

RESILIENT MONROE 2017 MASTER PLAN

City of Monroe, Michigan



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Prepared with assistance by

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INTRODUCTION

The Master Plan is the official document used to guide the future development and growth of the community and the management of its resources. Organized through a series of goals, objectives and strategies, the master plan provides the framework and basis for sound decision-making and establishes a clear direction and expectations for the community.



Historic bird's eye drawing of the City of Monroe

A History of Planning & Development in Monroe

The City of Monroe's current development pattern has evolved over a period of more than 200 years. A trail route once used by early Native American Tribes was used to install one of the state's first telegraph lines in the 1900's. Today, the Telegraph Road corridor is one of the busiest transportation corridors in the community.

Although the City's first zoning ordinance and map were adopted in 1929, the first comprehensive plan wasn't formally adopted until 1964. The last update to the Master Plan was completed in 2003.

The master plan:

- Expands upon the Goals and Strategies adopted by the City.
- Identifies and evaluates existing conditions and characteristics, community values, trends, issues and opportunities as the factual basis for decision-making.
- Gives guidance to property owners, citizens, developers, regional and state agencies and neighboring jurisdictions about expectations and standards for public investment and future development.
- Solidifies the vision for the community.
- Establishes the basis for the zoning ordinance, capital improvements, new policies and other implementation tools and programs.
- Provides the framework for day-to-day planning and land use decisions by city staff, the Citizens Planning Commission and the City Council.
- Establishes the basis for the policies and tools that help build greater community resilience.
- Builds an informed constituency that can help support and participate in plan implementation.
- Builds support for the allocation of funding and helps leverage funding from regional, state and federal agencies.

- Establishes alignment among the City's other policy documents, such as the Parks and Recreation Master Plan, River Raisin Heritage Corridor-East Master Plan, DDA Plan and CIP.
- Provides a framework for the community to utilize redevelopment ready practices.

The master plan is intended to take a long-range view of the community, guiding growth, development, and redevelopment for the next 20 years and beyond, while providing flexibility to respond to changing conditions, innovations and new information.

The master plan identifies important natural and cultural resources that contribute to quality-of-place and provides recommendations on how they can be preserved, enhanced and incorporated into future development plans. The master plan describes where new development should be directed and the character and standards to which new buildings should adhere to. In addition, it identifies the characteristics of neighborhoods, ways to improve public health and improvements to the transportation system. The master plan also identifies how the community can better adapt to changes in the earth's climate and become more resilient.

MASTER PLAN FRAMEWORK

The City of Monroe Master Plan has been prepared under the direction of and with direct participation by the Monroe Citizens Planning Commission. The components and content of the master plan and the master planning process were established by the Citizens Planning Commission under the following framework.

Building Community Resilience

Resilience can be described as the capacity of a community to withstand and recover from a shock or serious misfortune without permanent disruption. Communities that are resilient are able to learn from adversity and adapt quickly to change. In general, the most important characteristics of community resilience are:

- Strong and meaningful social connections
- Social and economic diversity
- Innovation and creative problem-solving capacity
- Extensive use of ecosystem services (the process by which the environment produces resources utilized by humans, such as clean air, water, food, and materials)

To become resilient, communities must have the capacity to be adaptive. Adaptation is a critically important part of resilience because it allows communities to prevent further harm from disasters and disruptions while making the most of new conditions. Communities that become resilient start by assessing their vulnerabilities and then make plans to reduce their sensitivities and exposures to hazards. For example, local officials can adopt building and zoning standards that help reduce heating and cooling challenges posed by severe temperature swings.

Public planning processes can help increase civic engagement by improving communications and cooperation between cultural and service organizations and assuring more effective community projects.

To improve economic resilience, Monroe can work to encourage and support the local production of goods, increasing self-reliance and reducing the flow of funds out of the community. Programs to encourage local investing and entrepreneurship are helpful in building both employment and production capacity. Local



River Raisin Heritage Trail

investments, consumption of locally produced products, and locally owned businesses all help to diversify the community's economy, providing greater resilience.

Build on What's Already Working

Monroe's last master plan, the *City of Monroe Comprehensive Plan*, was adopted in 2003. The comprehensive plan was a thorough and well-articulated document, describing the current conditions of the community and identifying key community goals. Many of these goals have been realized, such as the River Raisin Heritage Trail which connects downtown to Sterling State Park.

In the thirteen years since the plan was adopted, the City of Monroe (along with the State of Michigan) has been forced to deal with a number of new challenges - most notably, our state's rapid transition from an "old economy" to a "new economy." While the conditions and challenges of the community have changed, many of the goals and policies outlined in the 2003 *Comprehensive Plan* remain applicable. Therefore, the *Resilient Monroe Master Plan* is intended to build upon the 2003 *Comprehensive Plan*, while giving a new roadmap to implementation in a changing world.

What is Community Resilience?

Community Resilience is a measure of the sustained ability of a community to utilize available resources to withstand and/or recover from adverse situations.



Monroe City Hall

Keys to Success in the New Economy

1. Plan for Place
2. Attract Knowledge Workers
3. Leverage History
4. Leverage Water Resources

Plan for Place

Placemaking is the process by which we collectively design and manage elements of the public realm (markets, waterfronts, plazas, streets, parks, neighborhoods, downtowns, etc.) to create places that are appealing, accessible, sociable, comfortable, and support activity. Placemaking helps to define the pattern and use of the built environment and how well people are able to access, connect and move around in it. Placemaking can also help build and enhance sense-of-place by supporting social interaction around common interests.

Placemaking is not a new concept. In the 1960's, urban activists like Jane Jacobs talked about the need to create lively neighborhoods and inviting public spaces. Many placemaking concepts are rooted in the principles of Smart Growth (see right) and the New Urbanism movement of the 1990's.

The most prominent state-wide effort to encourage and support placemaking in Michigan is the *MPlace Initiative*. *MPlace* is a statewide initiative whose purpose is to research and develop innovative placemaking tools, educate community leaders on the value and importance of placemaking and provide assistance to communities looking to implement placemaking tools. Through these efforts, the Initiative hopes to create communities that are better able to attract and retain the knowledge workers (those that make their living through technical expertise) and entrepreneurs that are able to compete in the global economy. The Initiative is supported by a coalition of 14 state agencies and government advocacy organizations, including

the Michigan State Housing and Development Association, the Michigan Municipal League and Michigan State University's Land Policy Institute.

Because placemaking is such an important part of planning and economic development, especially for a historic community like Monroe, placemaking recommendations will be inserted throughout this document to complement the overall vision.

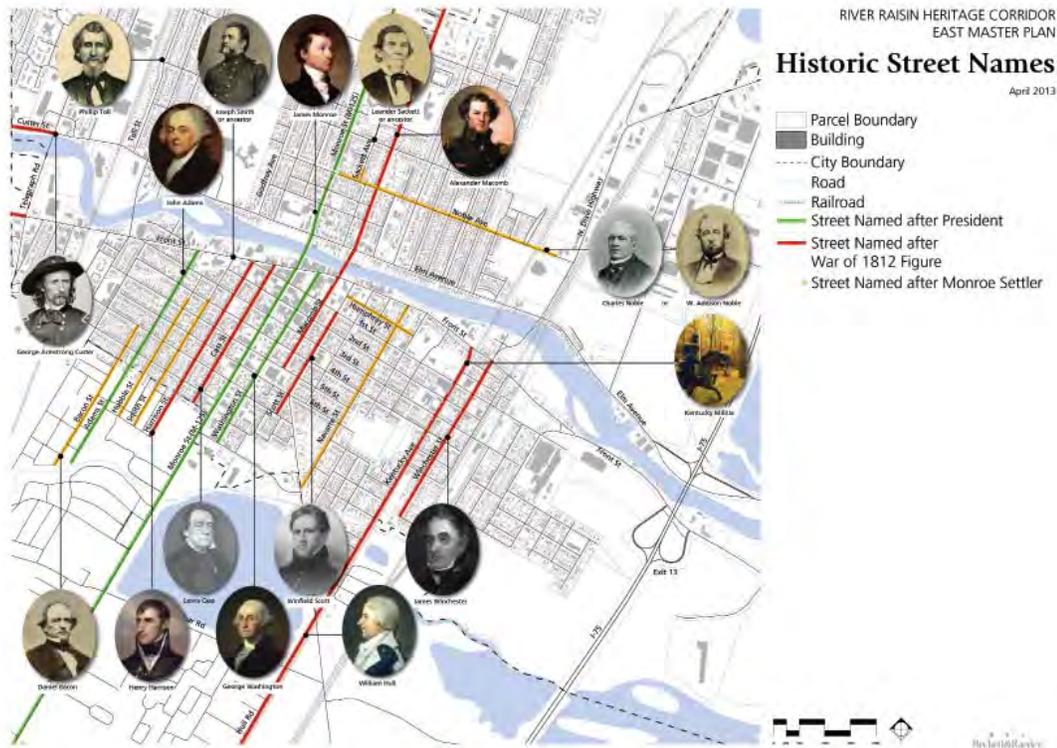
Plan for the New Economy

Since the industrial revolution in the 1800s, Michigan's economy has been heavily based on industrial and manufacturing activities. Cities defined themselves and their economies on the basis of their manufacturing infrastructure and their ability to accumulate equipment, land and economic incentives. However, over the past 40 years, technologies such as broadband digital communications and the rapid transport of agricultural and manufactured goods have changed the global economy. Many manufactured goods can now be produced anywhere in the world and transported everywhere else, increasing global competition. As a result, many manufacturing jobs have been and are being moved to countries with lower labor and related costs.

The trend toward moving jobs to other, lower-cost countries together with the continuing automation of processes has resulted in the nation, as a whole, losing manufacturing jobs. The impact of this changing trend has been particularly hard on Michigan's economy, which has relied more heavily on manufacturing than many other state economies.

Future economic growth in Michigan will come in the high-technology and service sectors, including health care, financial management, highly-skilled manufacturing, human services, tourism, and the food industry. While the recovering manufacturing sector will remain a major component of our state's economy, most of the jobs already lost will not return. Rather than compete for a decreasing number of manufacturing jobs communities and regions should embrace this "New Economy".

The New Economy is defined as a global, entrepreneurial and knowledge-based economy where business success comes increasingly from the ability to incorporate knowledge, technology, creativity and innovation into their products and services. In the new economy, talented, well-educated people choose where to live first, then look for or create jobs.



So, how does Monroe compete and thrive in the New Economy? The City must continue to make investments in place-based attributes like alternative forms of transportation, arts and culture, green infrastructure, multiple housing options and mixed uses. It also means engaging and building partnerships with diverse sectors within the community. While investment in New Economy resources is important, it doesn't mean Monroe should turn its back on its manufacturing industries. The manufacturing operations and multi-modal transportation infrastructure near the Port of Monroe have been and will continue to be a fundamental component to the City's economy. The City should continue to explore ways in which it can cluster new manufacturing near existing operations and invest in the type of industry that thrives in the New Economy.

Leverage the City's History

Monroe is one of Michigan's oldest communities. Due to long-standing preservation efforts, many of the City's historic structures remain intact. Monroe has three historic districts listed on the National Register of Historic Places, six National Historic Sites, six sites listed on Michigan's State Register of Historic Places, and almost 40 locally designated historic resources. In addition, there are 60 historic markers scattered throughout the City. The City's historic homes, buildings, battlefields and sites help to define the character and sense-of-place of the community.

Monroe's status as the third oldest community

in Michigan should be leveraged to improve economic vitality and quality of life. The history is literally baked into the City's streets. The map on this page, which was originally created by Beckett and Raeder for the River Raisin Heritage Corridor-East Master Plan, shows the historic origin of the street names in Monroe's core. Most are named after important figures in the War of 1812 and other events from American history.

One of the most significant historic sites in Monroe is the River Raisin National Battlefield Park. The Battlefield is the site of one of the most devastating battles of the War of 1812 - one in which the U.S. Army was soundly defeated. After the victory, British and Native American forces killed the remaining American troops who were too wounded to be taken to nearby Fort Malden. This incident inspired "Remember the Raisin" which was used as a rallying cry for future battles and the recruitment of soldiers. In 2009, the River Raisin Battlefield site was officially recognized as a National Battlefield Park by the National Park Service.

Looking for better ways to capitalize on the designation, as well as the recreational and cultural assets surrounding the battlefield, the City of Monroe initiated a placemaking concept-generation and planning process, which culminated with the development of the *River Raisin Heritage Corridor-East Master Plan*. The Plan outlines a series of redevelopment elements in seven unique "activity zones" around and adjacent to the National Battlefield. The City

Smart Growth Principles

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty and critical environmental areas
7. Strengthen and direct development toward existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair and cost effective
10. Encourage community and stakeholder collaboration in development decisions



*River Raisin Battlefield
Rendering by
Beckett & Raeder*

intends to use the Plan as a guide to reposition itself as a destination for historical, cultural, recreational and ecological tourism. This Master Plan supports the recommendations of the Battlefield Plan, and the Battlefield Plan should be considered an addendum to this plan.

Leverage the City's Water Resources

Monroe is fortunate to be situated along some of the most beautiful waterways in southeast Michigan. The River Raisin is part of a 1,072 acre watershed that encompasses parts of five counties. The river passes directly through the City before it empties into Lake Erie. For many years, the City turned its back on the river. However, more recently, the City worked to develop a pedestrian riverwalk along the south-side of the river. Monroe continues to seek out new pedestrian connections to the river and opportunities to establish mixed-use development that faces and overlooks this tremendous asset. Through Great Lakes Restoration funding, the City has removed or modified a series of dams on the river to provide for new opportunities for economic development and recreation along the river.

The River Raisin is also home to the Port of Monroe, which is one of the premier transportation and shipping hubs on the Great Lakes (and the only Michigan Port on Lake Erie) and a vital part of the City's economic system. Monroe also sits on the shore of Lake Erie. Lake Erie is part of the Great Lakes, the largest system of interconnected fresh-water lakes in the world. Areas along the lake are primarily used for residential and industrial purposes. However, the lakefront is also home to Sterling State Park and an International Wildlife Refuge.

Consider the Region

This Master Plan provides the framework for future land use and planning decisions for the City. However, many of the land use and planning issues that regularly confront city staff and public officials are not defined by a municipal boundary; they are part of a much larger regional context. For example, the City shares the lakefront with its neighboring townships, farmers from throughout the county sell their produce at the farmers market and streets transport residents throughout the region. Therefore, it is essential that the City of Monroe work and communicate with its neighbors and consider how their local land use decisions impact the greater community.

MASTER PLAN PROCESS



The Resilient Monroe Master Plan was developed through two different but parallel processes.

The community-wide planning process was structured into four major phases that included the following tasks:

CAT Team Meetings at Monroe County Community Center

Regional Planning Process

The regional Resilient Monroe planning effort involved direct participation from public officials and community stakeholders from the City, Monroe Charter Township, and Frenchtown Charter Township. To oversee this project, a Community Planning Committee (CPC) was formed. The CPC consisted of elected officials and planning commissioners from the City and two townships.

The results of this multi-faceted planning process culminated with the *Resilient Monroe Resource Atlas*. The *Resource Atlas* provides detailed information about the current social, economic and environmental conditions and trends of the community. The *Resource Atlas* also provides a series of recommendations and options for action for the community. The information and recommendations outlined in the *Atlas* provide the foundation from which this Master Plan was developed. *The Resources Atlas* is cited throughout the Master Plan and should be directly referenced whenever additional questions or clarifications are warranted.

1. City Planning Process

The Resilient Monroe city master planning effort was directed by the City of Monroe Citizen Planning Commission. While the results of the civic engagement process and recommendations of the *Resource Atlas* were used to help guide the development of the City Master Plan, the planning commission hosted additional meetings to discuss specific topics related to the City, such as parks, redevelopment areas, housing, neighborhoods and future land use. Through these additional discussions, the Planning Commission was able to develop a Master Plan for the City.

CIVIC ENGAGEMENT ACTIVITIES



*Student outreach (left)
and citizen participation (right)*

2. Public Gatherings

The project team convened three public gatherings in different parts of the community, making brief presentations about the potential for improving community resilience to better manage the challenges of global climate change and economic turbulence. These gatherings also provided an opportunity to receive public comments on issues of concern and hope for the future challenges of global climate change and economic turbulence.

3. Leadership Summit

The Resilient Monroe project team offered a day-long Leadership Summit to engage interested citizens, public officials and community leaders in a more in-depth discussion. This summit posed questions to community leaders to help better understand and come to grips with the challenges of climate change and our evolving global economy. At the end of the day, participants broke into smaller groups to discuss their vision and goals for the community's future. This exercise helped foster and support more in-depth discussions undertaken by the *Community Action Teams (CAT)*.

4. Youth Initiative

The Youth Initiative was designed as a two-day asset mapping, community visioning and goal



setting project involving students from Monroe High School and Jefferson High School. The curriculum consisted of interactive, hands-on and group focused planning activities. On the first day, after discussing the importance of local government and land use planning, students worked together to identify the most important assets in the Monroe Community in an activity called *Crayon Your Community*.

Following that, students used aerial photographs to envision the best possible scenarios for their community, assuming no monetary or political constraints. The second session focused on challenges that the Monroe Community faces, and innovative, community driven ideas for overcoming those challenges. Students were asked to brainstorm ways to thrive with an aging population, a transitioning economy and a variable climate. The students compiled a list of their recommended community development projects. Then, the students conducted a survey to find out how proposed projects would be rated among their peers. Participants at these schools were asked to rate each of the proposed projects, using a scaled system to determine interest and importance to the community.

Community Action Teams (CAT)

Citizens from throughout the community were invited to join a set of working sessions to develop topic-specific community planning recommendations for the three participating jurisdictions. Participants were asked to select one of six topics to examine and discuss together in groups known as *Community Action Teams*. The teams were organized under the following six distinct topics:

1. Access and Transportation
2. Agriculture and Food
3. Human and Social
4. Natural and Environmental
5. Business and Economy
6. Buildings and Neighborhoods

A diverse group of approximately 75 individuals participated in a series of four CAT meetings during the months of May, June and July of 2013. CAT members represented the public and private sector, and included farmers, elected officials, church leaders, non-profit directors, private business leaders and numerous other stakeholders. Participants chose the system or topic they were most interested in working on. At each meeting, all six teams gathered in a large meeting space to hear a short presentation on aspects of planning for community resilience.

Then, the teams conducted separate discussions followed by a short period for reporting to the larger group. Each team had a discussion leader, a facilitator and at least one Community Planning Committee representative. The primary work of the participants focused on identifying key goals that would address community-wide issues and concerns. These goals were further developed by each CAT to include underlying objectives and specific task lists. The following is a listing of the overall goals developed by the CAT participants - many of which are incorporated into this master plan.

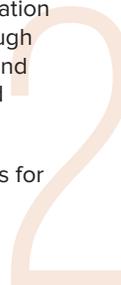
Access and Transportation

- Improve the physical appearance of regional highways and freeways
- Reduce impacts of noise from highways and railways
- Create a multi-modal, connected, integrated transportation system
- Improve connectivity throughout the three jurisdictions
- Develop and conduct a pavement preservation program



Agriculture and Food

- Preserve existing farmland and maintain open space
- Develop and expand local agriculture and food-based business
- Transition young people into the farming profession
- Develop new crops for a new climate
- Increase the community knowledge & appreciation of local produce through community gardens and community supported agriculture
- Evaluate opportunities for local food processing



Human and Social

- Expand the Monroe County Alert Notification System (MCANS) emergency communication system to reach appropriate citizens when necessary
- Support interaction groups

3

Natural and Environmental

- Create, expand and enhance science and environmental education
- Adopt rigorous runoff pollution controls and best practices for all types of drainage
- Develop a living/working watershed that capitalizes on community assets
- Build regional collaboration for managing water resources
- Develop and install monitoring along the River Raisin
- Create more green space, including planting more trees
- Improve tax structures for farms, including incentives for environmental best practices
- Develop policies focused on oil exploration and hydraulic fracturing

4

Business and Economy

- Develop base jobs and expand local commercial and retail businesses
- Increase the number and diversity of business start-ups
- Raise the level of the community's average educational attainment
- Attract and retain younger professionals and entrepreneurs
- Create a comprehensive, coordinated multi-jurisdictional tourism corridor
- Maintain and enhance existing legacy manufacturers

5

Buildings and Neighborhoods

- High property standards for owner occupied, rental and commercial buildings
- Sustainable, maintainable infrastructure and housing
- Affordable housing and lifestyle options
- Optimized linkages between all major community features (natural, cultural, historical & economic)

6

Community Survey

The Community Planning Committee worked with staff to develop a public opinion survey for the residents of the community. The goal was to learn more about what residents like most about the community and what cultural and natural features are most important. The goal was to also learn what residents thought about key land-use planning and development concerns identified by the Community Planning Committee. The results of the community survey can be found in the *Resilient Monroe Resource Atlas*.

CITY COUNCIL GOALS & OBJECTIVES



MONROE, MICHIGAN

2016/2017

GOAL A: REVITALIZE NEIGHBORHOODS

- Objectives:
1. Establish Community Development Director and Neighborhood Services
 2. Implementation of Neighborhood Enterprise Zone (NEZ) Ordinance
 3. Seek State and Federal funding for neighborhood revitalization
 4. Initiate a broad-based neighborhood redevelopment plan in the Orchard East district
 5. Facilitate compliance of City property maintenance policies and programs



GOAL B: INVEST IN RECREATIONAL, CULTURAL, AND HISTORICAL ASSETS

- Objectives:
1. Implement recommendations of the Parks and Recreation Master Plan
 2. Implement City forestry asset plan
 3. Finalize Monroe Multi-Sports Complex study and implement recommendations



GOAL C: DEVELOPMENT OF RIVER RAISIN EAST MASTER PLAN & WINCHESTER CORRIDORS

- Objectives:
1. Implement recommendations of the River Raisin Heritage Corridor – East Master Plan
 2. Implement Winchester Corridor Plan and Winchester Bridge enhancements
 3. Seek State and Federal support funding to enhance development of the River Raisin and Winchester corridors in conjunction with other public, private, and non-profit partners



GOAL D: CONTINUE TO SUPPORT REVITALIZATION OF DOWNTOWN

- Objectives:
1. Conduct Retail Study and residential Target Market Analysis
 2. Conduct Downtown Strategic Plan
 3. Implement Downtown Strategic Plan recommendations

GOAL E: PROMOTE COMMUNITY PARTICIPATION AND AWARENESS PROGRAMS

- Objectives:
1. Enhance City Hall interaction with residents, visitors, & businesses through newsletter, written and digital communications
 2. Enhance technology to engage community involvement and feedback
 3. Complete Council Chamber technology improvements



GOAL F: PROVIDE QUALITY OF LIFE SERVICE WITH FISCAL RESPONSIBILITY

- Objectives:
1. Maintain funding for Capital Improvement Projects
 2. Continue reinvestment in community infrastructure
 3. Explore partnerships with surrounding governmental jurisdictions
 4. Enhance Customer Service
 5. Implement Branding Initiative

Mayor - Robert E. Clark City Council - Paula L. Whitman, John Iacoangeli, Kellie M. Vining, Charles D. Evans, Gloria Rafko, and William D. Sisk

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2

THE PEOPLE OF MONROE

The Monroe population reflects the rich history of the City of Monroe, and the impact of early French explorers and subsequent waves of European immigrants that settled in the area is still apparent. The City is predominately white, with less racial diversity as compared with the state average. Prior to World War II, Monroe was primarily a farming community, but now farming accounts for less than 0.5 percent of jobs in the workforce. Predominant jobs for the past two decades have been automobile supply chain and other industrial manufacturing related industries. As with much of southeast Michigan, the City of Monroe has lost many of its high paying manufacturing jobs over the last decade. As a result, the City has a slightly lower median household income as compared to the state average.

CITY PROFILE



River Raisin Jazz Festival, an annual event every August in St. Mary's Park

The following section describes the population and socioeconomic statistics, housing status, and health characteristics and trends of the City of Monroe. For the purpose of this document, figures are provided by the US Census Bureau for 1990, 2000 and 2010, and by the US Census American Community Survey 5-Year Estimates for 2010-2014. In some instances, the 2011 and 2012 population statistics and forecast data developed by Southeast Michigan Council of Governments (SEMCOG) were included for more current reference.



*Downtown Monroe
Street Art Fair*

Based on data published by the U.S. Census Bureau, there were 20,733 people living in the City of Monroe in 2010; a 6% decrease in the population recorded in 2000. Table 2.1 presents the population trends from 1990 to 2010 for the City of Monroe, Monroe County, Southeast Michigan and the State of Michigan. Compared to regional trends across southeast Michigan, the population loss in the City of Monroe is greater than the regional average.

Table 2.1: Population Trends

	1990	2000	% Change 1990-2000	2010	% Change 2000-2010	2016	% Change 2010-2016
City of Monroe	22,902	22,076	-3.6%	20,733	-6.1%	20,451	-1.4%
Monroe County	133,600	145,945	9.2%	152,021	4.2%	149,176	-1.9%
Southeast Michigan	4,590,468	4,833,368	5.3%	4,704,809	-2.7%	4,725,876	0.4%
State of Michigan	9,295,297	9,938,444	6.9%	9,883,640	-0.6%	9,917,715	0.1%

**SEMCOG July 2016 Estimate*

Although there is no way to predict the total population growth with certainty, it is important to consider these forecasts while developing public policy and land use regulations. Table 2.2 presents the population projections for the City of Monroe for the next 30 years. These population forecasts developed by SEMCOG in 2012 suggest that a decrease in the overall population in the City of Monroe can be expected through 2010, and the projected 2040 population for the City of Monroe is predicted to be less than the population recorded in 2010. According to SEMCOG, these projections are based on historical data and established, well-tested computer models used in large metropolitan areas across the United States.



Educational opportunities in and out of the classroom

Table 2.2: Population Projections

	2010	2020	2030	2040
Population	20,733	19,899	19,995	20,164
Percent Change (from 2010)	0%	-4.2%	-3.7%	-2.8%

Source: SEMCOG

In 2000 and again in 2010, citizens identified as “white” made up between 85% and 90% of the population within the City of Monroe. The number of citizens defined by a race other than “white” is relatively small. However, between 2000 and 2010, each of these populations (except “Asians”) experienced a modest increase. The largest of these minority populations in the City of Monroe is the Black population. Table 2.3 presents the racial make-up of the City of Monroe for 2000 and 2010.

Table 2.3: Racial Make-Up

Race	2000		2010		Change 2000-2010	2014		Change 2010-2014
	Number	Percent	Number	Percent		Number	Percent	
White	20,060	90.9%	18,335	88.4%	-8.6%	18,270	89.3%	-0.4%
Black	1,120	5.4%	1,293	6.2%	15.4%	1,316	6.4%	1.8%
American Indian	53	0.2%	91	0.4%	71.7%	182	0.9%	100.0%
Asian	186	0.8%	142	0.7%	-23.7%	41	0.2%	-71.1%
Hawaiian	4	0.0%	6	0.0%	50.0%	0	0.0%	-100.0%
Other	199	0.9%	246	1.2%	23.6%	141	0.7%	-42.7%
Multi-Racial	454	2.1%	620	3.0%	36.6%	505	2.5%	-18.5%
Hispanic	610	2.8%	860	4.1%	41.0%	988	4.8%	14.9%



Table 2.4: Age Distribution in the City of Monroe

Stage of Life	Age Group	2010	2020	2030	2040	Change (2010 -2040)	
						Number	Percent
Preschool	Under 4	1,561	1,269	1,173	1,116	-445	-28.5%
Elementary/Secondary	5 to 17	3,874	3,009	3,024	3,139	-735	-19.0%
College	18 to 24	1,884	1,542	1,334	1,367	-517	-27.4%
Young Family	25 to 34	2,731	2,915	2,704	2,420	-311	-11.4%
Established Family	35 to 59	6,881	5,848	5,544	5,878	-1,003	-14.6%
Mature Family	60 to 64	1,041	1,354	1,118	902	-139	-13.4%
Retired	65+	2,761	3,962	5,098	5,342	2,581	93.5%
Total	20,733	19,899	19,995	20,164	-569	-2.7%	

*Monroe County Fair (left)
High School baseball (right)*

Source: SEMCOG

The age distribution of a community can be an important factor in identifying social and economic trends as well as public service needs. There are several identifiable stages individuals go through during the span of a lifetime. Table 2.4 characterizes Monroe residents in the seven life-stages including: (1) Preschool; (2) Elementary/Secondary; (3) College; (4) Young Family; (5) Established Family; (6) Mature Family; and (7) Retired.

The Retired group is the third largest cohort. However, according to SEMCOG projections, the number of people in the Retired group will increase substantially in coming years. The population in this age group is projected to increase by over 90% in the City of Monroe. The Retired group is the only age group predicted to increase over the next 30 years. Increases in the older adult population will present challenges to the City. By offering a diversity of social services, neighborhoods where individuals can age in place, and accessible transportation options, communities can greatly improve the quality of life offered to the senior population.

Of particular interest is the projected decline in young residents. The Preschool, Elementary/Secondary, and College categories are all projected to decrease in the City of Monroe through 2040 (See Table 2.4). This raises concern for both schools and planners as the number of families and schoolchildren will drop.

As with most of Michigan, the median household income declined from 2000 to 2010 in the City of Monroe (see Table 2.5). The trend of income decline is consistent with Monroe County and the State of Michigan. This loss of income across Michigan is often attributed to the general decline in high-paying manufacturing jobs. As of 2010, the median household income was lower in the City as compared with Monroe County.

