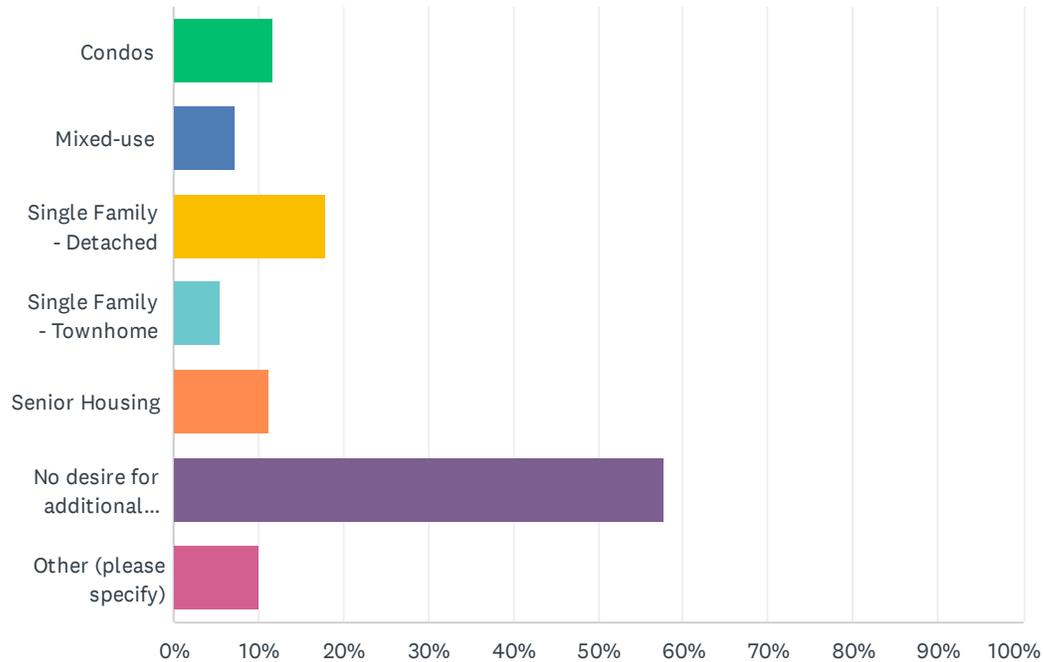
Answered: 305 Skipped: 4



ANSWER CHOICES	RESPONSES	
Bike Lanes or Signage/Pavement Markings	22.30%	68
Improved Traffic Flow	24.92%	76
Sidewalks	21.64%	66
Streetscape Upgrades (e.g. Decorative Lighting, Street Trees, Enhanced Crosswalks)	13.44%	41
Wayfinding Signage	1.97%	6
No desire for major roadway improvements	8.52%	26
Other (please specify)	7.21%	22
TOTAL		305

Q12 What type of housing do you feel is needed or underrepresented in the Township? (check all that apply)