Historic Sawyer House



Table 2.5: Median Household Income

Community	5-Yr. ACS 2010 (Dollars)	Change 2000-2010 Dollars	Percent Change 2000-2010	5-Yr. ACS 2014 (Dollars)	Change 2010-2014 Dollars	Percent Change 2010-2014
City of Monroe	\$42,673	-12,050	-22.0%	\$45,037	2,364	5.5%
Monroe County	\$55,366	-12,358	-18.2%	\$54,911	-455	-0.8%
State of Michigan	\$53,242	-12,173	-18.6%	\$49,087	-4,155	-7.8%

Note: ACS (American Community Survey) is an ongoing Census Bureau survey that samples a small percentage of the population every year.

The percent of and households living in poverty is higher in the City of Monroe as compared with the County (15% as compared with 9% in Monroe County). Income is often an indicator of educational attainment in a community. Educational attainment is slowly rising in the City (See Table 2.6).

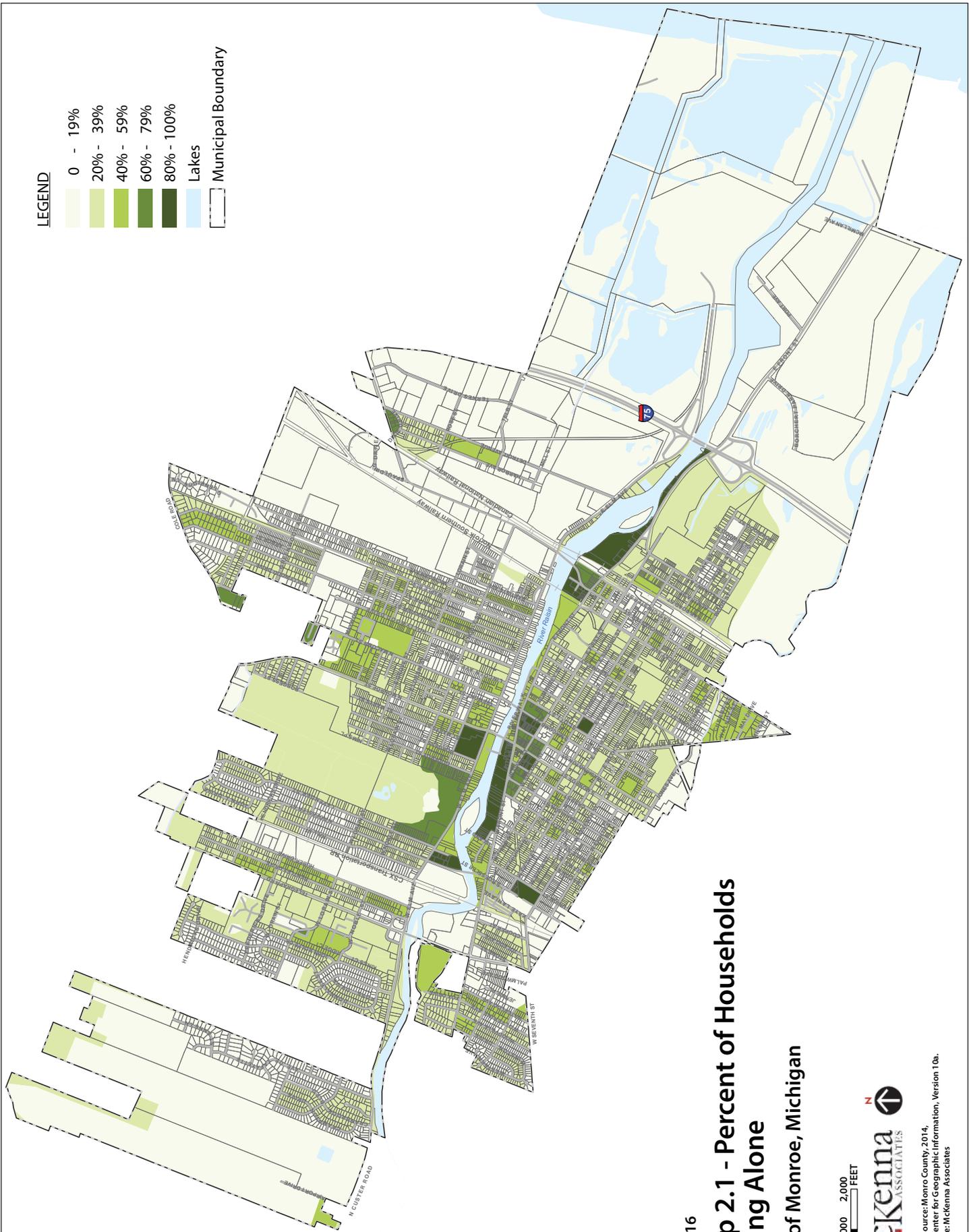
Table 2.6: Educational Attainment

	Did Not Graduate High School		High School Graduate		Associate Degree or Some College		Bachelor's Degree or Higher	
	5-Yr. ACS 2014	Percent Change 2010-2014	5-Yr. ACS 2014	Percent Change 2010-2014	5-Yr. ACS 2014	Percent Change 2010-2014	5-Yr. ACS 2014	Percent Change 2010-2014
City of Monroe	11.4%	-1.0%	35.2%	1.1%	34.7%	1.7%	18.8%	-1.7%
Monroe County	10.3%	-2.0%	35.7%	-2.1%	35.5%	2.6%	18.5%	1.5%
Southeast Michigan	12.0%	-0.2%	28.0%	-0.5%	31.0%	0.1%	28.0%	-0.5%

Consistent with trends observed nationwide, the average household size is decreasing in the City of Monroe. Average household size is projected to continue to decline to 2.27 in the City of Monroe by 2040. According to the U.S. Census, 36% of households in the City of Monroe qualify as non-family households. This is of particular concern with respect to vulnerable populations that are living alone. As illustrated in Map 2.1, there is a high concentration of people living alone in the downtown district. Young professionals and retirees living alone tend to live near the downtown district because there is generally a greater diversity of housing options and better access to services.

LEGEND

- 0 - 19%
- 20% - 39%
- 40% - 59%
- 60% - 79%
- 80% - 100%
- Lakes
- Municipal Boundary



8/26/16

Map 2.1 - Percent of Households Living Alone

City of Monroe, Michigan



Base Map Source: Monroe County, 2014,
Michigan Center for Geographic Information, Version 1.0a.
Data Source: Mckenna Associates

PUBLIC HEALTH



River Raisin Heritage Trail

According to the County ranking system, rates of obesity and inactivity are higher in Monroe County as compared with the state average.

Mortality Rate is a measure of the number of deaths in a given population.

Morbidity Rate refers to the incidence rate, or the prevalence of a disease or medical condition.

There are a variety of factors that impact the general health of a community. For example, people who live in communities with safe and accessible parks and recreation spaces are more likely to exercise, which reduces heart disease risk. Access to places with healthy food and a variety of transportation options are also shown to be predictors of better health. According to the American Public Health Association, making healthy foods more affordable, improving sidewalk, street, and land-use design to encourage physical activity, and banning public, workplace, and residence smoking are among the most effective public health strategies.¹

Planners and planning commissions can play an important role in fostering healthy communities by understanding how their land use decisions will impact residents' health. Today, more than ever, planners and public health officials are collaborating on planning and public health policies to improve the overall public health in local communities.

As extreme heat events increase in intensity and frequency, risk of heat-related illness and death will increase, the risk of drought and wildfire worsens, and air pollution is often intensified. With an increase in frequent extreme precipitation and associated flooding, injuries and waterborne disease are likely to increase. Certain groups of people are more vulnerable to the range of climate change-related health



impacts, including older adults, children, low income residents, and those with existing health conditions. Other populations are vulnerable because of where they live, such as on floodplains, adjacent to large industrial facilities, and places lacking multi-modal infrastructure.

The Robert Wood Johnson Foundation and the University of Wisconsin collaborated to produce the *County Health Rankings & Roadmaps*, a community health ranking system of counties across the country. This resource ranks counties in terms of health outcomes and health factors. Health outcomes represent how healthy a county is while health factors represent what influences the health of the county. For example, mortality and morbidity rates are measures of health outcomes. Health factors include diet and exercise, access to healthcare, education and income, and the built environment. All of these factors are measurable. The underlying assumption is that by identifying and improving health factors, a community can improve health outcomes through targeted community planning and health policies.

Table 2.7 presents data gathered on health outcomes in Monroe County. While there is not health data available unique to the City of Monroe, data for Monroe County can shed light on city-wide health statistics. The county ranks 37th in the quality of health outcomes out of 82 counties in the State of Michigan that have data on health outcomes. Overall, the incidence of premature death is lower than the incidence of morbidity.

¹ American Planning Association Magazine October 2013 Issue



High School Cross Country
at Munson Park

Table 2.7: Health Outcomes in Monroe County

	Monroe County	Error Margin	Michigan	National Benchmark*	Rank (of 82)
Health Outcomes					37
Mortality					28
Premature Death <i>(Years of potential life lost before age 75 per 100,000 population)</i>	6,696	6,229-7,164	7,254	5,317	
Morbidity					47
Poor or fair health <i>Percent of adults reporting fair or poor health, 2005-2011 (age-adjusted)</i>	14%	12-18%	14%	10%	
Poor physical health days <i>Average number of physically unhealthy days reported in past 30 days, 2005-2011 (age-adjusted)</i>	3.5	2.8-4.1	3.5	2.6	
Poor mental health days <i>Average number of mentally unhealthy days reported in past 30 days, 2011-2013 (age-adjusted)</i>	3.8	3.0-4.6	3.7	2.3	
Low birth weight <i>Percent of live births with low birth weight (< 2500 grams)</i>	7.20%	6.7-7.7%	8%	6%	

Residents in Monroe County have less access to parks as compared to the state average (see Table 2.9).

Source: Robert Wood Johnson Foundation / University of Wisconsin

Out of the 82 counties in Michigan with health information available, Monroe County ranks 73rd in the quality of ‘Clinical Care.’ As is shown in Table 2.8, preventable hospitalizations are significantly higher, and some health screenings are significantly lower, in Monroe County than in the state overall. There are also about half as many primary care physicians and dentists per person in Monroe as compared with the rest of the state. This could be due in part to the fact that Monroe County is adjacent to counties with large population centers including Wayne County, Washtenaw County, and Lucas County (Ohio).

Table 2.8: Monroe County Health Factors: Clinical Care

	Monroe County	Error Margin	Michigan	National Benchmark*	Rank (of 82)
Health Factors					43
Clinical Care					73
Uninsured <i>Percent of population < age 55 without health insurance, 2010</i>	1%	10-12%	14%	11%	
Primary Care Physicians <i>Ratio of population to physicians, 2011-2011)</i>	2,666:1		1,271:1	1,067:1	
Dentists <i>(Ratio of population to dentists, 2011-2012)</i>	3,069:1		1,626:1	1,516:1	
Preventable hospital stays <i>Per 1,000 Medicare enrollees, 2010</i>	88	83-93	70	47	
Diabetics <i>Percent that receive screening, 2010</i>	77%	r4-81%	86%	90%	
Mammography Screening <i>Percent of females that receive screening, 2010)</i>	62%	57-66%	67%	73%	

Source: Robert Wood Johnson Foundation / University of Wisconsin

Table 2.9 indicates that there is significantly more fine particulate matter in the air in Monroe County than is typical for the state as a whole. It is also interesting to note that access to parks in Monroe County is significantly lower than the state average. However, the City of Monroe does have a higher concentration of public parks than the neighboring townships.

Table 2.9: Physical Environment and Health in Monroe County

	Monroe County	Error Margin	Michigan	National Benchmark	Rank (of 82)
Health Factors					43
Physical Environment					68
Daily fine particulate matter <i>Average Daily Measure in micrograms per cubic meter, 2008</i>	12.3	12.1-12.4	9.9	8.8	
Access to recreational facilities <i>Rate per 100,000 population, 2010</i>	9		9	16	
Limited access to health foods <i>Percent of population who lives in poverty and more than 10 miles from a grocery store</i>	5%		6%	1%	
Fast food restaurants <i>(Percent of all restaurants that are fast food, 2010)</i>	51%		49%	27%	
Physical Environment					
Community Alone <i>American Community Survey, 5-year estimates, 2007-2011</i>	87%		88%		
Access to parks	23%		37%		

Source: Robert Wood Johnson Foundation / University of Wisconsin

Tables 2.10 and 2.11 were compiled by the Michigan Department of Community Health and are based on key health indicators of chronic disease or unhealthy behaviors and risk factors derived from the Michigan Behavioral Risk Factor surveys, hospitalization data, and access to health care indicators.

As illustrated in Table 2.10, the rates of disability and obesity are slightly higher in Monroe County than in the state of Michigan overall and the rates of arthritis are significantly higher in Monroe County than the state overall.



Promedica Monroe Hospital

Residents in Monroe County have less access to parks as compared to the state average.

Table 2.10: Self Reported Condition from a Behavioral Risk Factor Survey

Condition Reported	Rate (Percentage)	
	Monroe County	Michigan
Disability	26.4	23.7
Asthma(Still)	10.1	10.1
Asthma(Ever)	15.8	15.6
Diabetes	8.8	9.5
Heart Attack	4.5	4.6
Angina or Coronary Heart Disease	4.0	4.8
Stroke	3.1	2.8
Any Cardiovascular Disease	9.8	8.9
Obesity	37.3	30.9
Arthritis	46.4	31.5

Source: Monroe County Health Department

Table 2.11 is a compilation of data from regional hospitals in the Monroe area. Interestingly, hospitalizations for asthma are significantly higher for females and adults in Monroe County than the state overall rates.

Table 2.11: Asthma and Hospitalization Rates in Monroe County

		Asthma Hospitalization		
		Average Number per Year in Monroe County	Rate per 10,000 People in Monroe County	Rate per 10,000 People in Michigan
Total		294	18.9	16.2
Sex	Male	96	13.5	12.4
	Female	98	24.2	19.5
Race	White	253	17.1	11
	Black	13	35.2	45.1
Age	0-17	60	17.5	17.1
	≥ 18	234	19.4	15.8

Source: Monroe County Health Department

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EXISTING CONDITIONS

The existing conditions of a community form the foundation on which the community's future is built. Without a deep understanding of the unique characteristics of the City of Monroe, the market it exists within, its history, and its geography, a plan's recommendations will be generic and difficult to implement. Therefore, on the following pages are a detailed analysis of the existing conditions in the City of Monroe as of the mid-2010s.

NATURAL FEATURES AND CLIMATE CHANGE



River Raisin

Natural Features

The City's natural features are some of the community's greatest assets, offering extraordinary opportunities for a range of activities and uses.

Natural features in the Monroe area have influenced its historic growth and development pattern. The Lake Erie Harbor and the River Raisin attracted the initial commercial and industrial development that grew into a larger community. Today, these significant features remain a visible element in the City's landscape. However, many of the other natural features such as woodlands, hills and some wetland areas have gradually been altered or removed by urban development.

Much of the alteration to natural features occurred when there was little appreciation of the functional value of wetlands and high demand for industrial property on the waterfront. Changes in philosophy toward the environment, however, have given Monroe an opportunity to explore the potential to reestablish some of the lost wetland and to better preserve those that remain, particularly along the river and lakefront.

Each development and redevelopment decision should carefully consider the benefits natural features provide and losses that occur when they are destroyed or altered. The key is, when possible, to prevent negative environmental

impacts before they occur through proper planning and enforcement of regulations that wisely manage natural features. In some cases, mitigation techniques can be used to help replace the features lost through development.

Despite the developed, urban character of the City, there are notable natural resources that should be considered in land use planning. Wetlands and other natural features offer a multitude of benefits and functions to city residents including:

- A variety of habitats that support an increase in wildlife diversity and amount.
- Groundwater purification, flood control, and pollution reduction.
- Active and passive recreation opportunities such as boating, fishing, skating, biking, swimming, sledding, walking, cross country skiing and water skiing.
- Views of the natural features that contribute to or create a more appealing community image, especially along the river.
- Woodlots and landscaping that help reduce pollution (carbon dioxide emissions, noise, water, waste) and improve aesthetics.
- Educational opportunities for citizens and visitors (natural history, biology, geology and ecology).



Geology and Soils

The bedrock in the Monroe area is predominately limestone and dolomite, with some sandstone and shale. The bedrock is directly overlain by a layer of clay till, deposited by receding glaciers.

The City of Monroe lies within a clay plain that gradually slopes toward Lake Erie to the east. The clay plain covers the bedrock, and the clay is dissected by large glacial drainage areas of sandy soil. Monroe owes its general lack of topographic relief to ancient lake beds.

According to the Soil Survey of Monroe County, Michigan, all soil associations in the Monroe area are classified as either *somewhat poorly* or *very poorly* drained. Because the City has low slopes, poorly drained soils, and an extensive network of rivers and tributaries, the area is prone to flooding. The presence of silty clay loam causes many areas in Monroe to be susceptible to ponding, especially in low-lying pockets.

Flood Plain

In 2014, the Federal Emergency Management Agency (FEMA) developed a new Flood Insurance Study together with a new Flood Insurance Rate Map (FIRM) for the City of Monroe. These are most authoritative documents available to define flood hazard exposure in the City of Monroe.

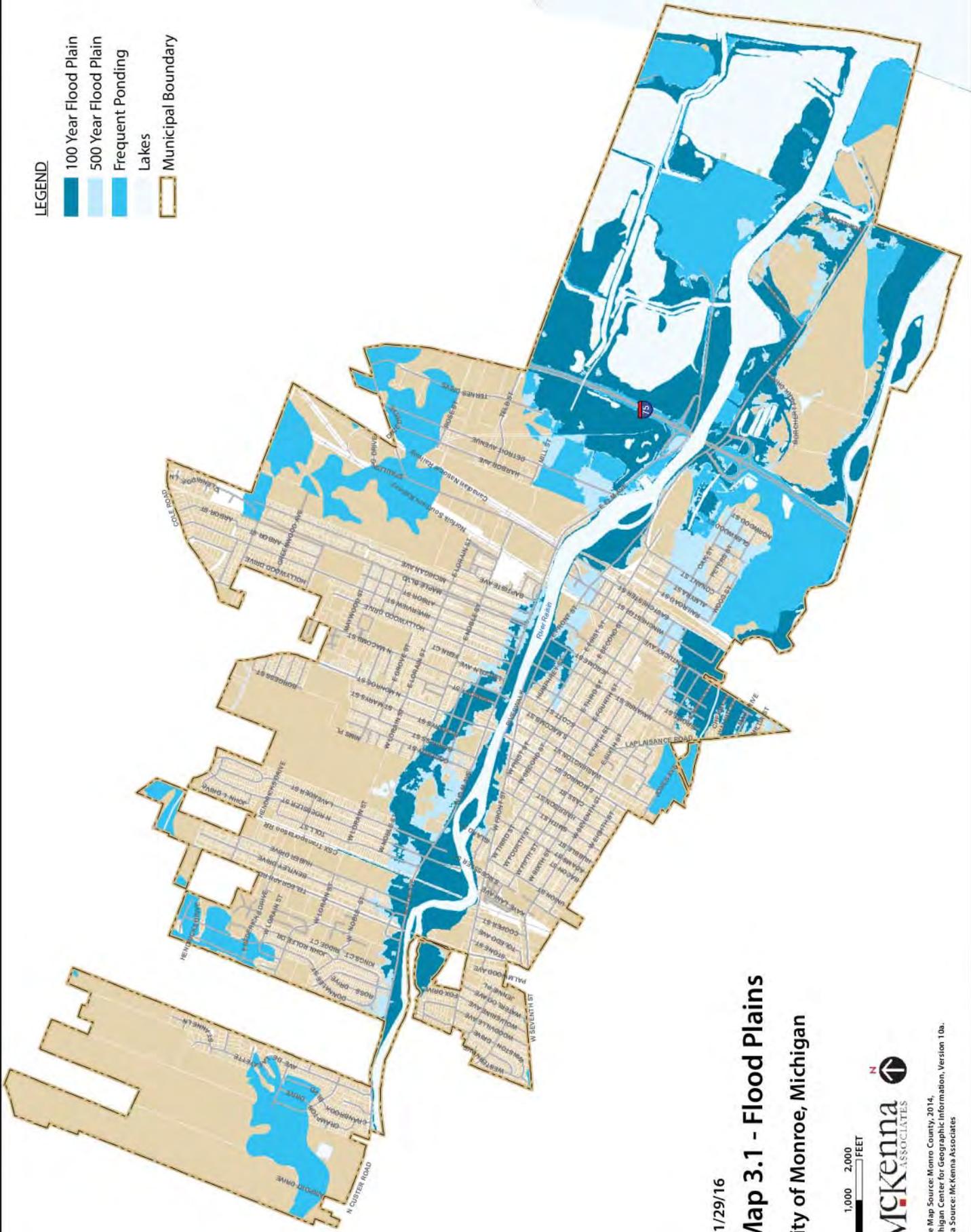
The National Flood Insurance Program was created in 1968 to reduce future damage and provide an insurance program that would help protect property owners from losses. The FIRM shows areas subject to flooding, based on historic, hydrologic, hydraulic and meteorological data as well as flood controls. The maps identify a base flood elevation (BFE), sometimes referred to as the 100-year flood zone. These are areas with a 1% chance of flooding in any given year. The maps also identify the areas with a 0.2% chance of flooding in any given year; sometimes called the 500-year flood zone. FEMA points out that these are only probabilities, not forecasts. Therefore, there is a 26% chance of a flood occurring in the 100-year flood zone during a 30-year period, the term of a residential home mortgage.

Map 3.1 includes the flood plain data from the newly developed FIRM or flood plain map for the City of Monroe. A number of parcels were included on this FIRM for the first time. The expanding flood plain has important impacts for development and redevelopment in the City.

River Raisin

LEGEND

- 100 Year Flood Plain
- 500 Year Flood Plain
- Frequent Ponding
- Lakes
- Municipal Boundary



11/29/16
Map 3.1 - Flood Plains
City of Monroe, Michigan

0 1,000 2,000 FEET

MCKenna
ASSOCIATES

Base Map Source: Monroe County, 2014,
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates



*Winter in Downtown Monroe
(Washington Avenue and
E. Front Street)*

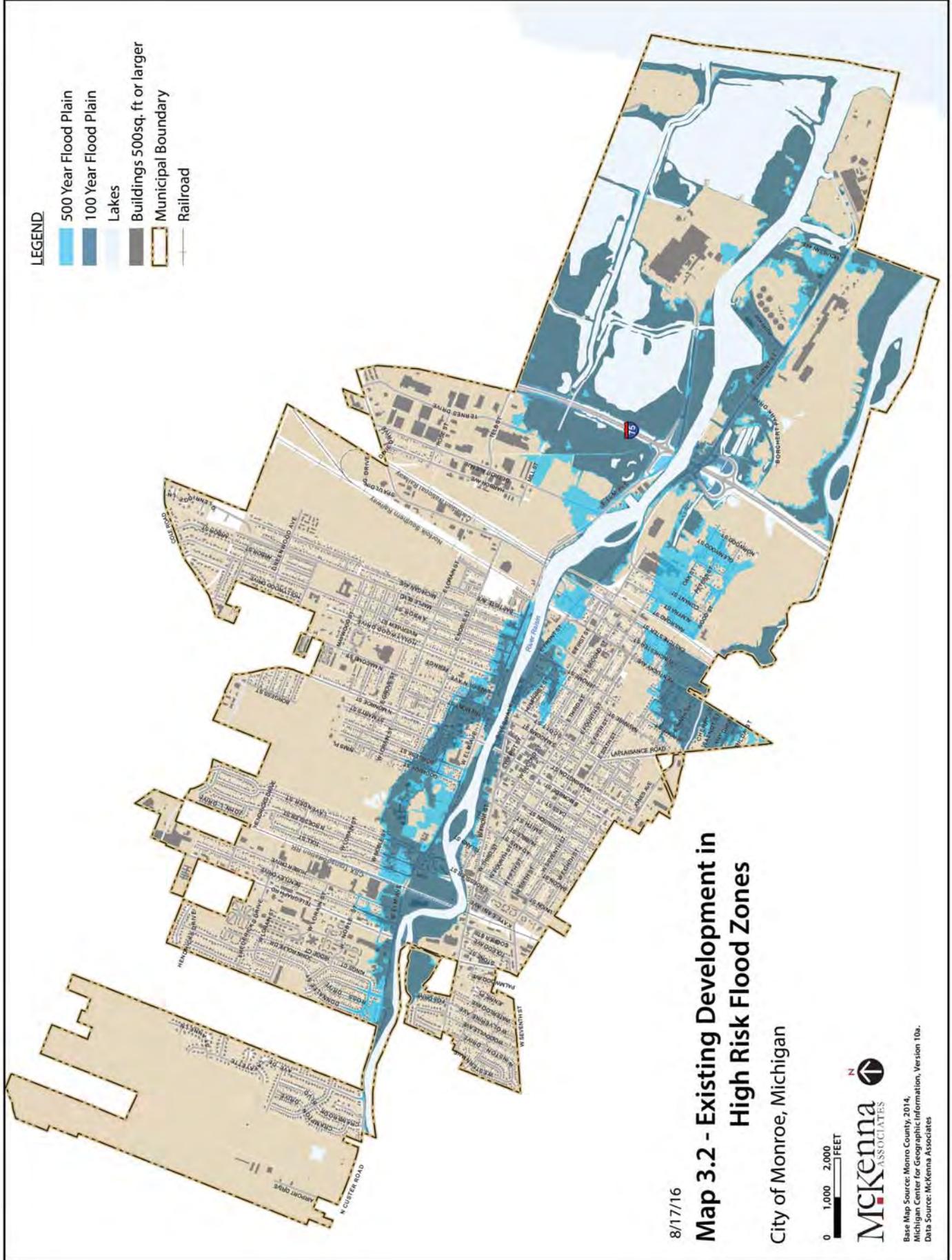
While winter and spring are the most likely flooding seasons in the City, flooding due to intense local downpours has occurred in summer months and may occur at any time. In the past, the most severe flooding has occurred along the Lake Erie shore due to a combination of high water levels and easterly winds (storm surge).

Historically, severe flooding has also occurred along the River Raisin and Plum Creek. In 1969, an ice jam at Winchester Street in the City of Monroe caused flooding that closed a 16-block area of the City on both sides of the river and forced the evacuation of 150 families. However, heavy rainfall has also caused urban flooding from runoff on a number of occasions. The most recent example was in late November 2011.

The City of Monroe has 585 structures in the 100 year flood plain, and a total of 1,592 structures at risk for flooding (includes 100 year flood plain, 500 year flood plain, and those on 'frequently ponded soils', or 18% of total structures).

In general, FEMA requires local regulations that prevent new construction and substantial improvements to residential structures with a floor lower than the Base Flood Elevation that defines the 100 year flood plain. The City of Monroe will continue to enforce its current regulations in this regard.

However, many buildings already exist within the flood plain. Map 3.2 shows development pattern in the high-risk flood zone on the City's east side. Steps must be taken to retrofit existing buildings and steer redevelopment to prevent further building in flood zones, especially the 100 year flood plain.



LEGEND

- 500 Year Flood Plain
- 100 Year Flood Plain
- Lakes
- Buildings 500sq. ft or larger
- Municipal Boundary
- Railroad

8/17/16
Map 3.2 - Existing Development in
High Risk Flood Zones

City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Monro County, 2014.
 Michigan Center for Geographic Information, Version 10a.
 Data Source: McKenna Associates

Watershed

All surface water from the City drains into Lake Erie through the River Raisin and its tributaries. The River Raisin and its tributaries form a drainage network for approximately 1,070 square miles of southeastern Michigan and northwestern Ohio.

Similar to many other Great Lakes coastal communities located near a river mouth, the City of Monroe has a long history of industrial activity. In the past, industrial activities resulted in discharges of oil and grease, heavy metals, and polychlorinated biphenyls (PCBs) to the River Raisin, particularly at the river's mouth. According to the Michigan Department of Environmental Quality, "The Ford Motor Company Stamping Plant and DTE's power plant were once the sites of renowned hunting and fishing lodges. As the area underwent intense industrial development in the early and mid-1900s, the extensive fish and wildlife habitat was eliminated. Subsequently, water quality and ecosystems became susceptible to significant point and non-point source contaminants."

In 1987, the U.S. and Canadian governments designated the River Raisin in the City of Monroe as an international Area of Concern (AOC). That designation applied to the mouth of the River Raisin, the entire river extending 2.6 miles upstream, and an area a half mile out into Lake Erie. Federal, State, and local governmental agencies which represent the AOC were required to create a Remedial Action Plan that outlines a step-by-step process for delisting the AOC by addressing beneficial use impairments (BUI) identified by the Great Lakes Water Quality Agreement (GLWQA). Priorities for the River Raisin include remediation of sediments contaminated by PCBs, nonpoint source pollution control, and elimination of combined sewage overflows.

Although the River Raisin AOC has not been delisted, significant remediation progress has been made. Of the nine BUIs identified in 1987, one has been delisted, and substantial progress has been made on the remaining eight BUIs. Listed below are the eight remaining BUIs with an overview of additional action that still needs to be taken:



*American Lotus
(native to Lake Erie and official
Michigan symbol of water
quality)*

1. **Restrictions on Fish and Wildlife Consumption:** Additional sampling has to occur.
2. **Degradation of Fish and Wildlife Populations:** Will be assessed following completion of all necessary habitat projects.
3. **Bird or Animal Deformities or Reproduction Problems:** Statewide assessment completed last year; a technical committee needs to be formed to discuss and assess this BUI.
4. **Degradation of Benthos:** Need to dredge the last spot of contamination on the River Raisin just downstream of the Port of Monroe.
5. **Restrictions on Dredging Activities:** Still impaired; will be removed along with the Benthos BUI.
6. **Eutrophication or Undesirable Algae:** A removal recommendation has been written.
7. **Loss of Fish and Wildlife Habitat:** This BUI can be removed when all the work at Sterling State Park is complete and when Phases 1 and 2 on the dam removal projects are complete.
8. **Beach Closings:** A removal recommendation has been written.



American Lotus (native to Lake Erie)

In 2012, the Environmental Protection Agency (EPA) and the Michigan Department of Environmental Quality (MDEQ) dredged approximately 3,000 cubic yards of the most highly contaminated PCB sediments from the River Raisin Area of Concern. To address the BUIs regarding degradation of fish and wildlife populations and loss of fish and wildlife habitat, the Great Lakes Restoration Initiative is funding the River Raisin Dam Remediation Project. The final results of this effort will include a fish and small boat passage from Lake Erie up the River Raisin by modifying existing dams.

Wetlands

Wetlands are an important natural resource, which provide both aesthetic and functional benefits. Wetlands provide a number of important natural functions, including:

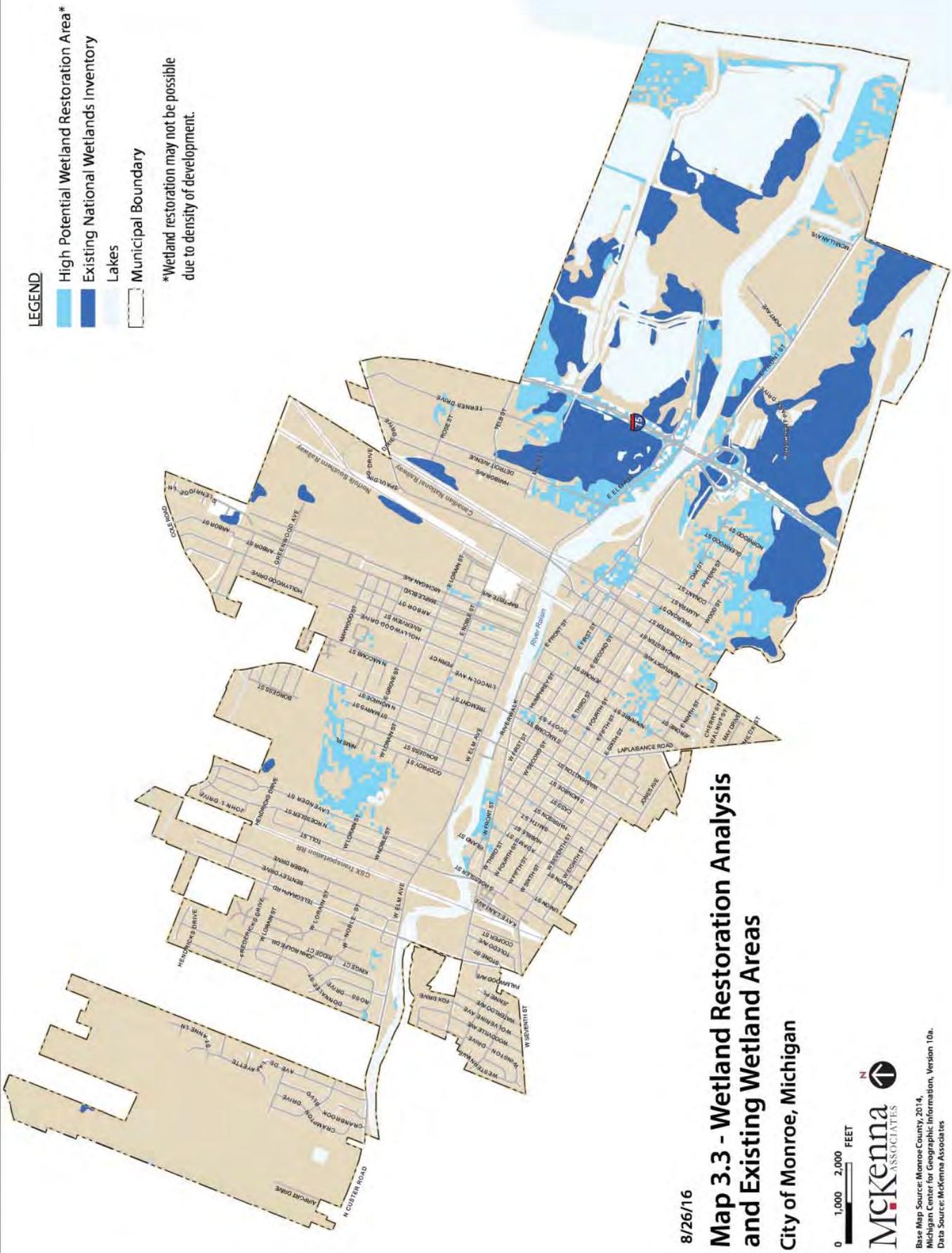
1. Controlling floods and storm water runoff
2. Improving water quality by filtering contaminants
3. Helping control erosion
4. Providing a water recharge or discharge area
5. Acting as a natural pollution treatment system
6. Providing wildlife/wildfowl habitat
7. Providing natural open space and aesthetic areas

Typically, the Michigan Department of Environmental Quality only regulates wetlands that are five acres or larger. Smaller wetlands may be regulated if the wetland is contiguous to a lake, pond, river or stream, or is considered to be “essential to the preservation of natural resources of the state”. The determination that a site contains a regulated wetland mandates that MDEQ be informed before any development can occur. MDEQ may permit filling of a wetland, but this often requires mitigation, such as replacing the wetlands, sometimes at a higher volume.

The general locations of wetlands within the City of Monroe are shown on Map 3.3. In addition, high potential areas for wetland restoration are depicted. These wetlands are places where restoring wetlands have a high potential for success. The City should consider restoring some wetlands in vacated industrial areas and open spaces, focusing on areas with the highest wetland potential. The Michigan Department of Environmental Quality offers a wetland mitigation banking program. The City of Monroe could participate in this wetland construction and banking program to help reduce local flooding concerns.

Wetlands in the east end of the City serve as wildlife habitat to important species such as white cranes and blue heron. The Nature Conservancy notes that 50-60 species of migratory birds use the Lake Erie shoreline as a major migratory staging area.

The wetlands also provide habitat to relatively rare plant species such as the American Lotus. The American Lotus is a type of lily, which was established in the marsh areas during the 19th century. It is the City flower and can be seen in the City’s logo and flag.



LEGEND

- High Potential Wetland Restoration Area*
- Existing National Wetlands Inventory
- Lakes
- Municipal Boundary

*Wetland restoration may not be possible due to density of development.

8/26/16

Map 3.3 - Wetland Restoration Analysis and Existing Wetland Areas

City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Monroe County 2014, Michigan Center for Geographic Information, Version 10a. Data Source: McKenna Associates



Wetlands in Monroe

Resilience: the capacity to recover from difficulties

Climate: long term trends in prevailing weather patterns

Weather: day-to-day changes in atmospheric conditions

Ecosystems

Monroe has a good diversity of native plants and animals. As noted in the Monroe County Master Plan, “The wildlife of the area includes deer, rabbit, fox, muskrat, coyote, squirrel, raccoon, opossum, and a variety of other small mammals. The region also provides important habitat for resident and migratory songbirds, birds of prey, shorebirds, and a variety of others.”

Similar to other communities across the country, invasive species have significantly disturbed the natural balance in Monroe. The zebra mussel has clogged water intakes and disrupted the food chain in lakes and rivers. Zebra mussels also filter water in Lake Erie which makes the lake more susceptible to algal blooms. Invasive plants such as phragmites and purple loosestrife have negatively impacted the area’s wetlands, and the emerald ash borer has killed many ash trees, both in urban areas and in forests.

There are very few concentrated woodland areas in Monroe. Small groves and stands of trees are more common and are dispersed throughout the City. These stands are most present in the residential neighborhoods. Remaining large woodland areas are located within Munson Park and on property owned by the Catholic Church. Other areas located within undisturbed wetland areas occur along the southern edge of the City and on the east side of I-75.

The City makes a concerted effort to plant street trees in new developments and redevelopments. Areas that are moderately well drained support American beech, sugar maple, and basswood. The poorly drained areas are dominated by American elm, red ash, oak, and silver maple.

In many communities, planning and land use development efforts have focused on reducing the urban heat island effect by increasing the tree canopy. For example, by increasing the amount of tree cover and other vegetation in urban and suburban areas, a community can increase the cooling effects from shading and evapotranspiration of water from the plants. With over 13,000 trees, the City of Monroe can be a leader in this area.

Climate Change

Resilience can be described as the capacity of a community to withstand and recover from a shock or serious misfortune without permanent disruption. Therefore, communities interested in becoming more resilient must assess their vulnerabilities and make action plans to reduce their sensitivities and exposures to hazards of all kinds. Based on climate trends within the Great Lakes Region, a vulnerability assessment was conducted for the Monroe Community in regards to extreme heat and flooding. The results of the vulnerability assessment can be found in the Resilient Monroe Resource Atlas. The following section aims to provide a brief background on climate change and its potential effects on Michigan.

Climate and weather are directly related, but not the same thing. Weather refers to the day-to-day conditions we encounter in a particular place: sun or rain, hot or cold. The term climate refers to the long-term patterns of weather over regions or large areas. When scientists speak of global climate change, they are referring to generalized, regional patterns of weather over months, years and decades. Ongoing and predicted climate changes refer to the generalized weather characteristics or averages on a regional basis.

As stated by the Intergovernmental Panel on Climate Change, significant changes in the earth’s climate have been observed and thoroughly documented. Warming of the climate system is unequivocal and is now evident in average air and ocean temperatures, rising sea levels and the melting of ice. Further, more change is expected.

The chart below provides a summary of observed changes in several key climate

indicators over the last 100 to 150 years, as compiled by the Intergovernmental Panel on Climate Change. The bar graph in Figure 1.2 presents observed changes in the amount of ice cover on the Great Lakes. The decrease in ice cover is another strong indicator of change.

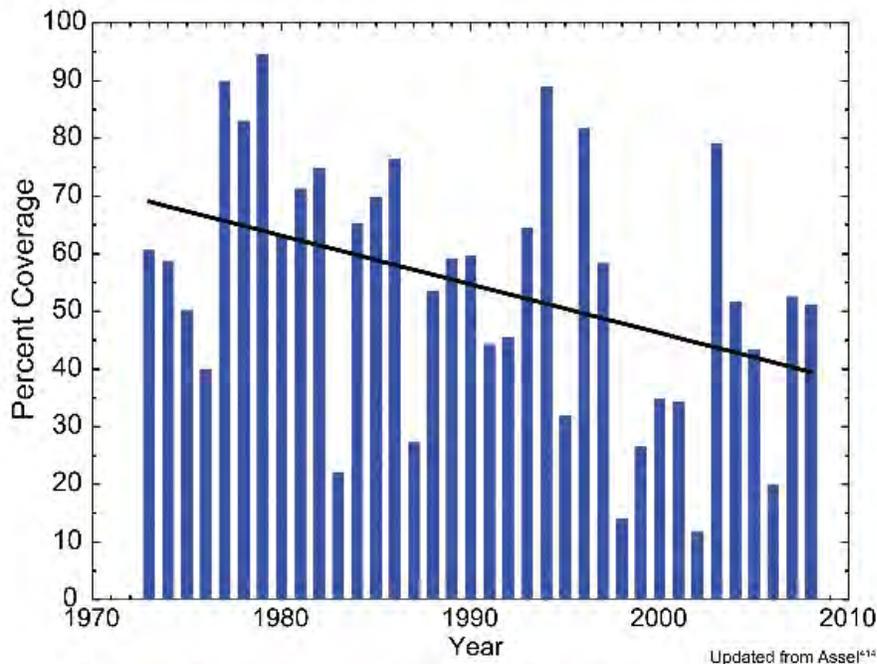
To help predict what the climate will be in the future, scientists are using computer models of the earth's atmosphere, oceans and land surfaces to predict large-scale changes in climate. These General Circulation Models (GCM) have been improved and verified in recent years, resulting in relatively reliable predictions for climate changes over large regions. To help predict climate change at the earth's surface for smaller regions, scientists apply downscaling techniques.

The Great Lakes Integrated Sciences Assessment (GLISA) is a consortium of scientists and educators from the University of Michigan and Michigan State University that is helping to provide downscaled models for the Great Lakes Region in support of community planning efforts like Resilient Monroe. According to GLISA, the Great Lakes region has already experienced a 2.3° F increase in average temperatures from 1968 to 2002. An additional increase of 1.8 to 5.4° F in average temperatures is projected by 2050. Although these numbers appear relatively

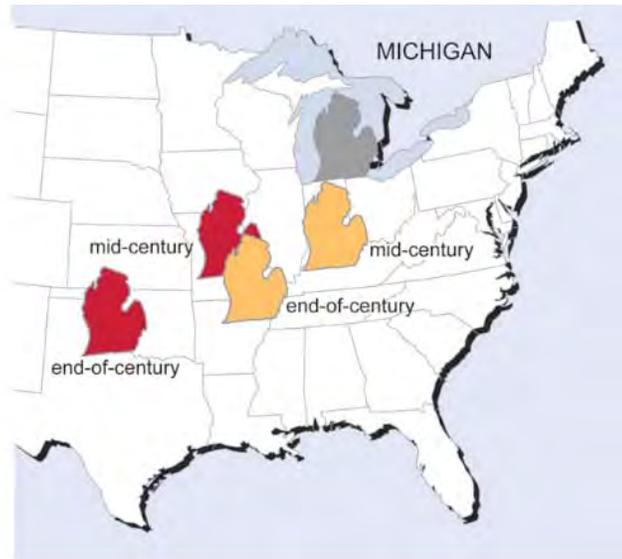
small, they are driving very dramatic changes in Michigan's climate.

Based on the most recent models, the climate of Monroe and southeast Michigan will continue to warm, with greater increases in temperature during the winter months and at night. There are a variety of weather impacts expected with this change in average temperatures. For example, storms are expected to become more frequent and more severe. Some of the potential impacts of climate change for Monroe and southeast Michigan include:

- Increases in winter and spring precipitation
- Less precipitation as snow and more as rain
- Less winter ice on lakes
- Extended growing season (earlier spring/ later fall)
- Greater frequency and intensity of storms
- More flooding events with risks of erosion
- Increases in frequency and length of severe heat events



Reductions in winter ice cover lead to more evaporation, causing lake levels to drop even farther. While the graph indicates large year-to-year variations, there is a clear decrease in the extent of Great Lakes ice coverage, as shown by the black trend line.



Model projections of summer average temperature and precipitation changes in Michigan for mid-century (2040-2059), and end-of-century (2080-2099), indicate that summers in these states are expected to feel progressively more like summers currently experienced in states south and west. Both states are projected to get considerably warmer and have less summer precipitation.

- Lower Emissions Scenario
- Higher Emissions Scenario

Hayoe et al. 283

- Increased risk of drought, particularly in summer

These changes in climate could have a number of both good and bad effects on the greater Monroe area. For example, an extended growing season could help increase crop yields for area farmers. On the other hand, the highly variable weather conditions such as severe storms and flooding mixed with summer droughts present big challenges to farming.

The National Climate Assessment for 2009 (U.S. Global Change Research Program) includes a number of illustrations that help us understand the extent and character of anticipated climate change impacts. The section on the Midwest includes an illustration of projected summer climate for Illinois and Michigan under two different emissions scenarios (see Figure 1.3). The higher emissions model refers to the continuation of existing discharge levels. Models indicate that Michigan's climate will feel more like present-day Arkansas or Oklahoma by the end of the century.

Responding to the impacts of climate change will challenge many different parts of the Monroe Community, from social services to industrial production. The following is a partial list of climate change impacts on community

life as described by GLISA and Michigan's State Climatologist:

Rivers, Stream and Lakes

- Decline in coldwater fish populations - changing fisheries
- Lower river and lake levels and more frequent lake stratification
- Increases in pollution from stormwater runoff

Plants and Wildlife

- Increases in invasive species that damage local trees and plants
- Changes in tree species able to survive in the new regional climate

Energy & Industry

- Increases in electrical energy demand due to heat waves
- Reduced water availability from streams and groundwater

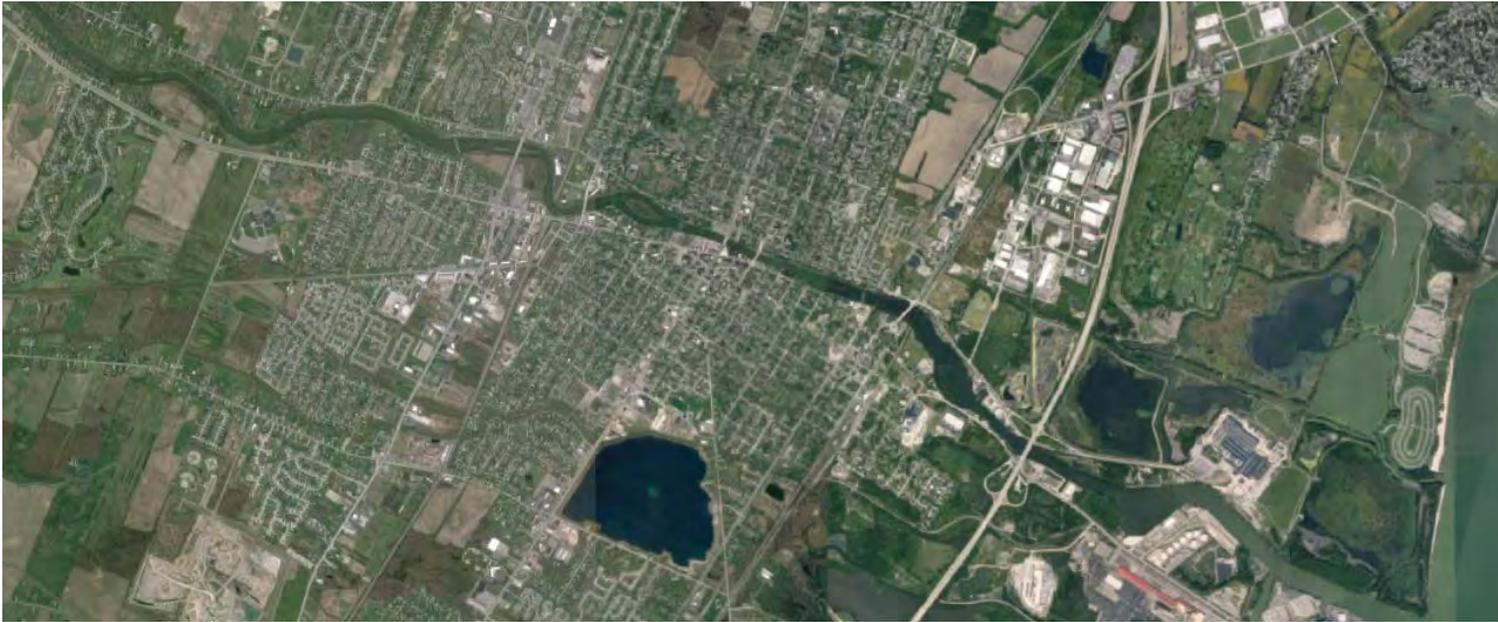
Transportation

- Increased damage to roads and bridges from flooding and heat waves
- Additional difficulty for shipping on the Great Lakes due to lower water levels

Public Health Risks

- Increased risk of illness and death due to high heat and humidity
- Increased risk of water contamination from flooding events
- Increased risk of disease spread by mosquitoes, ticks and other vectors

EXISTING LAND USE



In order to make informed decisions regarding future land use, it is critical to have a clear understanding of existing land uses and relationships between land uses.

Single and Two-Family Residential

Single and two-family residential uses are the most predominant land use type in the City with two-family residences scattered throughout the older neighborhoods. Three eras of residential construction are discernible extending outward from both sides of the River Raisin.

The oldest neighborhoods were generally built in the late 1800's with relatively small lots and shallow setbacks placed on a grid street pattern atop French Claim lines, perpendicular to both sides of the River Raisin and immediately adjacent to the Central Business District. Some of these neighborhoods are located in established historic districts or eligible to be part of newly created historic districts. The second phase of development occurred in the 1940's, also set on a grid street pattern and is primarily on the north side of the River Raisin.

Development took place during the 1960s 1970s on the western edge of the City on land that was once farmland. These newer subdivisions possess a different character than either of the previous developments (e.g., attached garages, larger lots without alleys, curvilinear and cul-

de-sac streets rather than a grid system). These characteristics make newer neighborhoods very different from neighborhoods built before or after. In addition, due to the configuration of the City boundary in the northwest corner, they are physically divided from other City neighborhoods. The street network is also disconnected and links to only one thoroughfare, North Custer Road.

The City's newest neighborhood on the north side of Elm Avenue, west of Dixie Highway represent a return to traditional neighborhood elements. While the homes include the latest amenities, the neighborhood features grid streets, shallow setbacks, alleys and parkland. Homebuyers can now find a new home with the desired amenities of the older neighborhoods. This has been a positive step forward for the City in maintaining the integrity of its traditional character and image.

Multiple-Family Residential

This category includes buildings that contain more than two dwelling units including the adaptive reuse of single family homes and businesses, apartment buildings, townhouses and senior housing facilities. The largest multiple family complexes are situated immediately west of Telegraph Road, north of W. Elm Avenue.

Smaller buildings are located in scattered areas

City of Monroe Aerial View



*Monroe Bank and Trust
Headquarters*

throughout the City, mostly older single-family structures that have been converted to multiple-family use. Many of these structures continue to reflect the historical and residential character of the surrounding area. With some exceptions, like Townes on Front along W. Front Street, the newer apartment complexes lack the integrated character of the surrounding single-family neighborhoods because they are disconnected, from a design standpoint, and possess modern building characteristics.

Commercial and Office

Commercial development occurs in four main areas of concentration; Telegraph Road, Monroe Street, Dixie Highway and a small node along Winchester Street in the southeast neighborhood of the City. These uses include large scale shopping areas, various retail and service uses and auto-oriented facilities such as gas stations and drive-through restaurants. The primary office areas are located along Macomb Street and Telegraph Road.

These uses include banks, financial institutions, professional offices and medical clinics. The Central Business District contains a large concentration of both office and commercial uses in the City and as such it has been included in a separate category to acknowledge its mixture of uses such as residential, commercial, office, and public.

Telegraph Road and Monroe Street are the

center point of more recent commercial and office development and function as the ‘front door’ to the community when entering from the north or south. North Dixie Highway contains a center of commercial businesses that cater to freeway travelers and is also considered one of the gateways to the community.

In contrast to the more compact downtown environment, these commercial areas contain a wide variety of automobile related uses characterized by larger lots with front yard parking lots. These corridors provide many businesses for residents and those traveling through the area, but lack much in the way of distinguishing characteristics or unifying elements. The City has been working toward more consistent landscaping, a reduction in the excessive number of driveways and more attractive signage to make the area less confusing and more attractive.

Industrial

Industrial uses provide employment opportunities and tax base to support improvements to capital facilities and municipal services. Most of the industrial sites in the City have existed for years. Industrial concentrations are located on the east side of the City along both sides of Interstate 75. A strip of industrial uses exists north of the River Raisin east of Telegraph Road and a few small pockets are still scattered throughout the City on the south side of the River Raisin.

The largest and most intense operations is the DTE Energy-Monroe Power Plant located on the far, eastern edge of the City. The current pattern of industrial uses along the expressway and extending east has created a land use barrier between the City and Lake Erie.

Institutional

This category includes institutional uses such as schools and places of worship. In keeping with the traditional development pattern of the City, these uses have become integrated into the neighborhoods. This has contributed to a comfortable, walkable environment for residents, which should be protected as the City grows and changes. If re-use of these sites and buildings are proposed, they should continue to offer services for residents including recreation, open space, educational facilities or additional City offices and facilities.

Public

This category includes all publicly owned sites including City, county and state buildings and parks. Similar to Institutional uses, it is important to maintain the presence of public lands and facilities in order to meet the service and social needs of residents. As development competition increases with nearby townships, the ability to offer extensive, convenient public services and areas will reinforce the City as a desirable place to live or have a business. With the exception of parks, most public uses are concentrated in the downtown. The extent of these facilities is discussed in greater detail in the Community Facilities chapter.

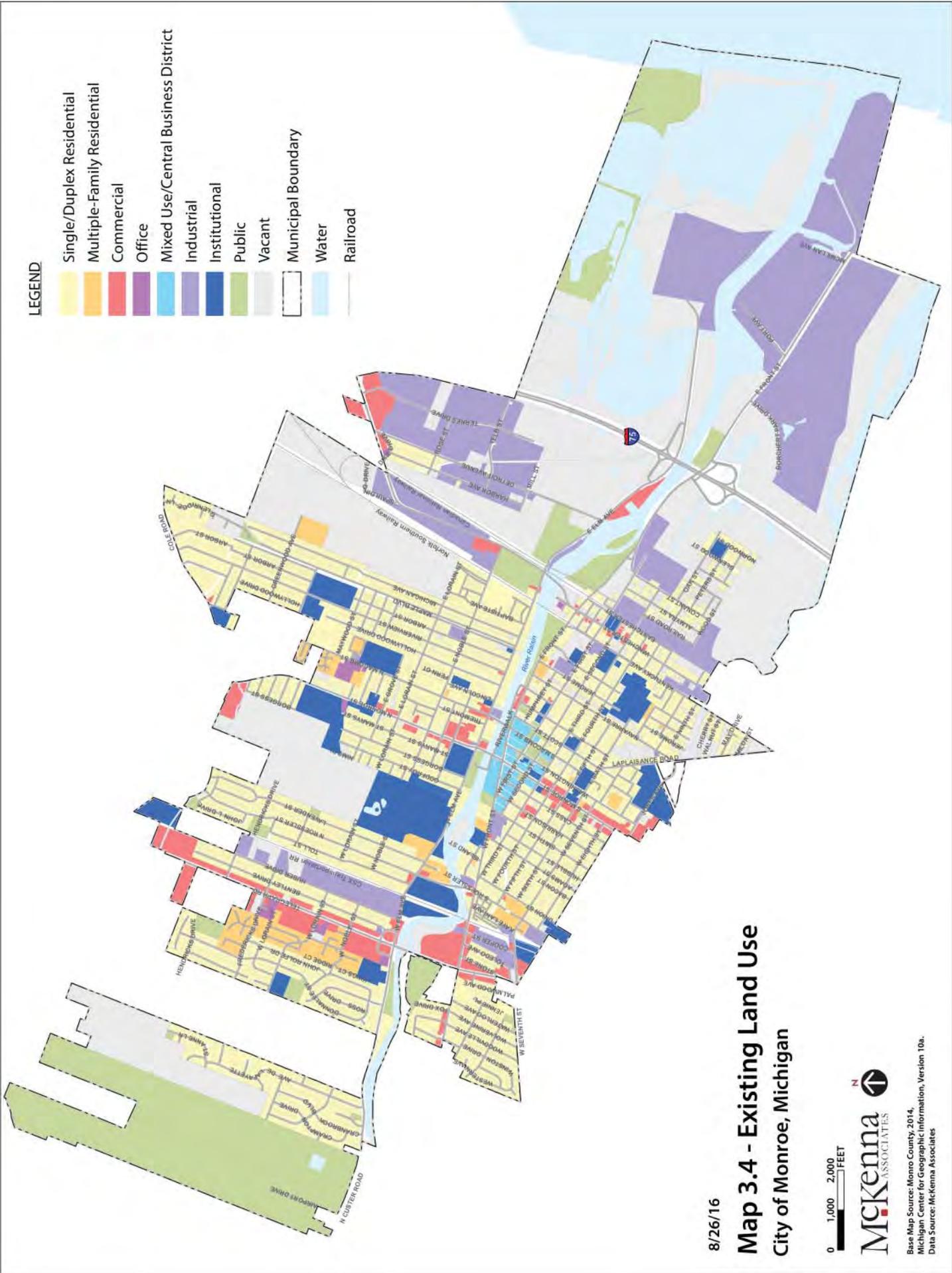
Monroe Custer Airport is included in this category because it is owned by the City of Monroe. This general aviation airport is located in the northwest area of the City. Despite a spatial disconnection from the rest of the City, it is an important facility in the City because it expands the diversity of services offered and contributes to the economic growth of the community. Parks should continue to be integrated into neighborhoods and public facilities should maintain their current use or be re-used for other needed public facilities as the City evolves.

Vacant

Vacant sites within the City are primarily small lots integrated within the neighborhoods. There are, however, remaining vacant sites larger in size. These sites are primarily located at the extreme south and extreme north sides of the City. This planning process is a prime opportunity for the City to visualize the development of these vacant sites and offer the foundation to ensure they will be developed in a manner consistent with the goals of this plan.



*City Hall and County
Courthouse*



LEGEND

- Single/Duplex Residential
- Multiple-Family Residential
- Commercial
- Office
- Mixed Use/Central Business District
- Industrial
- Institutional
- Public
- Vacant
- Municipal Boundary
- Water
- Railroad

8/26/16
Map 3.4 - Existing Land Use
 City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Monroe County, 2014,
 Michigan Center for Geographic Information, Version 10a.
 Data Source: Mckenna Associates

HOUSING



Monroe is a city with well-established, attractive and historically significant neighborhoods. These neighborhoods help define the character and unique sense-of-place of the City. The preservation and enhancement of these neighborhoods is essential to the City’s success. Every effort should be made to stabilize and encourage reinvestment in these neighborhoods. At the same time, the City must continue to seek out and invest in new housing options. These new housing options should include the type of housing desired by young professionals, emptynesters and seniors, including duplexes, townhouses and live/work apartments. Furthermore, these new housing options should be located in the walkable, high-density, mixed-use areas of the City.

Historic Monroe Neighborhood

Data in this section comes from the 2000 and 2010 Decennial Censuses, as well as the 2014 American Community Survey Five Year Estimates.