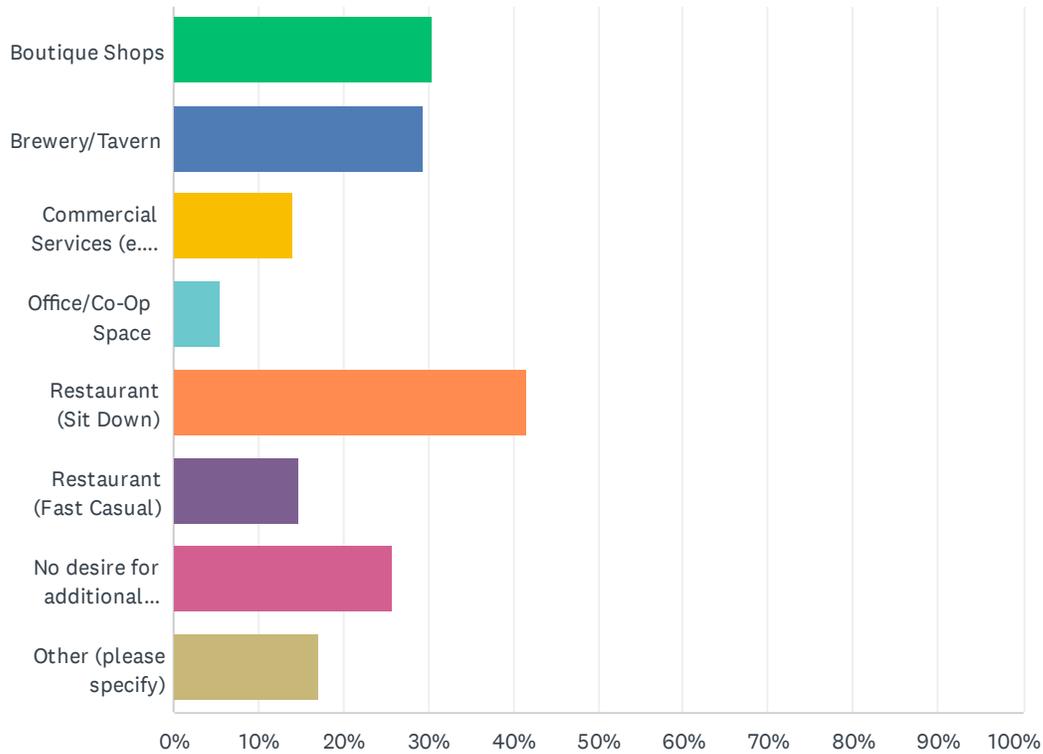
Answered: 301 Skipped: 8



ANSWER CHOICES	RESPONSES	
Condos	11.63%	35
Mixed-use	7.31%	22
Single Family - Detached	17.94%	54
Single Family - Townhome	5.65%	17
Senior Housing	11.30%	34
No desire for additional housing	57.81%	174
Other (please specify)	9.97%	30
Total Respondents: 301		

Q13 What type of retail/service business do you feel is needed or underrepresented in the Township? (check all that apply)

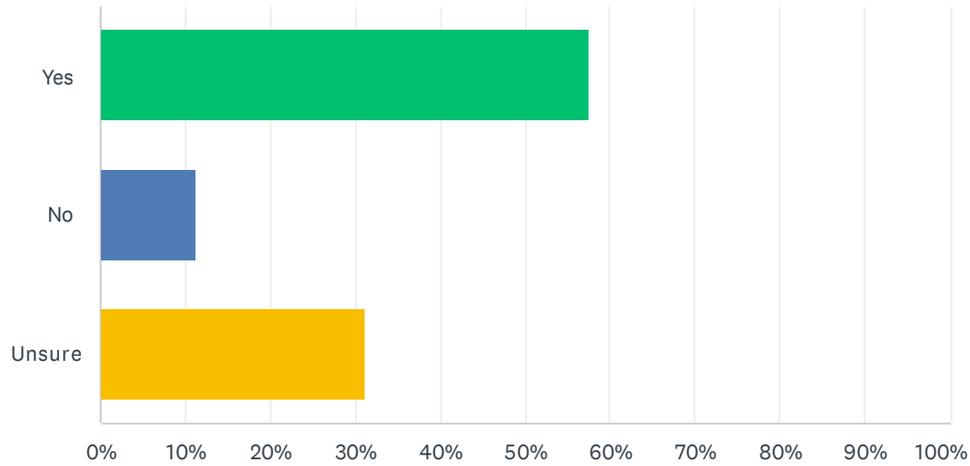
Answered: 305 Skipped: 4



ANSWER CHOICES	RESPONSES	
Boutique Shops	30.49%	93
Brewery/Tavern	29.51%	90
Commercial Services (e.g. drycleaning)	14.10%	43
Office/Co-Op Space	5.57%	17
Restaurant (Sit Down)	41.64%	127
Restaurant (Fast Casual)	14.75%	45
No desire for additional retail/service business	25.90%	79
Other (please specify)	17.05%	52
Total Respondents: 305		

Q14 Would you like to the Township expand public access to the Schiawassee River Water Trail?