Housing Units

Table 3.1 depicts the change in households from 2000 to 2014. In 2000, Monroe had 8,594 households. By 2010, the total number of households decreased by approximately 5.8% to 8,099. This decrease is in large part due to population decreases in the City. Average household size stayed roughly the same between 2000 and 2014.

Table 3.1: Household Trends (2000 - 2014)

	2000	2010	2014	% Change (2000-2014)
Number of Households	8,594	8,238	8,099	-5.8%
Average Household Size	2.47	2.44	2.47	0.0%

Source: SEMCOG, 2010 U.S. Census, 2010-2014 American Community Survey 5-Year Estimates

The “Missing Middle”

Many Michigan communities have an abundance of low-density single-family housing units and high-density mid-rise apartments. What communities don't have a lot of are the housing types somewhere in the middle (e.g. duplex, townhouse, live/work apartment located in walkable mixed-use areas) - commonly referred to as the “missing middle.” It turns out these are the types of housing units desired by many young professionals and empty nesters.

Housing Type

Table 3.2 depicts the change in housing type from 2000 to 2014. The 2014 American Community Survey (ACS) shows that the city has experienced a shift towards single-family homes in the last 14 years, possibly because of multi-unit buildings in the core being demolished while new single family homes are built in the outskirts. Another factor influencing the trend could be large historic homes in Monroe's oldest neighborhoods being re-converted into single family residences after decades of being subdivided.

Table 3.2: Housing Type (2000 - 2014)

	2000	2014	Change 2000-2014
Single-Family Detached	5,858	6,243	+385
Duplex	800	587	-213
Townhouse or Attached Condo	291	291	0
Multi-Unit Apartment	2,192	1,792	-334
Mobile Home or Manufactured Housing	22	23	+1

Source: SEMCOG, 2010 U.S. Census, 2010-2014 American Community Survey 5-Year Estimates

Housing Tenure

Table 3.3 depicts the change in housing tenure in Monroe from 2000 to 2014. The proportions of renters and owners stayed approximately the same relative to each other. However, the data shows a noticeable increase in vacancy – although this may be a result of the 2014 ACS data being a five-year estimate, meaning it still shows data from 2010 and 2011, the immediate aftermath of the Great Recession. With the economy further into the recovery, more updated ACS data in coming years may show a decline in vacancy closer to historic levels.

Table 3.3: Housing Tenure (2000 - 2010)

	Total Housing Units	Owner Occupied	Renter Occupied	Vacant
2000	9,107	58.4%	36.0%	5.6%
2014	9,158	55.8%	34.1%	10.1%

Source: SEMCOG, 2010 U.S. Census, 2010-2014 American Community Survey 5-Year Estimates

Median Home Value

Table 3.4 shows the median housing value in 2010 and 2014, and the change in median housing value from 2000-2010 and 2010-2014. From 2000-2010, the median housing value decreased by 8.6%. This decline is similar to many communities across southeastern Michigan over this time. This decline was similar to many communities across the country because housing values were impacted by the housing foreclosure crisis and recession of 2010. From 2010-2014, median housing value decreased by 24.1%. This is reflective of the fact that data for the American Community Survey reflects the past five years, and thus still includes 2010 data, and because of the slower economic recovery in Michigan. Median housing values should rise in the future as the effects of the housing crisis are further in the past. The table below is corrected for inflation.

Table 3.4: Median Housing Value (2000 - 2014) in 2016 Dollars

	Median Housing Value
5-Yr ACS 2010	\$139,200
Change 2000-2010	\$ -13,063
% Change 2000-2010	-8.6%
5-Yr ACS 2014	\$105,600
Change 2010-2014	\$ -33,600
% Change 2010-2014	-24.1%

Source: SEMCOG, U.S. Census

Age of Housing Stock

Approximately one third of the housing stock in Monroe was built prior to or right around 1900. The largest building boom occurred between 1944 and 1975, with 2,263 housing units. Between 1976 and 2012, approximately 820 housing units were constructed. Units constructed before 1960 or in some cases before 1970, were built before modern building codes were instituted. While quality craftsmanship was the norm when these older units were constructed, there are many homes that have been updated and might not pass today’s code standards. The City should work with home owners to be sure historic homes are able to meet current building standards while also preserving their historic character. Table 3.5 presents information on the age of housing stock in Monroe. Map 5.1 illustrates the location of the housing stock for Monroe.

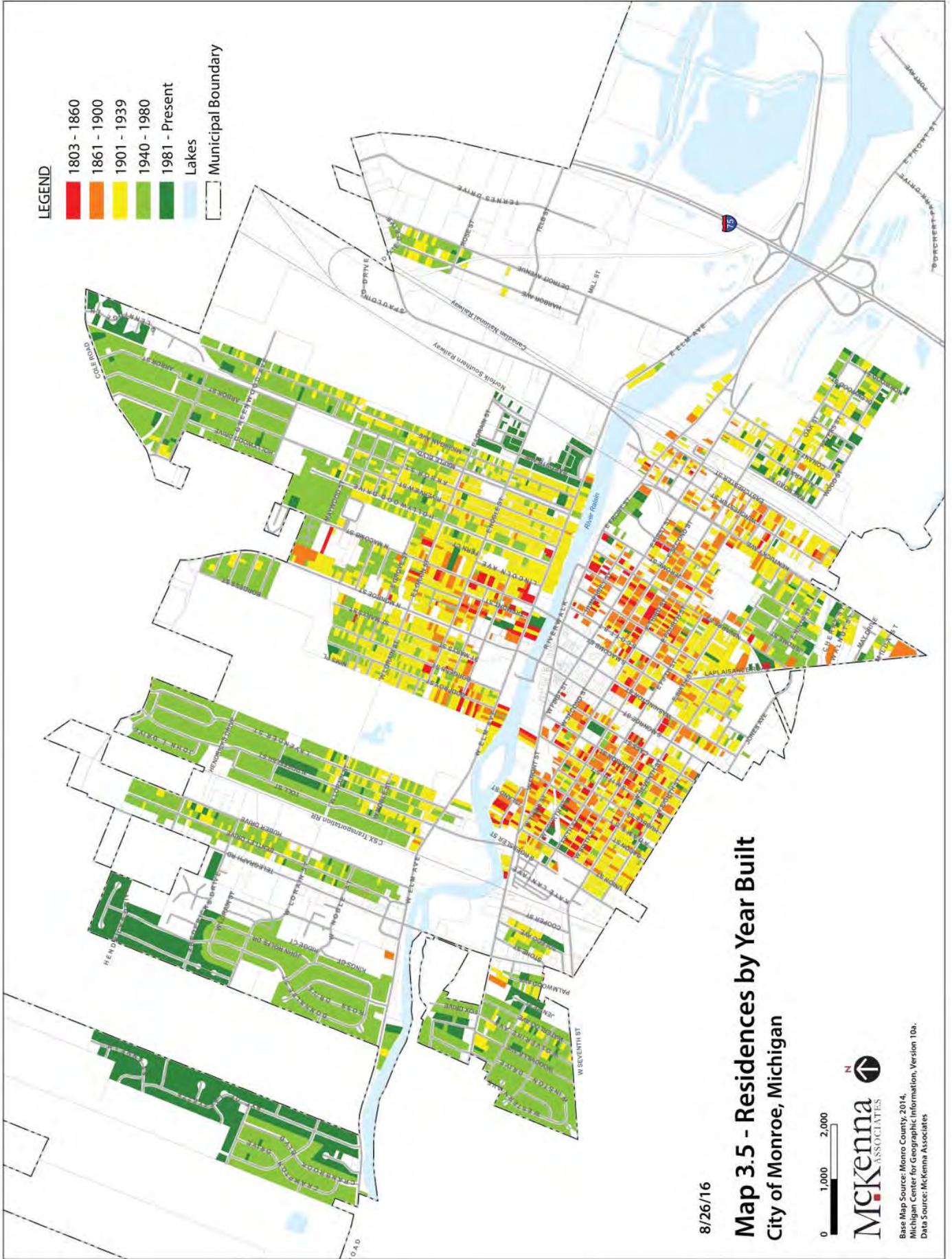
Table 3.5: Age of Housing Stock

	Number of Housing Units	Percent of Total
1803 - 1867	221	3.5%
1868 - 1897	391	6.1%
1898 - 1919	1,246	19.5%
1920 - 1943	1,434	22.5%
1944 - 1975	2,263	35.5%
1976 - 2012	820	12.9%

Source: City of Monroe

Target Housing Analysis

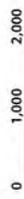
The City has completed a Target Housing Analysis sponsored in part by MSHDA. The purpose of this analysis will be to determine which types of housing are underserved in the market. Monroe competes in a housing market that stretches as far south as Toledo and as far north as Detroit’s “Downriver” suburbs.



LEGEND

- 1803 - 1860
- 1861 - 1900
- 1901 - 1939
- 1940 - 1980
- 1981 - Present
- Lakes
- Municipal Boundary

8/26/16
Map 3.5 - Residences by Year Built
 City of Monroe, Michigan



Base Map Source: Monroe County, 2014.
 Michigan Center for Geographic Information, Version 10a.
 Data Source: Mckenna Associates

ECONOMY



Port of Monroe (left)

Hotel Sterling (right)

Facilitating economic development, growth and sustainability is a complex and constantly changing challenge. It starts by establishing a foundation for economic prosperity - investments that help attract new business, retain and expand jobs, support life-long learning, build a strong tax base and support the amenities that make the City an attractive and exciting place to live and work. If done well, these investments can also work to attract the entrepreneurs that create jobs in the new economy and build greater economic resilience. Establishing the foundation for economic prosperity requires cooperation and investments from local and regional institutions, citizens, business leaders, government agencies, and community stakeholders.

Table 3.6: Forecasted Job Growth by Industry

Forecasted Jobs by Industry	2010	2040	% Change
Natural Resources, Mining, & Construction	495	513	3.6%
Manufacturing	1,363	980	-28.1%
Wholesale Trade, Transportation, Warehousing, & Utilities	718	928	29.2%
Retail Trade	662	583	-11.9%
Knowledge-based Services	3,038	3,410	12.2%
Services to Households & Firms	2,869	3,420	19.2%
Private Education & Healthcare	3,118	4,443	42.5%
Leisure & Hospitality	1,539	1,681	9.2%
Government	1,390	1,423	2.4%
Total	15,192	17,381	14.4%

SEMCOG 2012 Community Profile

The occupational breakdown for the City provides insight into the skills, expertise and training of its residents (see Table 3.7). This can be useful in developing economic development programs because these strategies can draw upon the training of citizens. The highest-ranking categories are Managerial & Professional, Sales Workers and Production, and Transportation and Material Moving. This is an indicator that the City has a healthy balance of both skilled laborers and professionals.

Table 3.7: Occupation of City Residents by Sector (2010 and 2014)

Occupation	Percent 2010	Percent 2014
Management, business, science, and arts occupations	35.7%	28.3%
Service occupations	17.5%	18.7%
Sales and office occupations	25.1%	22.0%
Natural resources, construction, and maintenance occupations	9.5%	7.6%
Production, transportation, and material moving occupations	12.2%	23.5%

Source: 2010 Census and 2010-2014 American Community Survey 5-Year Estimates

From 2000 to 2010, both median household income and average per capita income in the City declined (see Table 3.8). As the economy bounced back from the great recession, median household income recovered slightly, recovering around a quarter of the lost value by 2014. Per capita income, however, did not increase, indicating that income gains may have occurred mainly at the top of the spectrum. Further, as more homes in the City have transitioned for owner to renter occupied, the City's median and per capita income have stagnated.

Table 3.8: Average Income in the City of Monroe (2014 Dollars)

Income	5-Yr ACS 2010	Change 2000-2010	% Change 2000-2010	5-Yr ACS 2014	Change 2010-2014	% Change 2010-2014
Median Household Income	\$42,673	-\$12,050	-22.0%	\$45,037	\$2,364	5.5%
Per Capita Income	\$23,055	-\$3,054	-11.7%	\$22,937	-\$118	-0.5%

Source: SEMCOG Detailed Community Profiles



Economic Development Opportunities

Energy Town

The Monroe region is a major regional supplier of electricity thanks to two large production facilities owned by DTE Energy. The massive Monroe Power Plant occupies shoreline on both the River Raisin and Lake Erie. Built in the early 1970s, it is the 11th-largest power plant and the fourth-largest coal-fired plant in the country, with a peak generation capacity of 3,300 megawatts. Just north along Lake Erie is the 1,000 - employee, 1,100-megawatt Fermi 2 facility, one of only three nuclear power plants in Michigan.

DTE has also made greater Monroe home to two of the largest solar power installations currently in Michigan, one on the Monroe County Community College campus and the other on the grounds of the Sisters, Servants of the Immaculate Heart of Mary (IHM). Discussions are underway for a potential third solar installation by DTE at the Port of Monroe. And Ventower Industries, a fabricator of utility-scale wind turbine towers, makes its home in Monroe.

Energy production is one of the unique characteristics of Monroe. It also presents some of the greatest challenges — and perhaps some of the greatest opportunities — for the long-term strength of the region. For example, the City counts the Monroe Power Plant as its largest

single taxpayer, accountable for approximately 39 percent of the City's tax base. Loss of the plant would not only cost the City jobs, it could devastate city services as currently constituted. DTE has recently invested hundreds of millions of dollars into the Monroe Power Plant, signaling its intent to continue to operate the facility for the foreseeable future. It should be noted, however, that much of the investment was in new pollution control and air quality control.

Reliance on this plant to the current degree is highly tenuous. As Michigan knows better than any state in the nation, overreliance on any one industry leaves communities highly vulnerable to economic forces that are far beyond local control. While still a major source of energy for U.S. electricity generation, coal is declining in favor of natural gas and other energy sources due to low natural gas prices, state renewable energy standards and environmental regulations.

The current alternative energy activity in the Monroe Community speaks to recognition of a need for a more diverse energy portfolio. The distributed nature of the existing solar facilities hints at a strategy that is becoming a hallmark of resilient communities. Smaller, more localized energy production can offer more resilient capacity than do massive individual power plants supplying large areas. This “distributed” approach makes communities less vulnerable to wide scale disruptions and helps to limit their

Solar Array on IHM Campus



Monroe Farmers Market

The Monroe Farmers Market is opened year-round and averages 500 visitors each Saturday in the summer.

impact. The City should leverage these assets to attract new investment in new and traditional energy technology.

New Economy

According to many experts, most of the future economic growth in Michigan will come in the high-technology and services sectors, including healthcare, financial management, highly-skilled manufacturing, human services and the food industry. While the recovering manufacturing sector will remain a major component of our state’s economy, most of the jobs already lost will not return. Rather than compete for a decreasing number of manufacturing jobs communities and regions should embrace this New Economy.

The New Economy (see definition in Chapter 1) is a buzz phrase used to describe the transition from a manufacturing-based economy to a service-based or innovation-based economy. In the New Economy, communities and regions are encouraged to build from within, expanding existing businesses and supporting new entrepreneurial enterprises. To rebuild or retain economic vitality, the experts say, communities will need to attract and retain educated and talented people. However, in order to attract talent, Monroe must become a vibrant and exciting community, with quality restaurants, schools, and parks.

Tourism

Tourism is one of Michigan’s largest industries. New attractions in the Monroe Community, most notably the River Raisin National Battlefield Park, have the potential to increase retail demand from visitors. As with Sterling State Park and the International Wildlife Refuge, the amount of economic benefit derived by the community from increased tourism will directly relate to the City’s ability to meet the increased demand for goods and services.

As in many other communities, retail employment and commerce in the City is concentrated along major transportation corridors (See Map 6.2). This analysis confirms a relative lack of retail near tourism generators like the National Battlefield Park, Sterling State Park, and the International Wildlife Refuge. A lack of retail in close proximity to places of interest has been identified as a concern by stakeholders during the Resilient Monroe planning process.

Special Food Services and Drinking Places are two of the industry groups identified as retail gaps, or leakages, in the Monroe Community using ESRI’s online Business Analyst. These retail gaps may signal an opportunity to better serve both residents and visitors by increasing local capacity for each in strategic locations. Additional detail on how the City of Monroe can leverage tourism for economic development can be found in Chapter 7 Placemaking.

Economic Gardening

While recruiting new businesses from outside the community is important, recent research has shown that expansion of existing small- to medium-size businesses generates the largest number of jobs. Locally-owned and operated businesses tend to spend more of their money locally, are less likely to move, and are more accountable to the greater community. Further, when people spend money at a locally-owned business, more of the money circulates within the community. A study in Chicago showed that for every dollar spent at a locally-owned store, 68 cents stays within the local economy as opposed to only 43 cents of every dollar spent at a non-local business or franchise.

In the New Economy, entrepreneurs, as opposed to government, are the primary engines of economic development. Recent studies have shown that 55% of job creation comes from existing businesses growing and 45% come from new business start-ups. Successful communities are ones that develop a support system for these entrepreneurs. Support systems come in the form of social networks, a culture that embraces and celebrates entrepreneurs, and resources and information that support new businesses.

Local Food

Local food production strengthens the local economy and the capacity of a community to produce and process its own food greatly increases resilience. Because of its ability to impact health, wealth, and quality of life, the “local food movement” is gaining traction nationwide. During the *Resilient Monroe* planning process, community members identified a need to expand and diversify local agriculture and food-based businesses. This is supported by the retail leakages noted in both the Special Food Services and Specialty Food Stores industry groups. Ideally, Monroe will leverage its existing assets, such as the farmer’s market, community gardens, and an established agricultural base, to lay the foundation for additional food-related jobs in the community.

A *food hub* is one strategy that Monroe could use to bring together farmers, processors and consumers, to ensure local, diversified agricultural products. A food hub is a central location that serves as an intermediary and aggregation source for local food. Food hubs can also serve as *business incubators*, and are one way to attract younger people with less capital into the agriculture profession. In Springfield, Oregon, a food hub called Sprout provides a common workspace with an industrial



kitchen, processing machinery, a place to sell food products, and office space for other food-related services.¹

Local Honey

In some communities, farmer’s markets serve as a catalyst for private investment. In Fremont, Michigan, the local Farmers Market was part of a larger downtown revitalization effort. Financial support for the space was donated by the local Community Foundation and technical support was provided by MSU Extension. Farmers are members of the steering committee that oversees the Market. The facility in Fremont is city-owned and rented.² During the Resilient Monroe planning process, stakeholders expressed an interest in expanding the Monroe Farmers Market to a vacant site on the River Raisin. Because there is a notable ‘leakage’ in specialty food in the Monroe Community and survey respondents to the Monroe Community Planning Survey indicated a desire for more local food, the Monroe Farmers Market seems ripe for expansion.

Community Supported Agriculture (CSA) is another strategy to grow a community’s entrepreneurial base. CSAs support small farm viability and profitability by creating a direct connection between local growers and local customers. Before the growing season, CSA

Food Hub: An organization that actively manages the distribution of locally-sourced food.

Local Food Movement: The growing trend of consumers seeking out food grown nearby.

Community Supported Agriculture: Services that provide produce directly from local farms to local families.

¹ Sprout Regional Food Hub, 2013. <http://www.sproutfoodhub.org/index.html>

² City of Fremont, Michigan, and Fremont Area Chamber of Commerce.



Monroe Farmers Market

participants purchase a “share” in the products produced by a grower, and then receive these fresh products throughout the growing season, typically weekly. This helps the grower more accurately plan for the growing season, and helps provide an economic buffer against unexpected circumstances such as storm damage or the loss of an individual crop. CSA customers receive steady access to the freshest local food and ensure that their dollars are invested in the local economy.

Food Processing

Local food processing can have a positive impact on a local economy by keeping more agricultural profits and products in the local community, cutting down on transportation costs, and creating more opportunities for small and mid-sized farmers. Similar to other areas across the country, greater Monroe has limited capacity for local food distribution and processing. The Food and Agriculture Community Action Team (CAT) members stressed the importance of establishing local food processing capacity in greater Monroe. Participants noted that potatoes, soybeans, tomatoes were all local crops that would benefit from a local processing facility. In the fall of 2013, Monroe County, in partnership with the City of Monroe, the Monroe Port Authority, and the Michigan Soybean Promotion Committee applied for a grant from the Michigan Department of Agriculture and

Rural Development to conduct a feasibility study of a soy bean processing plant in the Monroe Port area. As noted in the grant application, the greatest impacts of this project will be increased markets for processed soybean products grown by Michigan producers, and increased exports of value-added agricultural products from the State of Michigan. The processing plant production of soy-based products such as meal, oil and biodiesel within Michigan will likely result in an infusion of cash, as well as jobs, into the state’s economy.

In order to truly take advantage of these economic benefits, however, the farmer’s market must be expanded.

RETAIL



The City of Monroe is the heart of the greater Monroe region. The City has a historic riverfront downtown with the “bones” that make central business districts successful elsewhere. But over the last several decades, the shopping heart of the region has shifted away from downtown Monroe to Telegraph Road, with many of the largest and most popular retailers outside the city limits entirely, generally in Frenchtown Township. However, retail trends are changing again, with historic downtowns becoming more popular places to shop. The City of Monroe must position itself to take advantage of that trend.

This section will analyze the market for additional commercial space in the City of Monroe by conducting a “Gap Analysis.” Gap Analysis compares the supply of a certain good or service within a community to the demand for that good or service, based on the spending power of residents. If the number is positive, that indicates pent-up demand for a new retail location. If the number is negative, that indicates an oversupply of a certain type of commercial business.

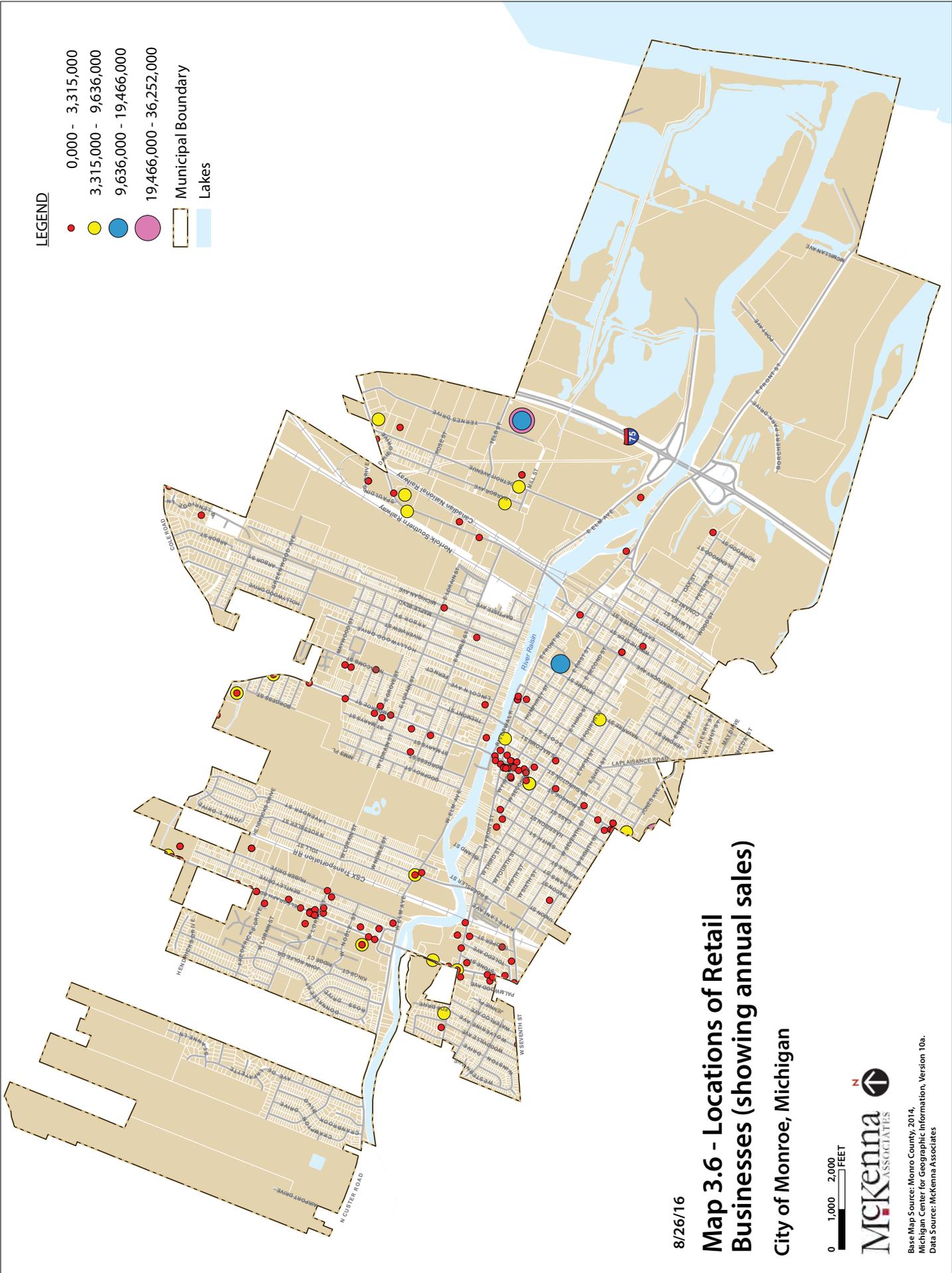
Then, the “gap” is converted from a spending power amount (in dollars) to a number of additional square feet of retail space demanded (based on per-square-foot sales for each category of retail). Finally, the number of additional square feet will be compared to the average size of a store in each category to determine the number of new stores demanded.

In considering the results of these retail gap calculations for purposes of the Master Plan, it is important that the numbers not be viewed as an absolute determinant of the community’s future. Retail gap is only one aspect. Local variations in buying preference, buying power, community desires, and other local characteristics and assets will greatly impact the future and outcome. The purpose of this analysis is, therefore, to give some insights which can contribute to a balanced approach in future economic development efforts and to create realistic expectations for the types of new retail development the City can hope to attract.

*Downtown Monroe
(E. Front Street)*

LEGEND

- 0,000 - 3,315,000
- 3,315,000 - 9,636,000
- 9,636,000 - 19,466,000
- 19,466,000 - 36,252,000
- ▭ Municipal Boundary
- ▭ Lakes



8/26/16

Map 3.6 - Locations of Retail Businesses (showing annual sales)

City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Monroe County, 2014,
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates

meaning either that existing stores may be in danger of going out of business or that additional demand is coming from outside the identified trade area.

For the purposes of this analysis, the gap will be expressed as a percentage of demand – i.e. the percentage of demand that is not being met by the existing supply. A negative percentage indicates a negative gap, i.e., a surplus of retail space in that category and no demand for additional stores of that type. Displaying the gap as a percentage allows a quick-glance analysis and easy comparison between categories.

Once the gap is calculated, it is be used to project the demand for new stores in various retail categories. The gap is be divided by the average sales per square foot for each type of retail, and the resulting figure is compared to the approximate size in square feet of an establishment that could open in the City of Monroe.

The analysis produces an estimate of the types of new businesses that are most likely to be supported over the next ten years in the city.

Table 3.6 shows the percentage gaps based upon the supply and demand within the trade areas. A positive gap (in green) means that there in unmet demand that could be filled by new businesses. A negative gap (in red) means the market is already oversupplied.

Table 3.6: Percentage Retail Gap, 2016

Category	5 Minute Drive	10 Minute Drive	15 Minute Drive
Automobile Dealers	-61.2%	-178.1%	-124.3%
Other Motor Vehicle Dealers	100.0%	24.9%	-70.7%
Auto Parts Stores	14.5%	-29.6%	1.6%
Furniture Stores	63.9%	12.2%	39.8%
Home Furnishings Stores	84.3%	-19.4%	12.4%
Electronics and Appliance Stores	-140.8%	13.8%	42.0%
Building Materials and Supply Stores	-9.9%	-30.3%	-9.9%
Lawn and Garden Equipment Stores	89.9%	44.4%	37.4%
Grocery Stores	16.6%	-9.0%	4.6%
Specialty Food Stores	56.5%	57.5%	69.0%
Beer, Wine, and Liquor Stores	-147.6%	-245.2%	-158.2%
Health and Personal Care Stores	-52.7%	-80.9%	-15.8%
Gas Stations	-170.5%	-176.5%	-132.5%
Clothing Stores	69.0%	-8.1%	27.7%
Shoe Stores	53.1%	-36.4%	6.5%
Jewelry and Luggage Stores	-16.0%	-20.4%	17.2%
Sporting Goods, Hobby, and Music Stores	40.1%	-37.8%	-17.8%
Book Stores	60.5%	-24.6%	20.6%
Department Stores	100.0%	-42.2%	-45.6%
General Merchandise Stores	79.7%	65.4%	69.4%
Florists	-227.7%	-147.6%	-53.6%
Office Supply Stores	71.7%	-15.4%	-5.9%
Used Merchandise Stores	-131.7%	-29.1%	6.2%
Full Service Restaurants	-10.1%	-40.8%	-7.5%
Fast Food Restaurants	-34.4%	-80.8%	-34.2%
Bars	6.2%	39.1%	42.0%

Source: ESRI Business Analyst 2016

The City of Monroe’s retail market is something of a “doughnut.” Because there are many large-scale national retailers northwest of the City along Telegraph Road in Frenchtown Township, the 10 Minute Drive time shows little to no demand in most categories. However, Downtown Monroe can attract customers from the 5 and 15 Minute Drive Times. People within the Five Minute drive time live very close to Downtown Monroe and could choose to shop there for their everyday needs. People within the 15 Minute Drive time already have to drive several minutes to get to any retail destination – and Downtown Monroe can attract them over other options through urban vibrancy, historic beauty, and a walkable experience.

Table 3.7 shows the gap converted to a demand for additional stores, based on the size of the potential market and the usual square footage of stores in the category. The number of stores is presented as a range.

Table 3.7: Number of New Stores Demanded, 2016

Category	Within 5-Min Drive	Within 10-Min Drive	Within 15-Min Drive
Other Motor Vehicle Dealers	0-1	0-1	0
Auto Parts Stores	0	0	0
Furniture Stores	0	0	0-1
Home Furnishings Stores	0	0	0
Electronics and Appliance Stores	0	0	1-2
Building Materials and Supply Stores	0	0	0
Lawn and Garden Equipment Stores	0	0	0
Grocery Stores	0	0	0
Specialty Food Stores	0	0-1	2-3
Beer, Wine, and Liquor Stores	0	0	0
Health and Personal Care Stores	0	0	0
Gas Stations	0	0	0
Clothing Stores	0-1	0	1-2
Shoe Stores	0	0	0
Jewelry and Luggage Stores	0	0	0
Sporting Goods, Hobby, and Music Stores	0	0	0
Book Stores	0	0	0
Department Stores	1-2	0	0
General Merchandise Stores	0-1	3-4	5-6
Florists	0	0	0
Office Supply Stores	0	0	0
Used Merchandise Stores	0	0	0
Full Service Restaurants	0	0	0
Fast Food Restaurants	0	0	0
Bars	0	0	0

Source: ESRI Business Analyst 2016, McKenna Associates Calculation



Downtown Monroe

Demand for New Establishments

In general, the preceding analysis shows that there is not a large amount of pent-up demand for additional retail in Monroe. New retail development will not come simply out of businesses recognizing unmet demand for their products.

However, there is unmet demand in several specific retail categories. Specifically, it appears Monroe could support more general merchandise stores, specialty food stores, restaurants, clothing stores, electronics and appliance stores, and furniture stores.

Creating Additional Demand

Additional demand can be created through aggressive marketing, community events, and recreational improvements that will draw more customers to the Monroe community. The region's transportation linkages and waterfront recreational opportunities bring potential customers into the area every day – and these visitors are not included in the gap analysis. By capitalizing on these advantages, the Monroe area can bring more customers to its businesses.

Another investment that will bring additional customers to the city are the planned regional bike routes that will converge in Monroe. People will use this path both for recreation and

transportation. If businesses along the path are oriented to take advantage of the cyclists (with bike parking facilities and front doors along or near the bike path), then they will attract additional customers.

The concept of “**economic gardening**” focuses on fostering long-term sustainable growth in the community and creating a nurturing environment for entrepreneurs, including relationship-building between local businesses. The public's growing preference to buy and produce “local” can be an important driver for the City's economy. This includes the burgeoning local foods movement, as well as efforts to better facilitate neighborhood and local shopping. The emphasis on local foods is creating opportunities for agricultural-tourism and small-scale production, distribution, and retail ventures. Similarly, while Chambers of Commerce have long touted “shop local” campaigns, a catchy slogan and a window placard are not enough. Innovative programs designed to increase the level of engagement between local shop owners and customers, such as printing their own local currency, are among the many ways to encourage buying local.

Additionally, the City should prohibit first floor offices downtown in order to promote vibrant first floor retail.

MUNICIPAL FACILITIES AND SERVICES



Monroe offers a wide variety of municipal services to its residents and businesses and operates a number of public facilities. The quality, availability and cost of these services impact growth and redevelopment in Monroe as well as quality of life in the community. Residential, commercial, and industrial users make location decisions based in part upon the ability of a municipality to meet their present and future needs cost-effectively. To keep pace, Monroe must continually maintain, upgrade and/or diversify facilities and services. Municipal facilities include transportation centers, government buildings and agencies, parks, schools, cultural opportunities, and health care facilities.

City Departments

To offer specialized service to residents, the City has different Divisions that are further broken down into departments. For example, the Planning Department and Building Department fall under the Community Development Department and the Public Safety Division is made up of the Police Department and the Fire Department. Each department has their own support staff and equipment in order to operate efficiently. Many develop their own master plans and goals for the future. For instance, the Wastewater Department (part of Water & Wastewater Utilities) has their own Storm Water Management Plan that lays out a series of goals

with measurable objectives and a detailed time table. Issues related to the City's Master Plan must coincide with these types of department plans.

Boards and Commissions

The City of Monroe is a community full of civically-engaged citizens, and city government is no exception. Its foundation includes the Mayor, Clerk, Treasurer, and City Council, which create the executive and legislative local government. In addition, there are a number of advisory boards and commissions. Each body serves as advisors to the City Council, which makes final decisions. The following is a list of boards and authorities with independent revenue and decision-making authority:

- Brownfield Redevelopment Authority
- Downtown Development Authority
- Port Commission
- Local Development Financing Authority (currently inactive)

The following is a list of boards without direct revenue streams and who report directly to the City Council on some matters:

- Historic District Commission
- Parks and Recreation Commission
- Citizen Planning Commission
- Zoning Board of Appeals



Water Tower at
Roessier Field

Facilities and Services

The following is an overview of existing facilities and services offered to Monroe residents.

Water Service

The City of Monroe owns and operates a water treatment plant as well as pumping stations and distribution lines that accompany it. Water from Lake Erie is treated and supplied to city residents as well as neighboring townships at a metered rate. The system has a capacity of 14 million gallons per day. The City of Monroe and Frenchtown Charter Township have a joint service agreement for water and will assist one another with service if necessary.

Based on the findings of a 2000 Water Quality Report, the City's water exceeds the state and federal drinking water requirements. However, the City does have high susceptibility for contamination. In 2004, the state performed a mandated assessment of the City's source water using a seven-tiered rating scale from very-low susceptibility to very-high susceptibility based primarily on geologic sensitivity, water chemistry, and contaminant sources. The City's source water was determined to have a high susceptibility. Significant potential sources of contamination include 54 hazardous or solid waste sites and 18 industrial discharge site facilities within the watershed. It is noted, however, that historically the Monroe Water Plant has effectively treated the source water to meet all drinking water standards.

Several system-wide improvements were completed in fiscal year 2013-2014 which will extend and maintain the service life of the City's facilities. At the Water Treatment Plant & Raw Water Intake Facility, there are planned projects for ozone injection system replacement, facility roof replacements, and a replacement of the raw water pump drive system.

Stormwater Infrastructure

Stormwater management is an important government service that is provided to protect roads, bridges, homes, and businesses from damage and to ensure personal safety of residents. Proper stormwater management also helps protect the quality of the local water supply. The City of Monroe owns and maintains almost 23 miles of storm sewer lines within its city limits. Effective storm water management is important for the City.

Under the EPA National Pollution Discharge Elimination System (NPDES) permit program, communities over 50,000 people are required to complete a Municipal Separate Storm Sewer System (MS4) Permit. In this permit, communities detail goals related to best management practices in 6 basic categories, which include (1) Public Education, (2) Public Involvement and Participation, (3) Illicit Discharge Elimination, (4) Post Construction Controls, (5) Construction Storm Water Runoff, and (6) Pollution Prevention. In the 2011 MS4 permit report, the City of Monroe highlights a number of best management practices (BMPs) that have been met, as well as some future goals for the City. Key goals for the City from that report include:

1. Prepare separate educational storm water brochures for industrial, commercial, and institutional groups.
2. Encourage private developers to install rain gardens and bioswales along the River Raisin and other natural channels.
3. Prohibit and enforce illicit discharges through information, regulation, and enforcement.
4. Installation of specific pet waste bag distribution posts on trails and city parks.
5. Clean outfalls, prioritizing those outfalls entering the River Raisin.
6. Regulate post-construction controls at new development sites and redevelopment sites.
7. Mandate water-quality treatment elements

consistent with the SEMCOG Low Impact Development Manual during the site plan review of any parcel greater than one acre.

8. Conduct training opportunities for employees and city contractors on all city projects with measurable impact on storm water runoff.
9. Adopt a fertilizer and pesticide policy for City facilities.

In 2006, the City of Monroe received a grant from the Michigan Department of Environmental Quality (MDEQ) Coastal Zone Management Program to write a Pilot Watershed Improvement Plan. Part of the study included an assessment of urban stream corridors and drains that carry stormwater through the City to Lake Erie. There were a number of notable findings related to water flow. For example, multiple drain segments have trash and 'unsightly debris' built up that is causing partial flow blockages and should be removed.

There is evidence of construction debris causing soil erosion, which can impair channel flow capacity. The study also found that floodplains along several drain segments had encroachment from filling, land development, and man-made structures. Encroachment was assessed from the perspective of how it alters the flood plain's ability to pass extreme flood events. Seventeen suburban stream corridors were categorized as optimal, while 20 corridors had very poor flood encroachment. Investigators found several challenges, including bank failure, channelization, downcutting, sediment deposition, and widening. The plan includes a series of recommendations, including debris removal, addition of rain gardens, tree buffers to capture rainfall, and dam removal.

Sanitary Sewer

The sanitary sewer service district is an independent, multi-jurisdictional sewer authority that provides service to the City of Monroe and the more intensely developed areas in Frenchtown and Monroe Charter Townships. The sewer service district is managed by the Monroe Metropolitan Water Pollution Control System, which was established in 1976. There is a seven member board made up of two representatives from the City and each township and one representative from the County Drain Commission that oversees the sanitary sewer.

The capacity of the water treatment plant is 25 million gallons per day. The City of Monroe retains 39.7% of the reserve capacity,

Frenchtown Township has 36.5% and Monroe Township has 23.8%. Extension of the sewer system beyond the service district is only possible if one of the three jurisdictions were to give up some of their reserve capacity.

In 2011, a study was conducted to identify the most cost effective combination of Inflow/ Infiltration (I/I) removal, Waste Water Treatment Plant expansion, and/or storage required to eliminate wet weather blending for heavy rain events. Wet weather blending is a concern in the City of Monroe because at one time, the City, like many older communities, had a combined sewer system, which has since been converted to two separate systems; storm sewer and sanitary sewer. However, many older homes have non-conforming Footing Drains that directly connect the house to the sanitary lateral, resulting in sanitary sewer overflow during heavy rain events. Results of the 2011 Wet Weather Facilities evaluation indicate that footing drains contribute approximately 43% of wet weather I/I. Footing drain disconnection was determined not to be cost effective; so, it was not recommended to city officials. Other lower cost strategies that can reduce the amount of storm water entering the sewer system include repair of manholes and repair of leaking sewer lines.

The Michigan Department of Environmental Quality no longer allows blending sewage flows. Therefore, the Metro Water Pollution Control System built an equalization basin that will act as a short-term storage area for sewage in the event of significant flooding.

Solid Waste Collection

The City provides waste collection through a contractual arrangement with a private company, financed through general fund expenditures. Trash is collected from private residents and commercial establishments and transported to a private landfill. The City also offers curbside recycling to all single-family residential homes.

Government Facilities

The central local government facility is the two-block City-County Complex in the southeastern section of the Central Business District. The complex contains the City Hall, the County Administration Building, the Law Enforcement and Adult Detention Center and the remodeled Courthouse and Annex. The City is also home to a number of other city, county, state and federal governmental offices.



*Storm and Sanitary Access
in Downtown Monroe*



City Fire Trucks

Public Safety

The perception of security and the quality of public safety impact the attractiveness of a community to visitors and newcomers alike. The City operates both a fire department and police department.

The Police Department currently operates out of the Law Enforcement Center and serves only the City. There are no plans for future expansions to the City Police Department with the exception of periodic upgrades to equipment. The current equipment and staffing is adequate to provide good response times to emergencies for residents and businesses.

The Fire Department has two stations in operation within the community. The Fire Department has a mutual aid agreements with Frenchtown Charter Township and Monroe Charter Township. The non-profit MCA (Monroe Community Ambulance) provides emergency and medical response.

Municipal Energy

The City of Monroe has made a conscious commitment to invest in energy efficient technologies for municipal services. Already, city officials are seeing financial benefits as a result of the efficiency investments. For example, two new lighting projects by the City are paying significant dividends. Efficient new lighting at the City's Multi-Sports Complex is saving \$12,000-

\$15,000 a year, with a payback period of less than six years. The replacement of nearly 300 mercury vapor streetlights with new LED fixtures will save the City \$20,000 annually. In both cases, costs were reduced by rebates from DTE and the streetlight project received significant additional support from the federal Community Development Block Grant, leaving it with a payback period of only one year.

Schools

The Monroe Public School District, the largest in Monroe County, encompasses 85 square miles and includes the City of Monroe and all or part of five surrounding townships. The decrease in population in the City over the past ten years is evident in the enrollment trends. According to the 2003 Master Plan, Monroe Public Schools had a total enrollment of approximately 7,000 students. At the start of the 2013-2014 school year, the total enrollment had dropped to 6,100 students.

At the time the Master Plan was prepared, the school district had seven elementary school complexes for kindergarten through 6th grade; one middle school for grades 7 and 8; and one high school for 9th through 12th grade. There are also a number of private and parochial schools that draw students from throughout the City and county.

Monroe County Community College, with its main campus about three miles west of the City, had an enrollment of over 3,800 students at the beginning of the 2013-2014 school year. The college maintains an 'open-door' admissions policy in most of its programs. The college offers a large variety of course options, and degree and certification programs.

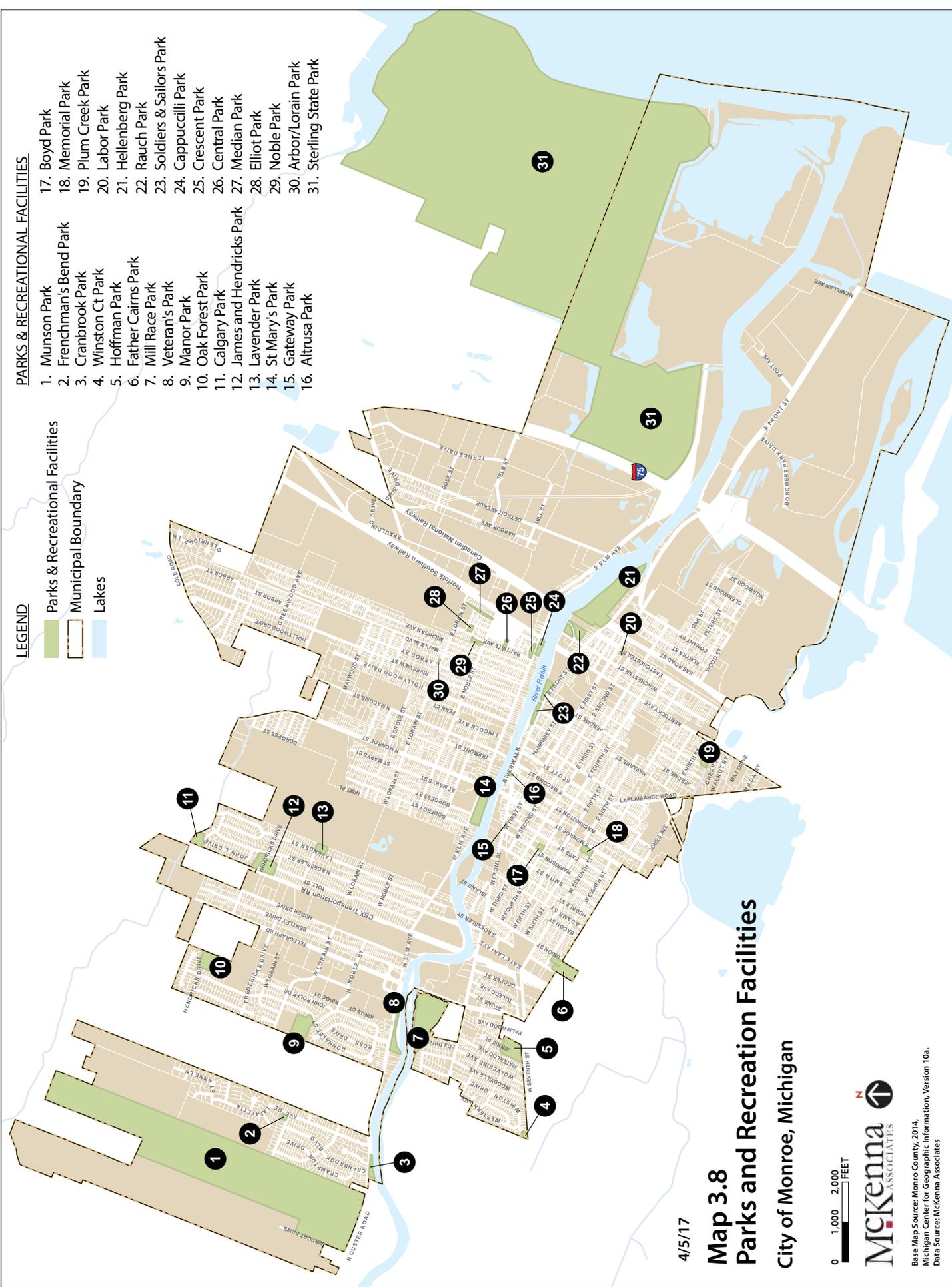
From a planning perspective, the City of Monroe and the school district are mutually beneficial to one another because they share a variety of recreational facilities and services. For example, Monroe High School and Saint Mary Catholic Central uses the City owned and operated Multi-Sports Complex for a variety of sports. The City-owned Munson Park is home to local track and cross country competitions. In return, the City uses a number of school facilities for public meetings and events.

PARKS AND RECREATION



The City of Monroe owns and operates approximately 172 acres of land designated for city parks. Residents living in the Monroe Community are fortunate to have access to Sterling State Park, a National Battlefield Park, and an International Wildlife Refuge, all within close proximity to one another. Smaller neighborhood and community parks, as well as school playgrounds are located throughout the City.

The 2014 Parks and Recreation Master Plan has a complete description of the parks and recreation amenities in the City. The facilities are summarized in Map 3.8.



LEGEND

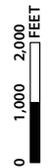
- Parks & Recreational Facilities
- Municipal Boundary
- Lakes

- PARKS & RECREATIONAL FACILITIES**
1. Munson Park
 2. Frenchman's Bend Park
 3. Cranbrook Park
 4. Winston Ct Park
 5. Hoffman Park
 6. Father Cairns Park
 7. Mill Race Park
 8. Veteran's Park
 9. Manor Park
 10. Oak Forest Park
 11. Calgary Park
 12. James and Hendricks Park
 13. Laverder Park
 14. St Mary's Park
 15. Gateway Park
 16. Altrusa Park
 17. Boyd Park
 18. Memorial Park
 19. Plum Creek Park
 20. Labor Park
 21. Hellenberg Park
 22. Rauch Park
 23. Soldiers & Sailors Park
 24. Cappuccilli Park
 25. Crescent Park
 26. Central Park
 27. Median Park
 28. Elliot Park
 29. Noble Park
 30. Arbor/Lorain Park
 31. Sterling State Park

4/5/17

Map 3.8 Parks and Recreation Facilities

City of Monroe, Michigan



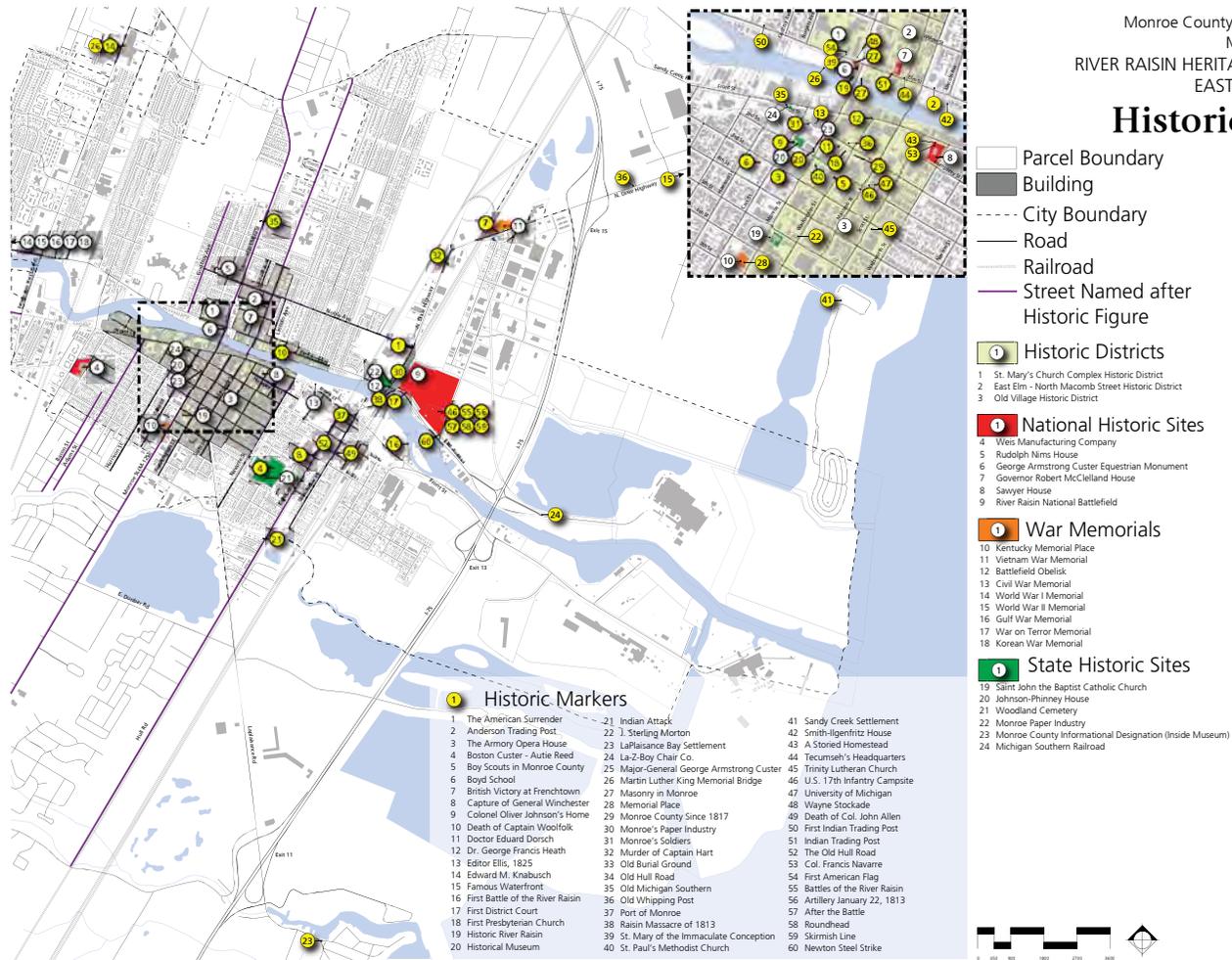
Base Map Source: Monroe County, 2014,
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates

HISTORIC RESOURCES

Monroe County Historical Society
 Monroe, Michigan
 RIVER RAISIN HERITAGE CORRIDOR
 EAST MASTER PLAN

Historic Assets

April 2013



As the third oldest city in Michigan, the City of Monroe has a rich history that is celebrated throughout the community. The City has numerous historic buildings, structures, and sites that together create a unique identity for the City. Properly managed, these resources can provide the foundation for community revitalization.

Monroe has thirty-six locally designated historic single resource historic districts, one historic site, and five individual resources listed on the National Register of Historic Places and four National Registered Districts (See Map 3.1 for locations of most Historic Properties). In addition, historians have identified five undesignated historic areas as having historic value, for possible future designations.

Above is a map from the City of Monroe Parks and Recreation Plan that was compiled and designed by Beckett and Raeder. It shows the many historic assets located throughout the City, especially in the core and on the east side.

The Economics of Preservation

The Advisory Council on Historic Preservation reports that properties in preserved historic districts appreciate at a higher rate than properties outside those districts. In some cases, the impact is dramatic- in Savannah, Georgia, properties in the historic district are generally worth triple or more compared to a similarly sized property outside the district. While Monroe is unlikely to see an impact like that, the trend is clear – history preservation leads to vibrant, high-value neighborhoods.

LEGEND

-  Municipal Boundary
-  Water
-  Railroad
-  Single Resource Districts

Historic Properties

- 1 - 325 N Macomb St
- 2 - 303 N Macomb St
- 3 - 226 N Macomb St
- 4 - 218 N Macomb St
- 5 - 143 N Macomb St
- 6 - 47 E Elm Ave
- 7 - 201 S Macomb St
- 8 - 208 Scott St
- 9 - 211 S Macomb St
- 10 - 212 Scott St
- 11 - 217 S Macomb St
- 12 - 218 Scott St
- 13 - 221 S Macomb St
- 14 - 205 E Third St
- 15 - 226 Scott St
- 16 - 225 Scott St
- 17 - 303 Washington St
- 18 - 307 Washington St
- 19 - 311 Washington St
- 20 - 118 E Third St
- 21 - 306 S Macomb St
- 22 - 210 E Third St
- 23 - 309 E Fifth St
- 24 - 304 E Fifth St

8/26/16

Map 3.9 - Locally Designated Historic Properties

City of Monroe, Michigan



Base Map Source: Monro County, 2014
 Michigan Center for Geographic Information, Version 10a.
 Data Source: McKenna Associates



National Register Districts

Old Village Historic District. Platted in 1817, the Old Village Plat is the largest of the three historic districts and includes the City's business district, courthouse square, and oldest neighborhoods. The Old Village District is historically significant for the exceptional breadth and diversity of its residential architecture, containing nearly every style and type of house that was built in the nation between 1820 and 1950. However the historic character of the Old Village Historic District has diminished since 1982 when it was listed in the National Register. In the neighborhoods, this has occurred through the removal of such historic features as windows and porches and the application of artificial siding. In the business district, historic facades have been replaced by unsympathetic modern designs. In addition, some historic buildings have been demolished, leaving gaps in the streetscape. While the Old Village District is still of National Register quality it would be desirable to implement additional protection measures to protect resources and prevent the future decline of the district's historic character.

East Elm-North Macomb Street Historic District. For much of Monroe's history Elm Avenue has been one of the most prestigious addresses in the City, reflected in the array of impressive dwellings dating from the 1820s to the 1920s. In the mid-nineteenth century suburban villas were built in the rural area north of Elm Avenue. The rest of the district gradually filled in with more modest houses representing the range of popular architectural styles. The district has experienced some of the same unsympathetic alterations found in Old Village neighborhoods but overall retains much of its historic character.

St. Mary's Church Complex Historic District. Located on the northwest corner of Monroe Street and Elm Avenue, St. Mary's Church was built between 1835 and 1839. The district also contains a school and the church rectory, although the Brothers of Holy Cross Hall has since been razed. St. Mary's parish is the second oldest Catholic parish still in existence in the Old Northwest Territory, and the church was previously one of the oldest Gothic Revival style churches in Michigan. In 1988 the exterior of St. Mary's Church was encased in a new brick facade, resulting in a loss of its historic appearance.

River Raisin Battlefield. Located north of the River Raisin on Monroe's east side, the River Raisin Battlefield Site was officially designated as a National Battlefield Park by the National Park



Service in 2009. The 2013 River Raisin National Battlefield Corridor-East Master Plan sets forth an ambitious vision for the City of Monroe to capitalize on the rich history of the site as well as recreational and cultural assets that surround the Park. The site was home to the early French settlement in Michigan and to the famous River Raisin battles during the War of 1812. Archaeological surveys and other excavations at the site have identified the presence of extensive resources from the French settlement and the first and second battles of the River Raisin. These resources were preserved beneath a paper mill complex built in the early twentieth century by the River Raisin Paper Company. The plant has since been removed within the past decade in order to facilitate cultural heritage development of the area.

Monroe has four buildings and one monument individually listed in the National Register of Historic Places:

- **Governor Robert McClelland House** (ca. 1840) – within the East Elm-North Macomb Street Historic District;
- **Sawyer House** (1873) – the Old Village Historic District;
- **Rudolph Nims House** (1836–1846) – West Noble Avenue;
- **Weis Manufacturing Company** (1905–1912) – Union and Seventh Streets (adaptively reused as Woodcraft Square);

River Raisin Battlefield Visitor Center, E. Elm Avenue



*Sighting the Enemy:
The George A. Custer
Equestrian Monument*

- **George Armstrong Custer Equestrian Monument** (1910) at the corner of Elm Avenue and North Monroe Street.

One additional building and one site are listed in Michigan's State Register of Historic Sites:

- **Johnson-Phinney House** (1832 and 1869);
- **Woodland Cemetery** (1810– Present).

Potential Additional Historic Districts

In 2001, state and local historians met in Monroe to take a fresh look at its historic resources. Because so much of Monroe is more than fifty years old it is a challenge to pick out specific areas that are the most “historic.” However the five historic areas discussed below have significant concentrations of buildings that retain their historic significance and appear to meet the criteria for eligibility for listing in the National Register of Historic Places.

St. Mary's Academy Historic Area. In 1982, St. Mary's Academy Historic District was nominated to the National Register of Historic Places and determined eligible for listing by the Keeper of the National Register. The proposed district includes the Hall of the Divine Child, the Motherhouse, Immaculate Heart Chapel, St. Mary's Academy, the infirmary, and the power

plant. The St. Mary's Academy/Motherhouse Complex is significant as the home of the Sisters, Servants of the Immaculate Heart of Mary (SSIHM) and also as one of the most important groupings of Art Deco style buildings in Michigan. The closing of the boys and girls schools combined with a decrease in the population of their order have led the SSIHM to reevaluate the use of the former Academy/Motherhouse Complex.