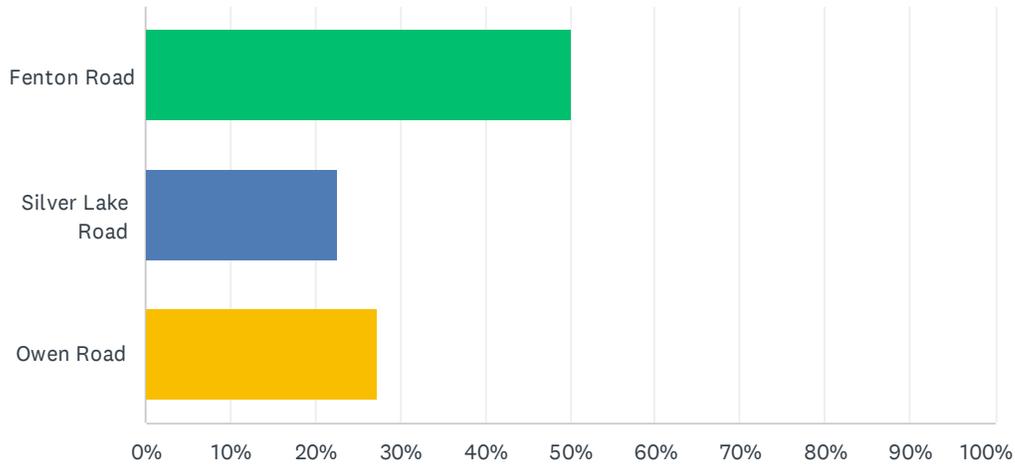
Answered: 308 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	57.47%	177
No	11.36%	35
Unsure	31.17%	96
TOTAL		308

Q15 Which of the following Township corridors would benefit most from redevelopment and aesthetic enhancements?

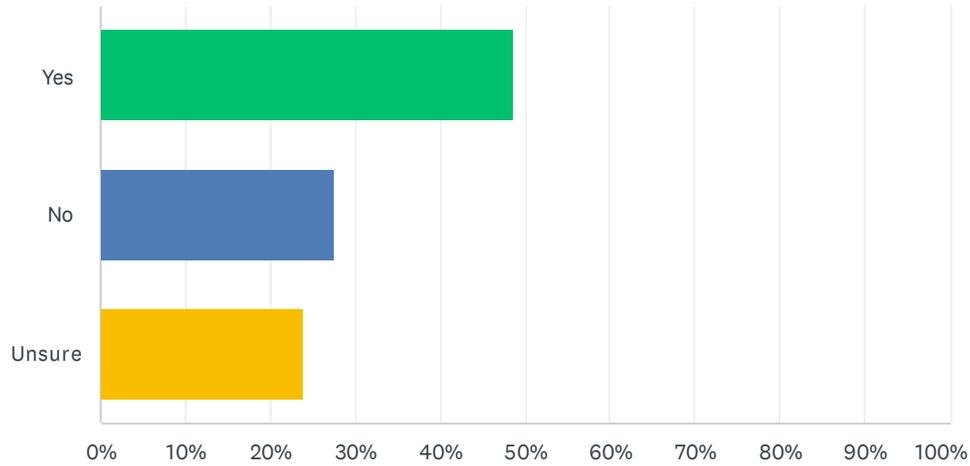
Answered: 300 Skipped: 9



ANSWER CHOICES	RESPONSES
Fenton Road	50.00% 150
Silver Lake Road	22.67% 68
Owen Road	27.33% 82
TOTAL	300

Q16 Do you feel the Township needs more entry level (young professional price point) housing options?