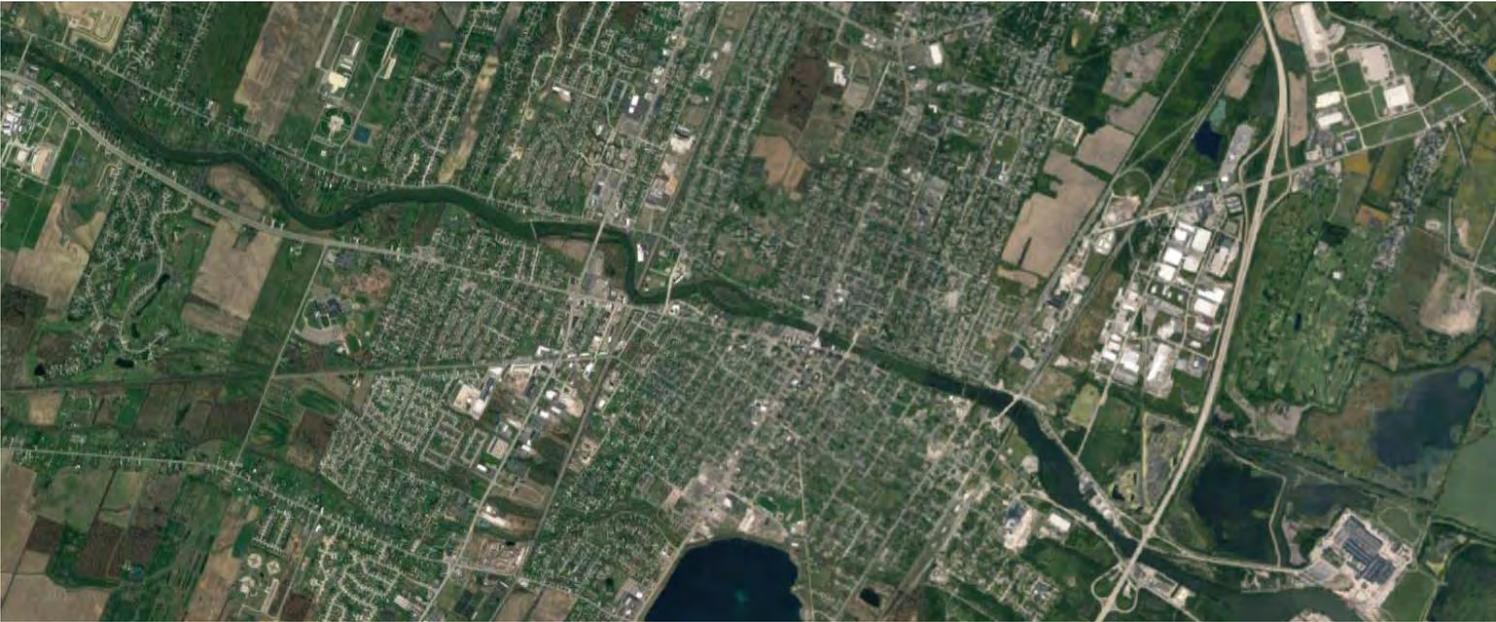
West Elm Avenue Historic Area. Adjoining St. Mary's Academy at its southeast corner, the West Elm Avenue Historic Area extends from SSIHM along both sides of West Elm Avenue to St. Mary's Park and including the block along the west side of Borgess Avenue. Platted in 1836, West Elm is similar in character to the East Elm-North Macomb Street Historic District. Most of this area was in a local historic district designated in 1991 and subsequently repealed.

Godfroy/Borgess/St. Mary's Historic Area. North of West Noble Avenue, extending along Godfroy, Borgess, and St. Mary's Avenues, this area contains Monroe's largest and most intact concentration of the small house styles such as “Cotswold” cottages and Bungalows popular in the 1920s. After World War I residential development in Monroe shifted to vacant lands north of the River Raisin. Godfroy, Borgess, and St. Mary's Avenues remain a preferred address due to the attention and maintenance given to homes in this area.

East Elm-North Macomb Street Historic District Additions. Two areas adjoining the East Elm-North Macomb Street Historic District that match the district in character and retain their historic appearance appear to be potential additions to the historic district. Homes on Lincoln Avenue south of East Noble Avenue relate closely to the homes on Macomb and Tremont to the west. East Elm Avenue, extending eastward from the current district boundary at Riverview Avenue to Michigan Avenue, was part of a local historic district established in 1991 and subsequently repealed.

Hollywood Drive Historic Area. Extending northward along Hollywood Drive from East Elm Avenue north to Maywood Avenue, this historic area was platted in 1920. Developed as a boulevard with large lots, Hollywood Drive replaced Elm Avenue as the street for Monroe's most affluent citizens through the 1960s. The large homes in a variety of historical revival styles popular from the 1920s through the 1940s are unmatched elsewhere in Monroe.

TRANSPORTATION



The transportation system has played an important role in Monroe's development pattern. The River Raisin and Lake Erie served early on as key transportation corridors and strongly influenced patterns of early settlement. Later, the road system would shape how the City developed. While the automobile is the prominent way of getting around, Monroe is truly a "multi-modal" city. The City offers an extensive network of streets, sidewalks and other non-motorized pathways. The Port, rail lines, airport and transit system provide additional options for residents, visitors, and businesses. Since the City is the hub of the Monroe area, its transportation system also impacts the surrounding communities.

Street and Highway Network

Monroe's street network can be characterized into three basic types. Most streets south of the River Raisin consist of a rectangular grid pattern with alleys and short blocks. The grid pattern continues north of the River Raisin, but the blocks are longer and some streets are wider. Newer streets, mostly located in the western areas of the City, use a curvilinear, or modified grid (curved that still connect) system with wider pavements and right-of-way widths. These differences are largely a result of changes in taste and City's design standards over the years, reflecting national trends.

The older streets were designed before the automobile was the dominant mode of travel. Newer streets were designed for automobiles, trucks and emergency vehicles. Since the City has an established street network, few major changes are likely to occur. Therefore, the focus for future improvement and planning is to make the current streets work more efficiently and contribute to the character sought throughout the City.

Due to the City's early development, which includes the original ribbon farms, large individual landowners, and major north-south transportation corridors, there are several barriers to east-west connectivity in the City. Lack of connectivity poses challenges to economic development, emergency management, and community cohesiveness.

LEGEND

- Interstates
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Local
- Uncoded - not a certified public road
- Municipal Boundary
- Lakes



8/26/16
**3.10 - National Transportation
 Functional Classifications**
 City of Monroe, Michigan

0 1,000 2,000 FEET

Base Map Source: Monroe County, 2014
 Michigan Center for Geographic Information, Version 10a.
 Data Source: McKenna Associates



Highways

The major highways in Monroe include South Custer Road (M-50), Telegraph Road (US-24) and Monroe Street (M-125). These are key transportation routes for freight and passenger traffic in and out of the community. Two interstate routes (I-75 and I-275) link Monroe to large population and commerce centers to the north and south. Coordination between applicable roadway jurisdictions, including state and federal, is extremely important in ensuring that future planning and goals are compatible.

I-75 EXITS:

Exit 11: LaPlaisance Road Also this exit is in Monroe Charter Township, it is signed as “Downtown Monroe” for northbound traffic. This exit needs to be redesigned to better accommodate bicycle traffic, and to incentivize economic development and create a better gateway into the City from the South.

Exit 13: Front Street This exit serves Downtown Monroe and the Port of Monroe, but has an outdated design and should be re-constructed to better meet the needs of the many nearby economic drivers.

Exit 14: Elm Street This exit, just across the river from Front Street, has an extremely outdated and dangerous design. Reconstruction and redesign is badly needed.

Exit 15 Dixie Highway: Also this exit is in Frenchtown Charter Township, it is signed as “Downtown Monroe” for southbound traffic. This is the most economically prosperous exit of the four, and has the most modern design for safety and efficiency.

Road Classifications

Roads in the community are categorized under the National Functional Classification (NFC) System (see Map 3.10). The NFC is a planning tool developed by the Federal Highway Administration (FHWA) to classify all streets, roads and highways according to their function. The NFC System is divided into the following categories:

- **Principal Arterials** – These roads generally carry long distance, through-travel movements. Examples include interstate/highways, freeways and other state routes.
- **Minor Arterials** – Similar to Principal Arterials, but they carry trips of shorter distances and provide access to lesser traffic generators.
- **Collectors** – These roads tend to provide more access to property than do arterials.
- **Local** – Residential streets and lightly traveled county roads that provide direct access to properties.

*I-75 (left)
N. Telegraph Road (right)*



Telegraph Road

Access Management

In 2005, the Michigan Department of Transportation hired an engineering consulting group to complete an *Access Management Study* on Telegraph Road to evaluate land uses, safety, traffic operations, and access management opportunities.

The project team conducted 35 interviews with local business owners and also held a series of workshops. Results indicated that traffic congestion peaks in the late afternoon at the intersections of Telegraph and South Custer Roads, and Telegraph and Stewart Roads. The study recommended a series of intersection improvements at key locations along the corridor, as well as over 100 access management actions. Several of the recommendations and proposed improvements have been implemented. The City is working to implement many of these recommendations and has already reduced the total number of driveways accessing Telegraph. Although completed over a decade ago, City staff still considers the views in this study as relevant for informing their actions.

The three-day Telegraph Corridor Planning Charrette, a part of the larger Resilient Monroe collaborative planning process also integrated findings from the *Access Management Study*. Removing curb cuts and increasing the view shed are important components of placemaking because they often improve the overall visual aesthetics.

By the Numbers

Pavement Conditions

According to SEMCOG 2014-2015 data, 16% of the total lane miles within the City of Monroe are classified as ‘Good’ - a 6% increase since 2012. Another 48% are classified as ‘Fair,’ and the remaining 36% are classified as ‘Poor.’ As of 2010, 52% of bridges within the City of Monroe were classified as ‘Deficient.’ In 2009, Voters approved funding for repairs to all of Monroe’s major bridges.

Crash Data

Crash data has been collected over the past five years and analyzed. This information helps to identify problem intersections and general traffic safety issues along the roadways. The data collected focuses on citywide crash severity and compiled statistics for specific intersections.

The intersection of Telegraph Road and S. Custer Road accounts for the highest number of crashes on average annually, while the top eight intersections with the highest average crashes are all located on either Telegraph Road or Monroe Street. The segment of Telegraph between Custer Drive and Stewart Road accounts for an average of 108 crashes per year. For the City, over the past 15 years it seems there has been a slight decline in severity of crashes as well as the number of total crashes (see Table 3.8).

Table 3.8. Crash Severity in the City of Monroe by Year

Crash Severity	Percentage by Year		
	1999	2009	2012
Fatality	0.3%	0.3%	0.1%
Personal Injury	24.5%	19.1%	18.8%
Property Damage Only	75.3%	80.6%	81.0%
Total Crashes	749	638	674%

Commute Mode

According to data gathered by the U.S. Census and the 5-year American Community Survey (ACS), the vast majority of commuters (85%) drive to work alone in the City of Monroe. Despite a fairly extensive public transit system, only 1% of commuters in the City of Monroe report taking transit to work. This is interesting considering only 18% of City respondents to the Resilient Monroe Community Planning Survey felt the public transit system is ‘difficult’ to use. The average commute time to work is 21 minutes one-way.



Non-Motorized Options

Interconnected biking, hiking and walking routes throughout the City of Monroe have become increasingly important to residents. According to the Community Planning Survey, 75% of city residents identified access to biking and walking paths as important or very important to them. The City of Monroe is committed to providing a variety of transportation options that are both safe and enjoyable.

Pedestrians

To serve pedestrians, there is the Riverwalk walkway along the south side of the River Raisin between Monroe Street and Soldiers and Sailors Park. The Martin Luther King Pedestrian Bridge, at St. Mary's Park, provides a connection across the River Raisin and links to the Riverwalk.

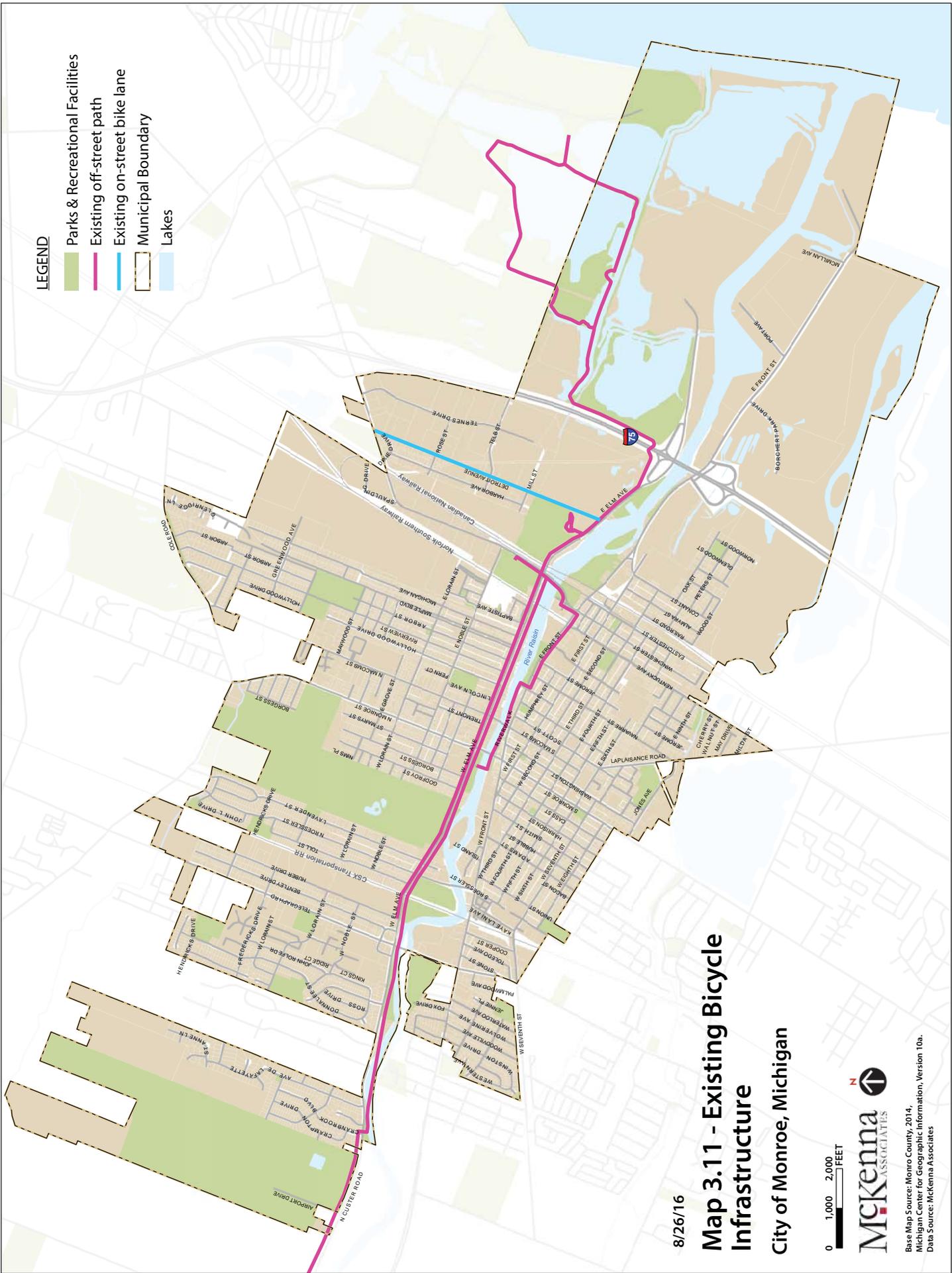
The City has an ongoing sidewalk maintenance and replacement program and has identified gaps in the sidewalk infrastructure. Improvement projects are ongoing. Gaps are also addressed through policies requiring sidewalk installation in new developments.

Bike Lanes

Currently, there are two designated bike lanes in the City of Monroe. The bike lanes run along Detroit Avenue from North Dixie Highway to East Elm Street and along the Winchester Street Bridge and Dixie Highway. There is also a network of shared-use paths along North Custer Road alongside the River Raisin. Refer to Map 3.12 for an overview of existing and planned non-motorized infrastructure.

River Raisin Heritage Trail (left)

*Shared use path along
N. Custer Road (right)*



LEGEND

- Parks & Recreational Facilities
- Existing off-street path
- Existing on-street bike lane
- Municipal Boundary
- Lakes

8/26/16

Map 3.11 - Existing Bicycle Infrastructure

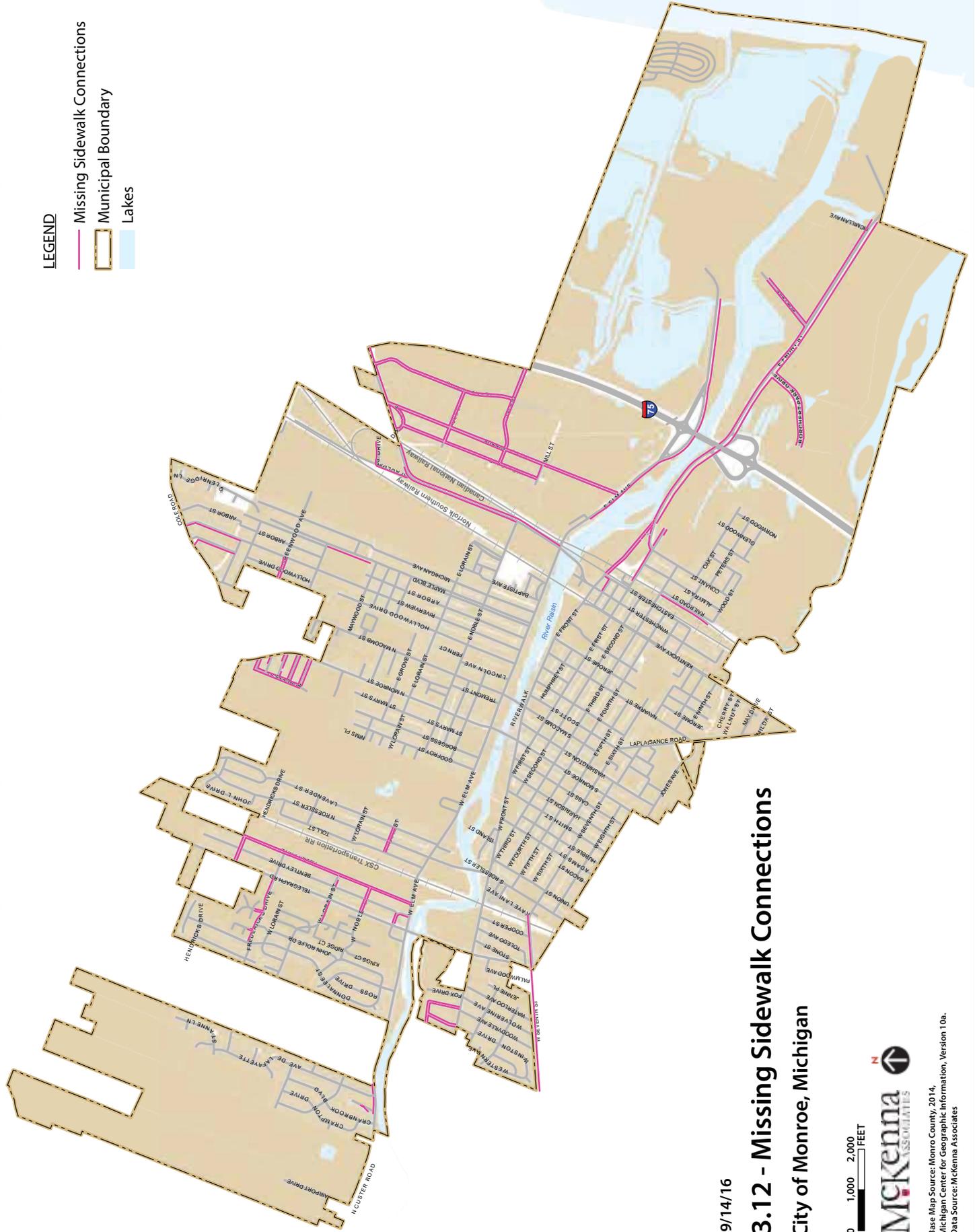
City of Monroe, Michigan



Base Map Source: Monro County, 2014,
Michigan Center for Geographic Information, Version 10a.
Data Source: Mckenna Associates

LEGEND

- Missing Sidewalk Connections
- Municipal Boundary
- Lakes



9/14/16

3.12 - Missing Sidewalk Connections

City of Monroe, Michigan

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Base Map Source: Monro County, 2014,
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates



Lake Erie Transit Hybrid Bus

Public Transportation

Lake Erie Transit (LET) is the regional transit service provider for the City of Monroe. LET offers eight fixed routes and Dial-A-Ride services to locations not served by the fixed-route service area (see Map 4.3). On average, LET provides 400,000 rides per year. Much of the population served by LET does not have access to a personal automobile, so the service LET provides is critical to for many within the community.

Through its Essential Transportation Services program, LET contracts with Monroe County Community Mental Health to provide clients with door-to-door service from home employment. LET also serves older adults by providing a free bus pass to anyone over 60 years of age and guarantees a ride home to anyone picked up. Older adults can learn to navigate the fixed-route bus system under the guidance of a volunteer in LET's Bus Buddy program. All buses are equipped with bike racks on the front.

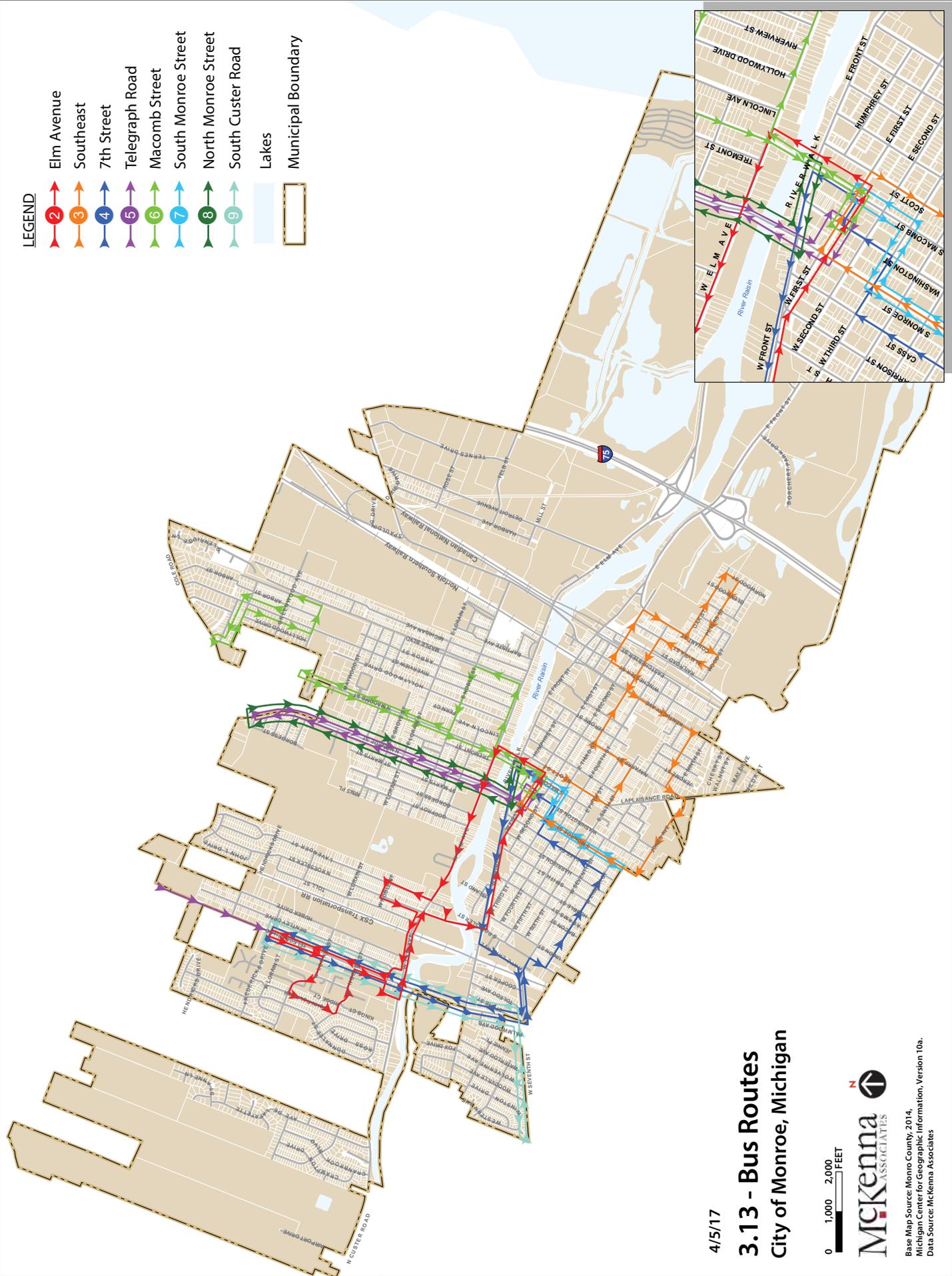
The transit agency is in the process of transitioning its fleet from diesel to alternative fuels and hybrid vehicles, saving on average 40% in fuel for every mile driven. Currently, there are eight hybrid buses operated by the agency. Last year, LET partnered with the Monroe County Road Commission to open a new biodiesel fueling station for the fleet of buses as well as road commission vehicles. The agencies received a \$1 million federal grant for the project

with each contributing 10 percent or a total of \$200,000 in matching funds for the \$1.2 million total cost.

As the City grows and changes, the amenities that go along with bus service should also grow and change. The LET Transportation Commission and the City should work to ensure that new development and redevelopments occur and bus routes continue to meet the needs of the riders and are accessible to these areas. Good communication between the City, LET, and developers will also ensure site plans incorporate transit-friendly designs. Continuing enhancements are suggested at the most commonly used bus stops including shelters and benches, making it more comfortable for users year-round.

LEGEND

- 2 Elm Avenue
- 3 Southeast
- 4 7th Street
- 5 Telegraph Road
- 6 Macomb Street
- 7 South Monroe Street
- 8 North Monroe Street
- 9 South Custer Road
- Lakes
- Municipal Boundary



4/5/17

3.13 - Bus Routes City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Monroe County, 2014
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates



John Dingell Railway Underpass

E. Elm Avenue near River Raisin National Battlefield Park (right)

Rail

There is currently no passenger rail service to the City of Monroe. However, the City and its businesses are connected to regional, national, and international destinations by a robust freight rail system.

There are three freight rail lines that run through the City of Monroe. The railroads create significant physical barriers for many parts of the community, impacting travel times, critical services, and property values. As such, the City of Monroe operates two fire stations to avoid potential delays caused by trains.

The CSX Railroad runs generally parallel along Telegraph Road. The CSX line crosses three minor arterials within the City's boundary, which include West Elm Avenue and West Front Street. The Canadian National (CN) and Norfolk Southern (NS) operate on the east side of the community and cause significantly more traffic delays. The CN and NS lines intersect with four minor arterials: East Front Street, East First Street, East Elm Street and North Dixie Highway.

The Orchard East neighborhood is located east of the rail lines which act to isolate the neighborhood from the rest of the community.

To avoid traffic delays, the City should continue to pursue alternatives such as grade separations, re-routing rail lines and rail consolidation. A study was completed to install a grade separation for the CSX rail line at W. Elm Avenue and Toll

Street. This road is a major arterial for the City and a grade separation would help alleviate congestion due to rail service. The other intersection that is a high priority for the City is at Front Street near Kaye Lani Avenue.

A higher priority for the City is rail consolidation, which involves the NS north and southbound tracks and the CN Main track. Eliminating the southbound track would greatly enhance the residential character of the existing neighborhood along Kentucky Street. It would also reduce traffic congestion along the major cross streets such as Elm Avenue, Front Street and First Street.

With these most recent plans, the City has been, and should continue to be, committed to obtaining any abandoned rail rights-of-way to convert to non-motorized pathways. If the southbound line is abandoned, this would accommodate a non-motorized route between Dixie Highway and the southern edge of the City. This route traverses neighborhoods, commercial nodes, and connects recreational features on both sides of the River.

Custer Airport

The Custer Airport, which serves industrial, business and recreational users, is City-owned and operated by the Port of Monroe. Consideration should be given to expanding the airport and in turn, its economic impact on certain niche markets such as tourism and recreational flyers. At the same time, it



must continue to serve its role in transporting materials and goods to support the economic base of the City. Because of nearby commercial airports, the City does not envision the Custer facility becoming a commercial airport. However, the City does see room for growth in terms of total number of business flights landing at Custer Airport and would like to see an increase in the amount of recreational use. The airport Master Plan calls for shifting the current runway west and increasing its length. This reconfiguration would reduce residential impacts from planes landing and departing the airport.

Port of Monroe

The Port of Monroe is a non-profit public authority created by public referendum in 1932 under the Michigan Port Districts Act (Public Act 234 of 1925). It is Michigan's only port on Lake Erie and has a 15,800 foot long entrance channel in Lake Erie that is open and straight with an 8,200 foot long inner channel on the River Raisin. Existing mooring facilities include a 1,043 foot dock and a 460 foot dock. The Port of Monroe is administered by the Monroe Port Commission and consists of five appointed commissioners with one full-time employee. They are charged with planning and developing the port district, and within this framework, the commission is authorized to construct, acquire, improve, enlarge, maintain and operate a wide variety of works, including terminals, warehouses, seawalls, piers, docks and other port related improvements.

As industrial uses such as Ventower, a wind turbine manufacturing company, grow and increase in commercial activity, the Port of Monroe will need to invest in additional multi-modal facilities to accommodate changing needs and demands. The City should consider creating a new zoning district designation for the Port of Monroe that facilitates intense industrial uses that currently require special land use permits and/or variances. The DTE Energy Monroe Power Plant, one of the largest coal fired power plants in the country, relies on the Port for daily operation.

Truck Routes

Though trucks are directed to use only designated by-pass routes such as LaPlaisance Road and Telegraph Road. The City should continue to work with Michigan Department of Transportation (MDOT) to erect signs that clearly inform truck drivers of the designated routes. Trucks with an origin or destination in the City should be directed to local truck routes regulated by the City. Truck routes in the City are reviewed when new industrial projects are proposed, however, future routes should not accommodate industrial areas that are to be phased out or those that require connection through historical and residential areas.

The lake freighter, American Century, is unloading materials at the Port of Monroe.

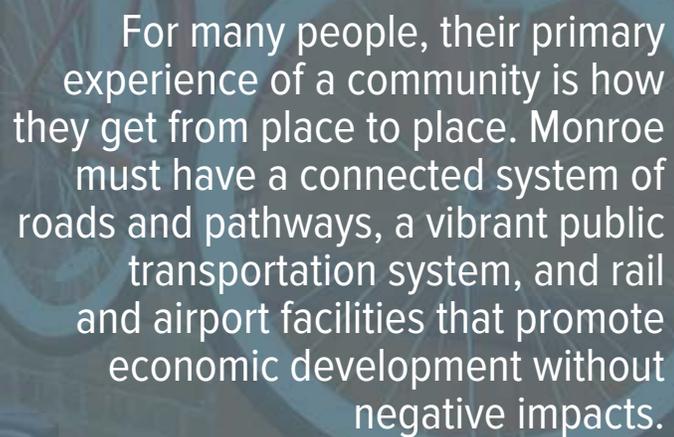
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4



TRANSPORTATION



For many people, their primary experience of a community is how they get from place to place. Monroe must have a connected system of roads and pathways, a vibrant public transportation system, and rail and airport facilities that promote economic development without negative impacts.

TRANSPORTATION GOALS AND OBJECTIVES



POLICY STATEMENT: To create a safe, connected transportation system that includes street, transit, water, air, rail and non-motorized components adequate to accommodate the current and future needs of the City of Monroe and promotes the walkable, traditional character of the community for all users.

GOAL #1: PRESERVE AND ENHANCE THE LEVEL OF SERVICE AND SAFETY OF THE ROAD NETWORK TO SUPPORT ALL USERS IN THE COMMUNITY.

- A.** Continue the pavement maintenance program, while limiting road widenings to avoid increasing the amount of impervious surface.
- B.** Coordinate road improvements with City policies on land use, non-motorized circulation, natural features preservation and right-of-way amenities.
- C.** Manage the number, spacing and type of access points along arterials and collectors to improve safety and efficiency.
- D.** On busy corridors, consolidate driveways and require cross-access connections so that automobile and pedestrian movement is possible without going out onto the roadway.
- E.** Undertake education, enforcement, traffic calming, and design programs to reduce speeds and improve pedestrian safety in neighborhood residential and commercial areas.
- F.** Explore opportunities for east-west street extensions and non-motorized connections that are compatible with the surrounding neighborhoods.
- G.** Explore opportunities for converting signalized intersections to non-signalized intersections, including 4-way stops and roundabouts.
- H.** Coordinate with MDOT for the reconfiguration of E. Elm Avenue and E. Front Street access ramps off I-75.
- I.** Implement proposed street realignments and closures recommended in the River Raisin Heritage Corridor-East Master Plan.
- J.** Add additional on-street parking, especially on S. Monroe Street downtown.



GOAL #2: PROMOTE THE USE AND ENHANCEMENT OF THE VARIETY OF TRANSPORTATION MODES OFFERED IN THE CITY.

Heritage Trail (left)

Local bicycle shop, downtown Monroe (right)

- A.** Integrate a *Complete Streets philosophy* (defined as “roadways planned, designed, and constructed to provide appropriate access to all legal users, whether by car, truck, transit, assistive device, foot or bicycle.”) into street design and construction to create safe and inviting environments for pedestrians, cyclists, and bus riders.
- B.** Continue the sidewalk replacement program and fill in gaps as opportunities arise.
- C.** Install signalized and marked crosswalks at all major intersections.
- D.** Extend the Riverwalk to provide access to other areas of the City along the River Raisin including the River Raisin National Battlefield Park.
- E.** Link existing non-motorized routes to Lake Erie Transit access points.
- F.** Improve non-motorized access to schools, places of worship, indoor/outdoor recreation facilities, and to community service areas.
- G.** Add exclusive bike lanes on some major roads to more effectively integrate bike and vehicle transportation modes.
- H.** Explore opportunities for installation of electric car charging stations in publicly owned parcels, such as parks and parking lots.

Across the country, bicycling is gaining popularity, both as a mode of transportation and as a recreational activity.



The sign marking access to the River Raisin Heritage Trail (left)



The River Raisin Heritage Trail (right)

GOAL #3: DEVELOP A SEPARATED, SHARED-USE PATH SYSTEM THAT PROVIDES SAFE AND EFFICIENT ROUTES WITHIN THE CITY AND TO REGIONAL CONNECTIONS.

- A.** Provide directional signage to commercial and recreational destinations for cyclists and pedestrians.
- B.** Provide shared-use paths along major roadways and highways, within railroad rights-of-way, and electrical and drainage easements.
- C.** Direct funding and pursue grants to complete the City’s greenway plan.
- D.** Utilize the greenway system to integrate neighborhoods and increase connectivity.
- E.** Develop non-motorized routes that travel east–west such as Lorain Street corridor and Hendricks Drive corridor to compensate for the lack of motorized east-west routes.
- F.** Expand non-motorized access to natural features such as Lake Erie and the River Raisin.
- G.** Establish connections consistent with the Downriver Linked Greenways Initiative Plan (and 2008 Addendum), the 2013 River Raisin Heritage Corridor-East Master Plan, the SEMCOG Non-motorized Plan (currently under development), and other sub-regional planning efforts.
- H.** Incorporate enhanced features such as landscaping and signage at greenway start points and connections.
- I.** Highlight important historical and cultural assets through kiosks and interpretive signs along non-motorized systems and designate special routes for interpreting historic resources.
- J.** Regularly review and update the greenways plan.



Example of residential rain garden

GOAL #4: REDUCE THE TOTAL AMOUNT OF IMPERVIOUS SURFACES ALONG THE PUBLIC ROAD RIGHT-OF-WAY TO REDUCE EROSION, FLOODING AND RUN-OFF DURING HEAVY STORMS.

- A.** Examine the feasibility of pervious pavement in city-owned parking lots, new and updated sidewalks, and low-traffic roadways.
- B.** Provide a consistent row of large canopy street trees along major corridors, located between the sidewalk and the street curb and planted at a rate of one every 30-40 feet. The planting area between the sidewalk and curb should be a minimum of 4 feet wide.¹
- C.** To minimize the expanse of pavement for major routes, particularly Telegraph Road, the City should support the installation of landscaped medians where applicable within certain segments.
- D.** Integrate on-site storm water management into redesign of I-75 entrance and exit ramps.

¹ Best Management Practices for Community Trees, a Technical Guide to Tree Conservation in Athens-Clarke County, Georgia (2001) retrieved 10/15/13



This hybrid bus is one of eight alternative fuel vehicles currently in operation by Lake Erie Transit

GOAL #5: WORK TO IMPROVE THE EFFICIENCY, CHARACTER AND DESIGN OF KEY COMMUNITY CORRIDORS

- A.** Create a multi-jurisdictional Corridor Improvement Authority (CIA) as outlined in the Telegraph Corridor Report to facilitate improvements on Telegraph Road and North Dixie Highway.
- B.** Plan and conduct Corridor Design Charrettes for Monroe Street and Dixie Highway.
- C.** Design road improvements to frame land uses and streetscape that help balance the automobile function with the desire for a walkable community at a human scale.
- D.** Coordinate non-motorized transportation access routes along major corridor roads such as Telegraph Road and Monroe Street with adjacent townships.

GOAL #6: CONTINUE TO EXPAND THE SERVICE OF THE LAKE ERIE TRANSIT (LET) SYSTEM TO MEET THE NEEDS OF THE RIDERS AND THE CHANGING NEEDS OF THE COMMUNITY.

- A.** Improve the system in order to attract people who might otherwise choose to use a personal vehicle instead of transit.
- B.** Improve and expand the system to accommodate an aging population.
- C.** Provide enhanced amenities at transit stops for a more comfortable, welcoming environment such as shelters, benches, planters and signs.
- D.** Coordinate between the LET Transportation Commission, the City and private developers in order to offer improved access and design for the bus system.
- E.** The City should work with LET at the beginning stages of developments and redevelopments to ensure site plans incorporate transit-friendly design.

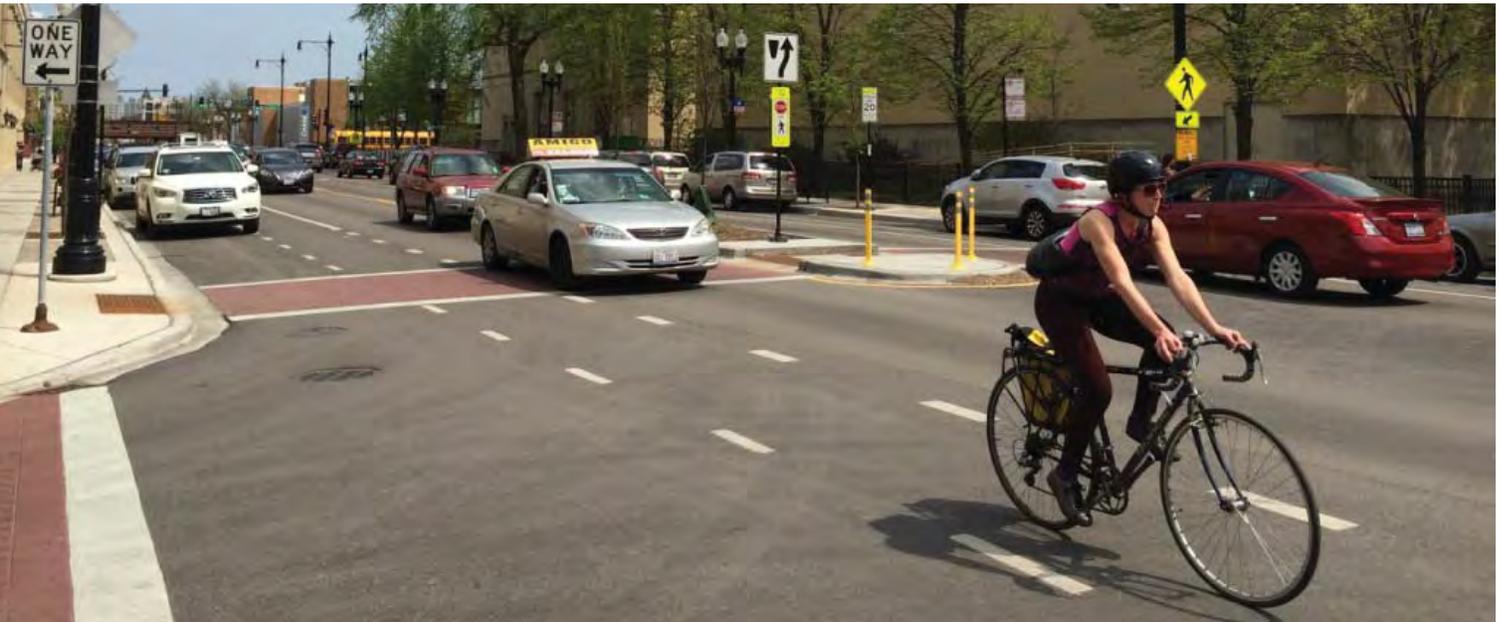


GOAL #7: IMPROVE MULTI-MODAL OPTIONS FOR FREIGHT: TRUCKS, SHIPS, AND TRAINS

Port of Monroe

- A.** Explore noise canceling technology and building techniques to reduce noise from roadways and railroads.
- B.** Engage railroad operators in efforts to improve railroad crossings including pursuing funding for underpasses and overpasses.
- C.** Consider implications of traffic and truck impacts with development and redevelopment proposals.
- D.** Pursue funding to improve multi-modal service at the Port of Monroe.
- E.** Coordinate with railroads to reduce the timing and frequency of road stoppages and delays.

COMPLETE STREETS POLICY



Complete Streets considers the needs of all roadway users into account in the design and planning phases

Nationwide, the concept of Complete Streets is gaining increasing attention. In Michigan, Complete Streets legislation, signed into law in 2010 (PA 135), requires local transportation agencies across Michigan to consider all roadway users in all phases of transportation projects. According to Public Act 135, Complete Streets are defined as "roadways planned, designed, and constructed to provide appropriate access to all legal users, whether by car, truck, transit, assistive device, foot or bicycle."¹ Integrating complete streets practices into planning and policy decisions can help encourage safe and active transportation, decrease pollution, and reduce the incidence of childhood obesity, social isolation, diabetes, and heart disease.² Although all modes cannot always be accommodated on all streets, it is important to consider the needs of all users in the community when making transportation policy and design decisions. This plan's Transportation recommendations were developed through the lens of Complete Streets.

¹ Public Act 135 (Complete Streets Legislation) Sec 10 p. 1

² American Planning Association Magazine, October 2013 Issue, Public Health Policy and Law, p. 5

AUTOMOBILE TRANSPORTATION PLAN

River Raisin Heritage Corridor - East Master Plan Vehicular and Non-Motorized Circulation

There are a number of changes proposed by the River Raisin Heritage Corridor-East Master Plan that will help draw visitors into the downtown and to the National Park, thus benefiting the economy and the entire community. Currently, visitors to the National Battlefield Park generally access the Park by I-75 exits at E. Front Street and E. Elm Street, bypassing downtown Monroe. The Plan calls for a circulation scheme that positions the Dixie Highway exit and the LaPlaisance Road exit as the primary ways in and out of the Park. Once traveling on Kentucky Avenue via LaPlaisance Road, visitors will take a new connection onto Winchester Street. To the north, another new connection will take visitors from North Dixie Highway to Detroit Avenue, or visitors can continue on North Dixie and take a new boulevard into the Park. For visitors who choose to exit at Front Street, First Street will become the primary east-west connection to downtown.

Another aspect to the circulation plan is to convert Front Street and First Street back to a two-way street: the reason for the original one-way designation was to move traffic through downtown. Two-way traffic would support easier access in and out of the downtown. Map 4.4 shows the proposed circulation infrastructure as outlined in the River Raisin Heritage Corridor-East Master Plan. Please see the Plan for additional details.

East-West Connectivity

To improve traffic flow along the major transportation corridors, the City should pursue enhanced east-west circulation north of the river within the City limits. Currently, the only options are Elm and Stewart, increasing congestion and wear on these roads. This concept does not necessarily imply an entirely new road, but a comprehensive upgrade and extension of one road (most likely W. Lorain Street) could be the best alternative. Another possibility to improve neighborhood connectivity would be to consider a non-motorized trail connection on Lorain Street across the Sisters, Servants of the Immaculate Heart of Mary (SSIHM) property, but a full road connection is preferred. Hendricks Drive could also provide a limited access connection, with limited vehicular traffic. Additional traffic studies



will need to be completed before alternatives can be considered. Any street connection should be designed to minimize through traffic and ensure vehicle speeds are compatible with the existing neighborhoods.

Corridor enhancements on Monroe Street will improve connectivity between downtown and South Monroe Street

Corridor Enhancements

The major road corridors in the City must be treated and supported as important transportation routes and with design elements that represent the quality and character of Monroe. Distinctive design will help distinguish the City from other communities located along the City's corridors. Major corridors include:

- Telegraph Road / US-24
- Monroe Street /M-125
- Dixie Highway
- Front Street
- Elm Avenue

Corridor enhancement should be consistent, promote a defined streetscape, and ensure maximum efficiency of the road system. The extent of these enhancements should be customized to help ensure improvements reflect the character of the surrounding area.

Improvements along the downtown corridors



Regular road maintenance construction presents a good opportunity to integrate corridor improvements

(Monroe and Front Streets) should include improvements designed to maximize pedestrian safety and comfort, including wide sidewalks, on-street parking, pedestrian-scaled lighting, street trees, benches, trash cans, and public art.

Improvements along Elm Avenue should complement the historic character of the surrounding architecture, by including street trees, decorative lighting, and flower/shrub beds.

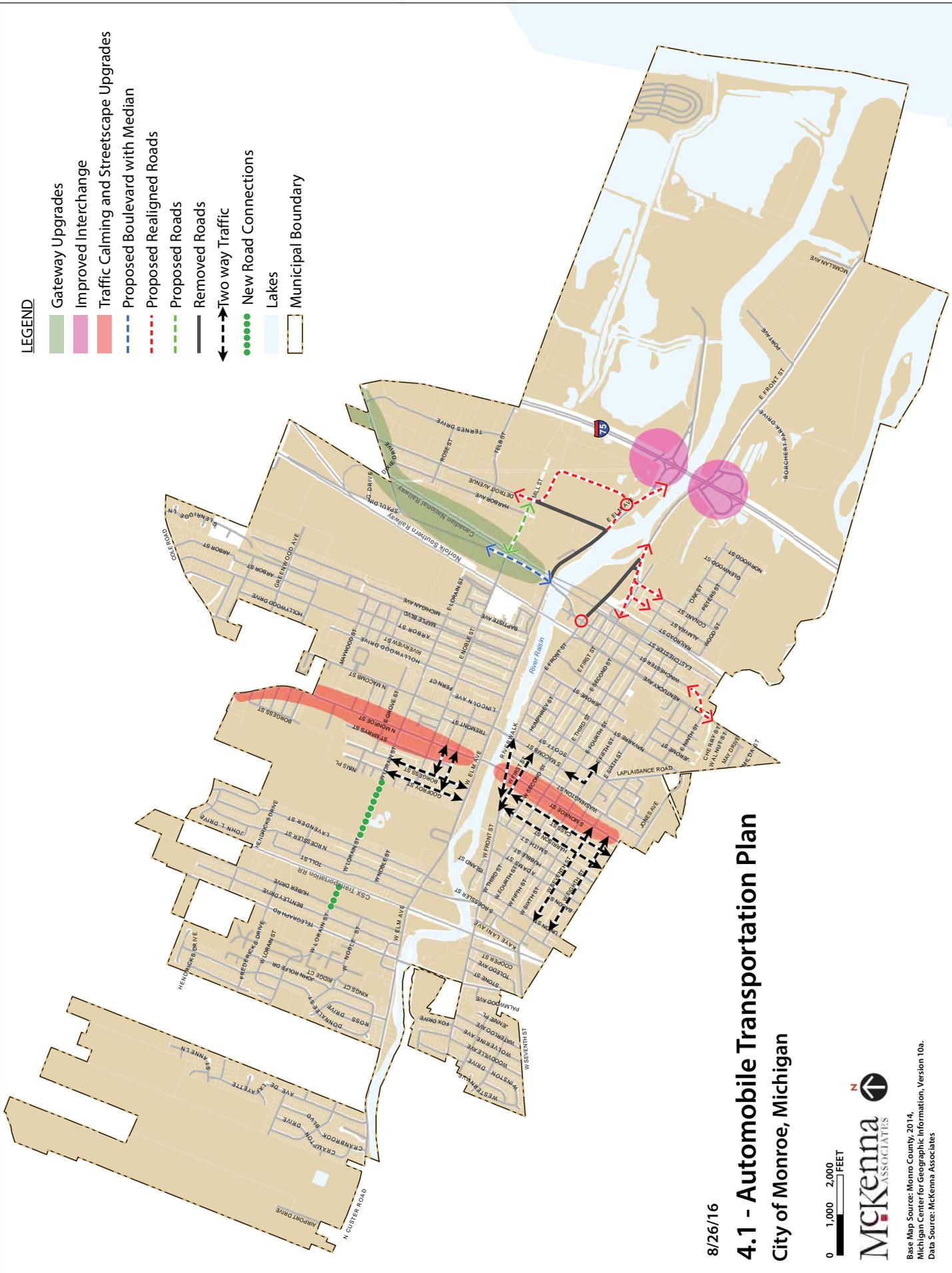
Dixie Highway's improvements should create an attractive gateway to the community (traffic coming to Downtown Monroe on I-75 is instructed to exit at Dixie by the highway's signage). Improvements should include landscaping, street trees, pedestrian and bicycle infrastructure, wayfinding and gateway signage, as well as public art.

Improvements along Telegraph Road should create a high-quality suburban commercial corridor, while allowing for safe and comfortable walking and biking. Recommended actions include:

1. Increase tree canopy cover by planting street trees along the public right-of-way continuously on both sides of the corridor.
2. Design and develop bioswales and vegetative buffers around the entire perimeter of new parking lots and place islands within parking lots to increase on-site water storage capacity.
3. Extend sidewalk infrastructure so it is continuous on both sides of the corridor.
4. Incorporate pedestrian crosswalks into future road improvements at signaled intersections.

LEGEND

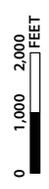
- Gateway Upgrades
- Improved Interchange
- Traffic Calming and Streetscape Upgrades
- Proposed Boulevard with Median
- Proposed Realigned Roads
- Proposed Roads
- Removed Roads
- Two way Traffic
- New Road Connections
- Lakes
- Municipal Boundary



8/26/16

4.1 - Automobile Transportation Plan

City of Monroe, Michigan



Base Map Source: Monroe County, 2014.
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates

NON-AUTOMOBILE TRANSPORTATION PLAN



Shared Use Path

Shared-use paths support a diversity of users and they often feel safer because they are separated from vehicular traffic. Shared-use paths come in numerous forms depending on the right-of-way available, the desired use, and the type of land use adjacent to the pathway.

In areas with a significant amount of green space, the pathway should have 10-12 foot wide cross sections. This type of path is planned through Munson Park, along the River Raisin, along the front side of the Sisters, Servants of the Immaculate Heart of Mary (SSIHM) site and through the open space leading to Sterling State Park and Lake Erie. There are two bikeways also planned north of the SSIHM site coinciding with the existing Lorain Street right-of-way. If rail consolidation eliminates the Norfolk and Southern rail line, installation of a corridor bikeway is planned. Finally, the electric utility easement that runs down the middle of Maple Avenue presents another opportunity for corridor bikeway installation within the median.

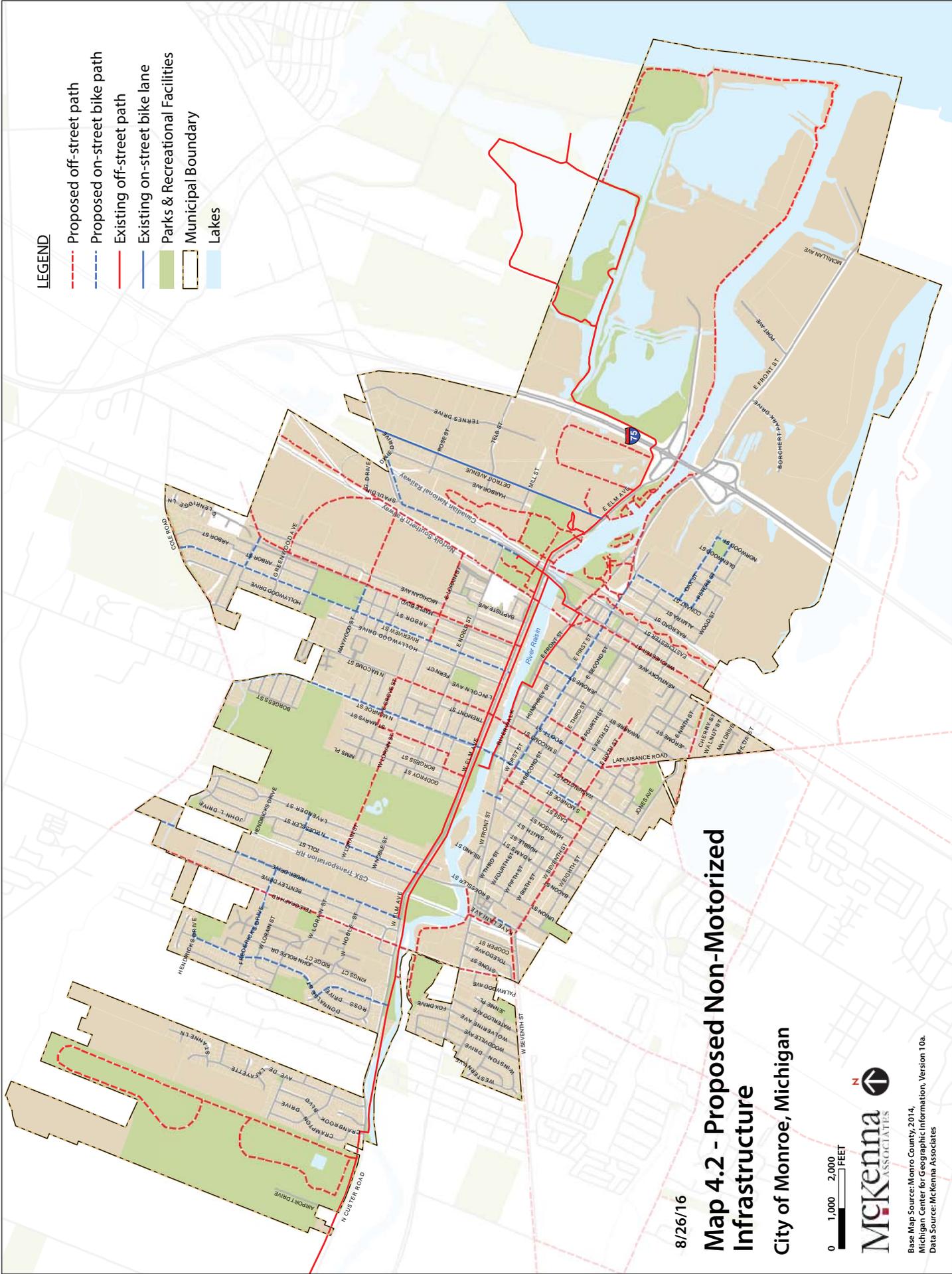
In more urban areas, shared-use paths are often narrower to accommodate existing infrastructure and right-of-way constraints. These segments are up to 10 feet wide as space permits, but can be as narrow as 6 feet. In many situations, given the urban nature of Monroe, in many situations these shared-use paths will consist of existing or modified sidewalks. When modifications

are proposed, there will likely be minor widening (from 4 feet to 6 feet), however, these modifications will not disturb mature trees within existing street terraces. This type of shared-use path functions more as a connector path to destinations rather than a leisure trail. Urban shared-use paths are planned along Telegraph Road, segments of W. Elm Avenue West, Front Street and Dixie Highway. Further expansion of the Mark G. Worrell Memorial pathway (along North Custer Road) to Munson Park would also follow this urban pathway design pattern.

It is recommended that shared-use paths include access benches, picnic tables, and trash receptacles. Special striping in order to indicate two-way travel should also be added in higher traffic areas. A yielding hierarchy is also important so greenway users understand who has the right-of-way in given circumstances. This can be accomplished with signage on the system and informational flyers.

LEGEND

-  Proposed off-street path
-  Proposed on-street bike path
-  Existing off-street path
-  Existing on-street bike lane
-  Parks & Recreational Facilities
-  Municipal Boundary
-  Lakes



8/26/16

Map 4.2 - Proposed Non-Motorized Infrastructure

City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Mono County, 2014.
Michigan Center for Geographic Information, Version 10a.
Data source: McKenna Associates



Figure 4.1 Downriver Linked Greenway Initiative

The **Downriver Linked Greenway Initiative (DLGI)** is a collaboration between communities within the downriver area of Southeast Michigan to develop an interconnected, regional greenway system. The initiative identifies greenway opportunities through the use of existing major transportation corridors such as I-75 and I-275. There are also pathways being developed along waterways such as the Huron River. Connections identified in the Regional Plan and the 2008 Addendum that relate to the City and that have not yet been implemented are listed below:

- Along the south side of the River Raisin
- Within all available abandoned rail rights-of-way
- Through Downtown Monroe
- Along North Custer Road
- Along I-75
- Along LaPlaisance Road

The Southeast Michigan Council of Governments (SEMCOG) is currently working on a Regional Non-motorized Transportation Plan, which may lead to the development of non-motorized transportation linkages between Monroe and other communities in southeast Michigan. The goals of the non-motorized plan are as follows:

1. Create an inventory of existing facilities in the region.
2. Develop guidelines for new facilities.
3. Address the most critical gaps within the non-motorized corridors.
4. Create a planning resource for communities within the seven counties.

In addition to transportation, recreation, and health benefits, non-motorized infrastructure can be used as a powerful way to leverage cultural and historical assets. The City offers historic walking routes that encompass downtown and adjacent historic sites which includes resources, such as: The General Custer Equestrian Monument, the River Raisin National Battlefield Park, the original Anderson-Navarre Trading Post, Loranger Square and the Monroe County Historical Museum.

5

LAND USE AND REDEVELOPMENT PLAN

Monroe's land use pattern has developed over the course of 200 years. Today, the City's goal is to develop into a vibrant urban center that preserves its history while welcoming new development.

LAND USE GOALS AND OBJECTIVES

Development and Redevelopment

Policy Statement: Build an awareness of the City of Monroe as an outstanding place to live, work and visit by promoting a positive business environment; encouraging new development in industrial parks; supporting redevelopment of brownfield sites; broadening and strengthening the tourism sector; and facilitating economic diversification and business growth. All while preserving and enhancing the traditional, mixed land use character of the City by offering planned integration of land uses that promote positive relationships between businesses and neighborhoods and careful separation of conflicting land uses.

GOAL #1: *ENCOURAGE ECONOMIC DIVERSITY AND JOB CREATION THAT WILL LEVERAGE MONROE'S GEOGRAPHIC AND CULTURAL ASSETS.*

- A. Rezone vacant or underutilized property in and near neighborhoods to encourage redevelopment that is compatible in use and intensity with the existing neighborhood.
- B. Support and encourage efforts to diversify the economic base of Monroe.
- C. Facilitate economic development activities that will strengthen neighborhoods, provide educational training and employment opportunities and provide necessary support systems.
- D. Diversify the City's transportation network to support multiple methods to transport commodities.