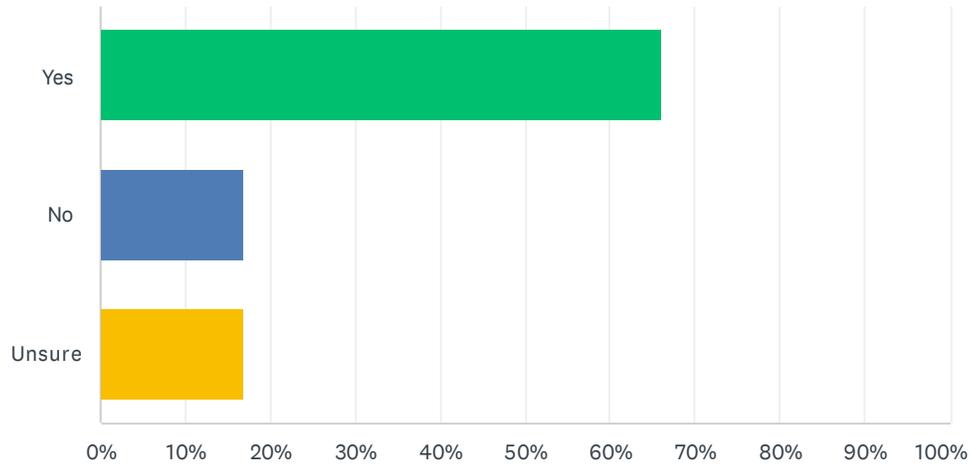
Answered: 306 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	48.69%	149
No	27.45%	84
Unsure	23.86%	73
TOTAL		306

Q17 Would you consider permitting accessory structures (i.e. mother-in-law suites) in single family residence?

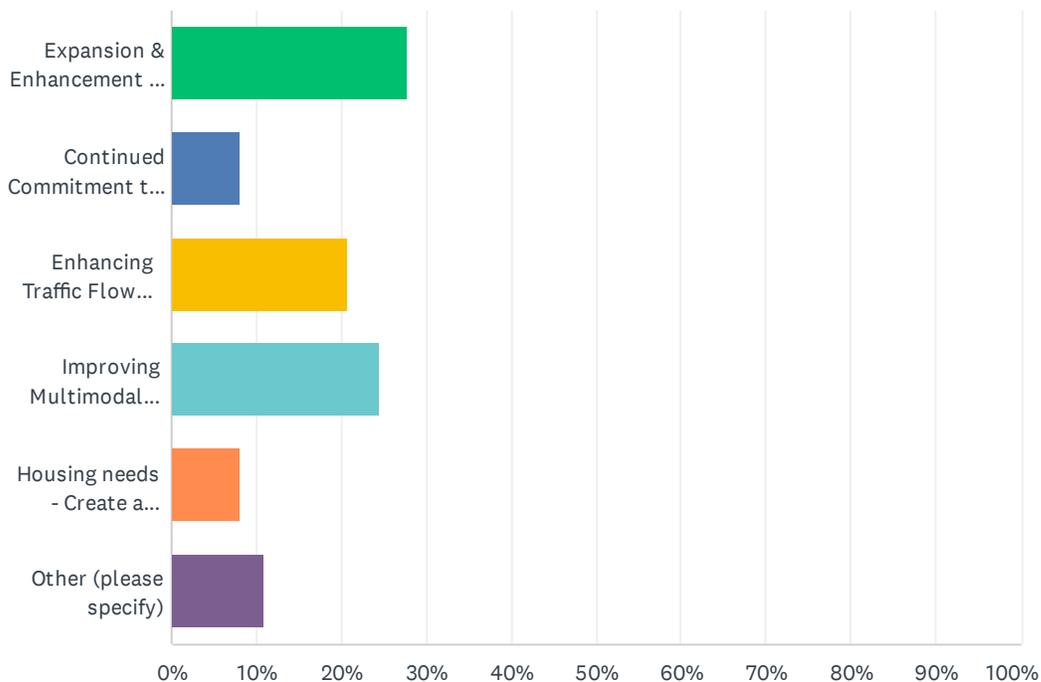
Answered: 307 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	66.12%	203
No	16.94%	52
Unsure	16.94%	52
TOTAL		307

Q18 What would you most like to see addressed in this Master Plan Update?

Answered: 306 Skipped: 3



ANSWER CHOICES	RESPONSES	
Expansion & Enhancement of Parks and Natural Areas	27.78%	85
Continued Commitment to Expanding Economic Development Opportunities	8.17%	25
Enhancing Traffic Flow, Aesthetics & Future Land Uses along the Thompson Road Corridor	20.59%	63
Improving Multimodal (Pedestrian & Bicycle) Connections	24.51%	75
Housing needs - Create a Diversity of Housing Options and Address ongoing Maintenance Challenges	8.17%	25
Other (please specify)	10.78%	33
TOTAL		306