GOAL #2: PROVIDE ECONOMIC OPPORTUNITIES IN DEVELOPMENT AND REDEVELOPMENT AREAS.

A representative of Ventower explains the company's proposed development (left)

- A.** Encourage a diversity of business sizes and types, including retention of existing businesses and attraction of new businesses.
- B.** Identify vacant and underutilized areas and plan to maximize their development.
- C.** Cluster similar sizes and types of businesses within smaller districts where appropriate, so synergistic effects may result.
- D.** Reinforce existing business investment and provide for retention and expansion.
- E.** Provide for local infrastructure development, where needed, to support economic development efforts.
- F.** Continue downtown revitalization efforts by encouraging a mix of housing, retail, and complementary services.
- G.** Promote tourism through the development of tourist-related facilities and services, especially related to the River Raisin Battlefield.
- H.** Promote expansion of successful brownfield redevelopment efforts.
- I.** Encourage public-private partnerships to demonstrate innovative approaches to environmental due care leading to economic development.
- J.** Encourage businesses to reuse infrastructure rather than relocating to new sites and thereby increase future public capital and operating costs.
- K.** Target redevelopment initiatives by providing funding assistance for environmental assessments to investigate properties with redevelopment potential.
- L.** Create a Telegraph Improvement Authority with Monroe and Frenchtown Charter Townships to encourage closer working relationships to improve the corridor.

A section of tower similar to those manufactured by Ventower (right)

GOAL #3: PROMOTE PUBLIC-PRIVATE PARTNERSHIPS THAT ADDRESSES THE NEEDS OF BUSINESSES TO OPERATE IN A POSITIVE AND MUTUALLY BENEFICIAL ENVIRONMENT.

- A.** Develop new and enhance existing partnership programs that promote cooperation among public agencies, industry, labor and community to enhance economic growth throughout the City.
- B.** Facilitate communication between businesses, neighborhoods, development interests, neighborhood associations, community-based groups and other interested parties with respect to economic development and redevelopment.
- C.** Provide information and briefings on economic development tools, incentives and grants to business groups, community groups, neighborhood groups, and other interested parties.
- D.** Establish a business/education roundtable as a regular forum for business owners to discuss education training needs, program challenges, curriculum options, and resources.
- E.** Maintain and enhance existing legacy manufacturers, particularly by improving energy efficiency to reduce costs and increase profit margins.

GOAL #4: INCREASE THE NUMBER AND DIVERSITY OF BUSINESS STARTUPS.

- A.** Attract and retain younger professionals and entrepreneurs.
- B.** Create an entrepreneurial development and support program to help new businesses form and expand.
- C.** Examine local zoning ordinances to see if zoning changes may support entrepreneurial activities.
- D.** Review regulatory controls on home businesses in the zoning ordinance.
- E.** Establish an entrepreneurial program for local high school students that provides education, assistance, and support for entrepreneurial ideas.
- F.** Leverage existing manufacturing expertise to encourage new manufacturing opportunities.



GOAL #5: SUPPORT LOCAL FOOD

Monroe Farmers Market

- A.** Assist with the expansion of local food production, storage, processing and packaging facilities as local economic development goals.
- B.** Expand the Monroe Farmers Market and increase marketing efforts.
- C.** Create local business incentives to encourage the development of additional local food production, storage and processing facilities (e.g., develop a “Food Hub”).

GOAL #6: CONTINUE TO BE A LEADER IN ENERGY-RELATED ECONOMIC DEVELOPMENT.

- A.** Maintain and enhance existing legacy manufacturers, particularly by improving energy efficiency to reduce costs and increase profit margins.
- B.** Increase and expand public/private partnerships and incentive programs such as DTE's SolarCurrents program.
- C.** Market and promote alternative energy and energy efficiency opportunities to residents and businesses to increase awareness and participation.
- D.** Market and promote alternative energy and energy efficiency successes to attract outside businesses and enhance the community's image as an energy leader.

GOAL #7: MAINTAIN AND CREATE STABLE RESIDENTIAL AREAS THAT OFFER A VARIETY OF HOUSING OPTIONS, ARE CONVENIENTLY LOCATED NEAR ACTIVITY CENTERS AND PROMOTE THE TRADITIONAL CHARACTER OF THE CITY.

- A.** Maintain established boundaries of thriving residential neighborhoods.
- B.** Concentrate mixed-use residential uses near the core of the City and along major commercial corridors.
- C.** Carefully integrate residential with neighborhood commercial to stimulate activity areas.
- D.** Preserve community services such as parks and schools within residential areas.
- E.** Encourage reuse of public and institutional sites for similar uses if there are changes to current uses.
- F.** Delineate boundaries of historic residential areas.
- G.** Integrate open space and preservation areas throughout the City.
- H.** Offer more residential opportunities near the River Raisin.



Downtown Monroe

GOAL #8: ACCOMMODATE A DIVERSE, STRONG COMMERCIAL AND OFFICE BASE THAT SERVES THE NEEDS OF RESIDENTS AND BUSINESSES WITHIN THE COMMUNITY AND REDUCES SCATTERED AND SPRAWLING COMMERCIAL AREAS THROUGHOUT THE CITY.

- A.** Require first floors in the Central Business District to have retail or entertainment uses, not office.
- B.** Concentrate businesses into planned nodes and activity centers.
- C.** Treat the Central Business District as the primary business and activity center for the City and the area.
- D.** Locate neighborhood-scale commercial uses in small areas that will conveniently serve nearby residents and businesses.
- E.** Locate community-scale commercial uses in concentrated areas that are easily accessed by multiple transportation modes and all members of the community.
- F.** Limit the intensity of commercial development in areas that contain sensitive features such as residential uses, historic resources, institutional uses and the River Raisin.
- G.** Integrate commercial and residential into mixed-use arrangements to stimulate concentrations of activity.



The DTE Energy facility at the Port of Monroe

GOAL #9: PROMOTE A STRONG, UNIFIED INDUSTRIAL PRESENCE IN THE COMMUNITY THAT OFFERS EMPLOYMENT AND BUSINESS SERVICES OPPORTUNITIES FOR THE REGION, WHILE PROMOTING THE HIGH QUALITY IMAGE OF THE CITY.

- A.** Establish a hierarchy of industrial development to better locate businesses based on their intensity.
- B.** Concentrate heavy industrial developments in the Port Industrial District.
- C.** Utilize Light Industrial/Research and Development as a buffer between medium and heavy industry and in areas where industrial must be near residential areas.
- D.** Locate high traffic generators where they can easily access transportation facilities.
- E.** Gradually reduce or eliminate isolated industrial operations from residential areas, especially the Huber Drive Industrial area.
- F.** Develop and enforce design guidelines for industrial sites that minimize off-site impacts caused by on-site activity.
- G.** Develop and enforce performance standards for industrial uses.

NEIGHBORHOODS

Policy Statement: Sustain and enhance Monroe’s neighborhoods by providing for the safety and protection of all residents, visitors, and property, and enabling the development of strong, cohesive, and stable neighborhoods



GOAL #1: PRESERVE, PROTECT, AND ENHANCE THE INTEGRITY, ECONOMIC VIABILITY AND LIVABILITY OF MONROE’S NEIGHBORHOODS.

- A.** Plans, programs and investment opportunities should be consistent with the Future Land Use Plan and with the strategies described below for each neighborhood area.
- B.** Limit non-residential intrusions into residential neighborhoods and buffer detrimental effects of commercial and industrial uses through the use of open space and landscape treatments and site design.
- C.** Evaluate zoning categories to ensure the character of the neighborhood is maintained and protected.
- D.** Promote home ownership in all neighborhoods.
- E.** Ensure that all new housing is compatible with the desired characteristics of that particular neighborhood and in accordance with the general neighborhood strategies contained in this chapter.
- F.** Improve property maintenance of existing housing stock for renters and homeowners through enhanced code enforcement and rental inspection.
- G.** Explore private/public partnerships to establish a home maintenance program for the low income, disabled, and senior populations.
- H.** Implement comprehensive housing preservation strategies such as overlay districts and form-based codes to help maintain neighborhood character.
- I.** Unifying elements should be utilized as a ‘neighborhood identifier,’ whether it is signage, similar architecture, street lighting or consistent streetscape landscaping.
- J.** Provide opportunities for “aging in place” throughout the City.



GOAL #2: PROTECT THE CHARACTER AND QUALITY OF NEIGHBORHOODS BY MAINTAINING PARKS AND ENHANCING THEIR OPEN SPACES AND PUBLIC SAFETY.

- A.** Maintain all City parks and recreation facilities and pursue cooperative arrangements with other public and private groups for maintenance of these facilities.
- B.** Involve residents in planning and maintaining open space and neighborhood parks.
- C.** Encourage residential areas to participate in an “adopt a park program” and neighborhood watch groups.
- D.** Work with law enforcement to convene discussions with schools, churches or other institutions to educate youth about crime prevention and public safety
- E.** Explore opportunities to convert active space to passive space and consider water-storage opportunities.

GOAL #3: CREATE AN IDENTITY FOR ALL NEIGHBORHOODS.

- A.** Encourage cooperation between community groups and the City to implement neighborhood signage programs.
- B.** Incorporate expanded streetscape improvements to foster neighborhood identities.
- C.** Utilize landscaping at entry points, in rights-of-way, and park areas to improve the image of all residential neighborhoods.

HISTORIC DISTRICTS

Policy Statement: Protect Monroe’s valuable historic resources and promote them as a positive influence on the quality of life for residents, on the economic viability of the City, and as an educational tool.



The intersection of N. Monroe Street and W. Elm Avenue containing the Custer Equestrian Monument and St. Mary's Catholic Church

GOAL #1: ENHANCE MONROE’S QUALITY OF LIFE BY PRESERVING AND PROTECTING THE CITY’S HISTORIC RESOURCES.

- A.** Continue to pursue funding for implementation of the River Raisin Heritage Corridor-East Master Plan.
- B.** Conduct a city-wide survey of above-ground historic resources to provide an accurate database for future planning and protection activities.
- C.** Integrate survey data into a city geographic information system (GIS) and ensure data is available to the public.
- D.** Create local historic districts that protect entire historic areas.
- E.** Leverage partnerships with the Monroe County Historical Society and educational institutions, such as Eastern Michigan University and Monroe County Community College, as active partners in preservation projects.
- F.** Establish a revolving fund for historic buildings.
- G.** Continue efforts to preserve and repurpose the former St. Mary’s Academy, a unique and prominent historic resource.
- H.** Establish historic overlay districts under Monroe’s zoning regulations for each historic district, area, and site.
- I.** Pursue National Register listing for those historic areas in Monroe that are not yet listed.
- J.** Add specific guidelines for signs in historic districts, areas, and sites to Monroe’s sign regulations.
- K.** Facilitate the establishment of neighborhood associations to help preserve neighborhood integrity and context.

GOAL #2: PROMOTE MONROE'S ECONOMIC DEVELOPMENT THROUGH HISTORIC PRESERVATION.

- A.** Ensure that the work done under the DDA's Facade Improvement Program meets the Secretary of the Interior's Standards for Rehabilitation.
- B.** Encourage a better working relationship between preservationists and business owners.
- C.** Publicize and promote the use of existing federal, state, and local financial incentives for historic preservation.
- D.** Promote a well-managed heritage tourism program utilizing historic resources such as the French settlement and River Raisin Battlefield Site and broader assets such as the City's historic neighborhoods and downtown.
- E.** Continue to promote Monroe as a vital part of Michigan's heritage tourism economy.
- F.** Track at a local level economic benefits such as amount of investment, business stimulation, and job creation in order to assess and articulate Monroe's economic development as a result of historic preservation.

GOAL #3: FOSTER GREATER AWARENESS, UNDERSTANDING, AND SUPPORT FOR PRESERVING MONROE'S HISTORIC RESOURCES.

- A.** Expand the historic preservation awards program.
- B.** Offer workshops on preservation benefits and techniques to local businesses and homeowners.
- C.** Use print, the Internet, and other media to inform people about preservation topics.
- D.** Commemorate the Native American inhabitants of what is now the City of Monroe.
- E.** Honor National Historic Preservation Week through public outreach and education.
- F.** Include instruction on Monroe's history and historic resources in the school curriculum and reestablish the "Day in Historic Monroe" school program.
- G.** Develop signage for the City's National Register listed historic districts and the River Raisin Battlefield Site.

SUSTAINABILITY AND ENVIRONMENTAL PRESERVATION

Policy Statement: Create a healthy, sustainable environment for Monroe citizens by preserving and enhancing Monroe’s natural resources and planning for the efficient, attractive and environmentally sound use of land.



GOAL #1: INTEGRATE NATURAL FEATURES INTO SITE DEVELOPMENT WHILE CLEANING UP EXISTING CONTAMINATION TO PROTECT THE QUALITY OF NATURE IN URBAN AREAS.

- A.** Promote the clean-up of contaminated sites with innovative incentives through zoning flexibility and with assistance from the Brownfield Redevelopment Authority.
- B.** Promote sensitive and responsible storm water management practices by developing guidelines and policies based on Best Management Practices.
- C.** Require a reasonable, yet effective setback to protect natural features such as the River Raisin and wetlands from erosion, sedimentation, and pollution.
- D.** Encourage developers to integrate existing natural features into new developments.
- E.** Develop ordinances which preserve the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for their enforcement.
- F.** Promote responsible development along the river that prevents negative impacts to water quality.
- G.** Integrate vegetation and natural features in road construction and improvements.

GOAL #2: PRESERVE EXISTING TREES AND WORK TO EXPAND THE TREE CANOPY.

- A.** Regulate tree clearing through a tree preservation ordinance to preserve landmark trees and require effective tree preservation methods during construction.
- B.** Establish a community-wide tree planting program to add neighborhood appeal, increase the community's aesthetic appeal, and reduce impacts of extreme heat events (saving energy costs).
- C.** Research projected shifts in tree population and aggressively transition street tree-planting program to trees that will thrive in hotter summers and wetter winters.
- D.** Increase the diversity of tree species planted in the City.
- E.** Focus new vegetation and tree canopy development efforts on areas identified as high relative exposure to heat events and flooding.

GOAL #3: PROTECT THE QUALITY OF THE RIVER RAISIN AND ITS TRIBUTARIES FROM THE IMPACTS OF DEVELOPMENT WHILE AT THE SAME TIME PROMOTING IT AS ONE OF THE CITY'S GREATEST ASSETS AND WORK TO FULLY LEVERAGE MONROE'S RECREATIONAL WATERFRONT ASSETS.

- A.** Work with elected representatives, other governing bodies, and public interest groups to develop a comprehensive management plan for the River Raisin.
- B.** Encourage land use changes and improvements along the river that maximize visual and physical access.
- C.** Explore opportunities for public access along the riverfront at existing parks, such as St. Mary's, and also through land acquisition, donations, and access easements.
- D.** Work to implement recommendations generated by the Monroe County Water Trails project.
- E.** Determine the most appropriate points to access the River Raisin for recreational use such as canoeing, kayaking and fishing.
- F.** Coordinate with other regional agencies interested in developing a blueway system on the River Raisin.
- G.** Evaluate the potential to use the River Raisin as a kayak adventure course.
- H.** Develop and install an environmental quality monitoring system along the River Raisin.
- I.** Build regional collaboration for managing water resources, including appropriate land-use regulations.
- J.** Launch a public education campaign on the transitioning of the River Raisin from Area of Concern to Living/Working Watershed.
- K.** Increase control over the amount of nutrients, particularly phosphorous, that enter the River Raisin and Lake Erie.
- L.** Help to build better communication between dam operators along the River Raisin.

PARKS AND RECREATION

Policy Statement:

Create a healthy and fun community for Monroe citizens to live, work and play by improving Monroe's abundant park land and recreational facilities.



GOAL #1: ACQUIRE, DEVELOP, MAINTAIN AND PRESERVE SUFFICIENT OPEN SPACE AND RECREATION FACILITIES.

- A.** Maintain and enhance existing recreational resources, ensuring all equipment and facilities meet current ADA standards.
- B.** Pursue cooperative arrangements with other public and private groups for the maintenance of facilities.
- C.** Seek volunteer assistance from residents in planning for and developing additional open space and parks.
- D.** Pursue all available funding sources to implement park improvements and land acquisition.

GOAL #2: CONTINUE TO PROVIDE ALL RESIDENTS OF THE CITY OF MONROE WITH HIGH QUALITY RECREATION PROGRAMS AND OPPORTUNITIES.

- A. Update and develop recreational programs that serve the needs of persons of all ages.
- B. Update the Recreation Master Plan every five years to address the changing population and socio-economic demographics in Monroe.
- C. Provide safe, high-quality recreational experiences.
- D. Improve maintenance of parks to improve recreation services and programs in the City of Monroe.
- E. Improve the administrative process for park maintenance, including communication between recreation programs, park users, and maintenance administrators.

GOAL #3: IMPROVE ACCESS AND CONNECTIVITY OF THE CITY PARK NETWORK FOR ALL USERS.

- A. Increase the accessibility of parks, the River Raisin, and recreation amenities for all users.
- B. Strive to create an integrated park system that contains high-quality and impeccably maintained parks connected with a series of pathways, bike paths, dedicated bike lanes and sidewalks.
- C. Expand non-motorized transportation options and increase pedestrian and bicycle connectivity.
- D. Incorporate access to natural features in the community into the City's pathway system.

GOAL #4: FULLY LEVERAGE THE HISTORIC ASSETS WITHIN MONROE'S RECREATION SYSTEM.

- A. Increase opportunities for the interpretation of historic events within the City parks.
- B. Establish a "Veterans Honor Trail" which links Heck Park, Soldiers and Sailors Park, Veterans Park, Memorial Place, and the River Raisin National Battlefield Park as a commemorative trail with educational and interpretive stations.
- C. Work with the Monroe County Historical Society, Frenchtown Charter Township, Monroe Charter Township, and the National Park Service to implement the River Raisin Heritage Corridor-East Master Plan.

MUNICIPAL FACILITIES AND SERVICES



Policy Statement: Strive for a high quality of life for current and future residents by maintaining a diverse and unified system of municipal facilities and services.

GOAL #1: CONTINUE TO OFFER HIGH QUALITY SERVICES AND FACILITIES FOR RESIDENTS.

- A.** Monitor the efficiency of the various City departments and offices to prevent duplication of work and miscommunication.
- B.** Continue to implement the 2011 Cooperation, Collaboration, and Consolidation of Services plan.
- C.** Increase coordination and cooperation between departments to streamline processes and ensure consistent application of policies.
- D.** Update facilities to accommodate improvements and changes in technology.
- E.** Re-evaluate capacity plans for sewer and water based on the new Future Land Use Plan.
- F.** Encourage public involvement with community, civic, and school activities.
- G.** Continue providing services and assistance to neighboring communities in a manner that promotes the spirit of a cohesive region without facilitating inefficient, low density development.



Stewardship volunteer for the Parks and Recreation Department (left)

Example of a rain barrel (right)

GOAL #2: INCREASE COMMUNITY INVOLVEMENT AND VOLUNTEERISM IN MAINTAINING CITY-OWNED RECREATIONAL FACILITIES.

- A.** Further develop Stewardship Monroe as guidance for maintaining recreation facilities for all members of the community.

GOAL #3: REDUCE STRESS ON THE CITY STORM WATER SYSTEM THROUGH LOW IMPACT DEVELOPMENT

- A.** Continue on-going planning efforts and studies of storm water infrastructure to ensure it is meeting demands and that adequate capacity is provided.
- B.** Require that developers submit a green infrastructure plan at the beginning of the site plan review process.
- C.** Conduct a cost-benefit analysis to evaluate the effectiveness of pervious pavement construction versus traditional pavement construction.
- D.** Create an overlay zone to increase the buffer between natural waterways and development.
- E.** Develop guidelines and ordinance provisions that would allow for native vegetation.
- F.** Elevate critical infrastructure in 100 and 500-year floodplains.
- G.** Provide incentives to private property owners to use rain barrels.

GOAL #4: DECREASE THE AMOUNT OF WASTE THAT ENTERS THE LANDFILL FROM THE CITY BY EXPANDING RECYCLING OPTIONS AND CONVENIENCE.

- A.** Work with landlords at multi-family housing complexes to develop recycling programs, using the City's recycling program, as practical.
- B.** Partner with Monroe County Health Department to educate residents about what can be recycled at on-street locations.
- C.** Partner with Monroe County Health Department to educate residents about special recycling services such as hazardous waste, electronic waste, medication disposal, and motor oil and antifreeze.
- D.** Work with the community to expand construction and demolition waste recycling opportunities.
- E.** Enforce ordinances that ban open burning as a means of waste disposal, consistent with the Monroe County Waste Management Plan.
- F.** Promote recycling to multi-family housing complexes and commercial establishments.

GOAL #5: CONTINUE TO BE A LEADER IN LOCAL ENERGY THROUGH DIVERSIFYING LOCAL ENERGY SUPPLY AND ENERGY EFFICIENCY INVESTMENT.

- A.** Adopt ordinance(s) to dictate the physical characteristics of alternative energy infrastructure.
- B.** Develop incentives to encourage development of alternative energy infrastructure on commercial and residential properties.
- C.** Educate the community on the financial benefits of energy efficient practices and consider joining the Michigan Green Communities Challenge.
- D.** Continue investing in solar power on municipal properties.
- E.** Convert all city streets lights and traffic lights to low energy demand LED lighting.
- F.** Continue energy audits for municipal facilities.
- G.** The City should work with the local energy supplier to offer audits to residential and commercial buildings to improve energy efficiency.

FUTURE LAND USE CATEGORIES

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

Consistent with R-1-A Zoning Classification

Minimum Lot Width

Consistent with R-1-A Zoning Classification

BUILDING SETBACKS

Minimum

Consistent with R-1-A Zoning Classification

Maximum

None, provided rear setback can be met

Side

Consistent with R-1-A Zoning Classification

Rear

Consistent with R-1-A Zoning Classification

BUILDING HEIGHT

Minimum

Consistent with R-1-A Zoning Classification

Maximum

Consistent with R-1-A Zoning Classification

STREET FRONTAGES

Front porch

Yards / green space

Trees and landscaping

Low Density Suburban

General Characteristics. This type of neighborhood supports single-family homes on larger lot sizes than those found in the older neighborhoods of the City. These single-family residential homes were built in the post-World War II era and tend to be located outside of the City's core and often have attached garages. The streets are curvilinear with cul-de-sacs and no alleys.

Appropriate Land Uses. Uses in this category include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation. Residential streets in the Low Density Suburban category should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible, including connections to neighborhoods in the surrounding townships. Cul-de-sacs are highly discouraged.

Building and Site Design. New homes in the Low Density Suburban district should be designed with quality materials, but need not conform to any architectural standard. However, they should be consistent with surrounding homes in terms of scale, massing, and site design. Garages should be located so that they do not dominate the front façade of the home.

CURRENT CHARACTER



PLANNED CHARACTER



Low Density Urban

General Characteristics. This designation is characterized by single-family residential. The single-family homes are generally found on larger lots in older neighborhoods of the City. These large single-family residential homes were built before WWII and are within the context of the traditional grid system. The intent of this designation is to properly maintain residential neighborhoods in the City. Development within this area shall be consistent with the established traditional design pattern of adjacent residential neighborhoods. This designation can be found just south of the Central Business District, with older, stable neighborhoods. Many of these neighborhoods are within designated historic districts and should be maintained to promote their historic character.

Appropriate Land Uses. Uses in this category include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation. Roads in the Low Density Urban category follow a traditional grid pattern with common elements such as sidewalks, pedestrian scale lighting, and a tree canopy.

Building and Site Design. New dwelling units or substantial modifications to structures should be designed with quality materials, and conform to the dominant architectural typology of the block. Alternative architectural styles may be appropriate in some neighborhoods, provided the character of the residential block is enhanced. Garages should be located in rear yards.

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Minimum Lot Width
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

BUILDING SETBACKS

Minimum
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Maximum
None, provided rear setback can be met

Side
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Rear
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

BUILDING HEIGHT

Minimum
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Maximum
Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

STREET FRONTAGES

Front porch / stoop
Lawn / green space

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Minimum Lot Width

Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

BUILDING SETBACKS

Minimum

Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Maximum

None, provided rear setback can be met

Side

Determine whether R-1-B district matches Low Density Urban or Medium Density Suburban planned character. Develop zoning district to match character district not currently supported by zoning.

Rear

Review R-1-B district standards to ensure compatibility with existing and planned character

BUILDING HEIGHT

Minimum

Review R-1-B district standards to ensure compatibility with existing and planned character

Maximum

Review R-1-B district standards to ensure compatibility with existing and planned character

STREET FRONTAGES

Front porch / stoop

Lawn / green space

Trees and Landscaping

Medium Density Suburban

General Characteristics. This designation is characterized by single family and multi-family residential housing units. Types of housing units include townhouses, condominiums and smaller apartments. These housing units are located in a more suburban setting and were built in the post-World War II era. The housing units are generally located along or near major thoroughfares and are distinguishable from the older neighborhoods.

Appropriate Land Uses. Uses in this category include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation. Residential streets in the Medium Density Suburban category should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible, including connections to neighborhoods in the surrounding Townships. Cul-de-sacs are highly discouraged.

Building and Site Design. New homes in the Medium Density Residential district should be designed with quality materials, but need not conform to any architectural standard. However, they should be consistent with surrounding homes in terms of scale, massing, and site design. Garages should be located so that they do not dominate the front façade of the home.

CURRENT CHARACTER



PLANNED CHARACTER



Medium Density Urban

General Characteristics. This designation provides for single and multi-family housing units in a more urban setting. Smaller single and multi-family housing units, including townhouses, condominiums and apartments are common. Housing units are located along or near the downtown. Typical incidental uses that may be permitted in this area include but are not limited to: parks, open space and accessory apartments which promote the traditional neighborhood development of the City. The designation of Medium Density Urban can be found in the neighborhood directly west of the Sisters, Servants of IHM Motherhouse as well as in the southern portion of the Mason Run development.

Appropriate Land Uses. Uses in this category include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation. Roads in the Medium Density Urban category follow a traditional grid pattern with common elements such as sidewalks, pedestrian scale lighting, and a tree canopy.

Building and Site Design. New dwelling units or substantial modifications to structures should be designed with quality materials, and conform to the dominant architectural typology of the block. Alternative architectural styles may be appropriate in some neighborhoods, provided the character of the residential block is enhanced. Garages should be located in rear yards.

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
Consistent with R-1-C Zoning Classification

Minimum Lot Width
Consistent with R-1-C Zoning Classification

BUILDING SETBACKS

Minimum
Consistent with R-1-C Zoning Classification

Maximum
None, provided rear setback can be met

Side
Consistent with R-1-C Zoning Classification

Rear
Consistent with R-1-C Zoning Classification

BUILDING HEIGHT

Minimum
Consistent with R-1-C Zoning Classification

Maximum
Consistent with R-1-C Zoning Classification

STREET FRONTAGES

Front porch

Yards / green space

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

As necessary to provide high-quality development

Minimum Lot Width

As necessary to provide high-quality development

BUILDING SETBACKS

Minimum

Consistent with surrounding character

Maximum

Consistent with surrounding character

Side

Consistent with surrounding character

Rear

Consistent with surrounding character

BUILDING HEIGHT

Minimum

1 story

Maximum

3 stories

STREET FRONTAGES

Welcoming Entrances

Front porch

Yards / greenspace

Preserved trees

High Density Suburban

General Characteristics. This designation provides for multi-family housing units in a more suburban setting. Housing types can include multi-family housing units, townhouses, condominiums and large apartment complexes. Housing units are located along or near major thoroughfares and are distinguishable from the older neighborhoods. The apartment housing development west of Telegraph Road are designated as High Density Urban.

Appropriate Land Uses. Recommended uses in this category include apartments, condominiums, townhouses, and duplexes. The units may be in stand-alone buildings, or may be clustered in complexes. Mobile home parks may be permitted in some locations within this category.

Streets and Transportation. Streets that abut multi-family housing should be designed to handle the increased traffic load caused by the additional density, but should also be safe for residents of the multi-family units to walk or bike on.

Building and Site Design. Multi-family buildings should be built with high-quality materials and should be architecturally compatible with their surroundings. Stand-alone sites should be designed with attractive entrances and porches that allow residences to experience the street. Complexes should be designed to preserve trees and other natural features. They should also feature amenities and green space, be internally walkable, and connect logically to their surroundings for both automobiles and pedestrians.

Parking. Parking lots should be sufficient for residents and visitors, but not excessive. They should be well-maintained, landscaped, and designed to be safe for pedestrians, especially children.

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

Consistent with existing, allowing for flexibility to promote development.

Minimum Lot Width

As necessary for planned development

BUILDING SETBACKS

Minimum

Consistent with existing, allowing for flexibility to promote development.

Maximum

Consistent with existing, allowing for flexibility to promote development.

Side

Consistent with existing, allowing for flexibility to promote development.

Rear

Consistent with existing, allowing for flexibility to promote development.

BUILDING HEIGHT

Minimum

1 story

Maximum

4 stories

STREET FRONTAGES

Front porch / stoop

Welcoming institutional or business

Retail storefronts

Outdoor patio / seating areas

Neighborhood Mixed Use Center

General Characteristics. This land use type is defined by pedestrian-oriented mixed-use nodes compatible with surrounding residential areas. These uses should be limited by type and size and include strict design guidelines in order to preserve the neighborhood scale. This includes the application of guidelines for the location and design of the site, parking and buildings.

The Neighborhood Mixed-Use Center designation applies to the area east of the downtown, along Front and First Streets, and extending south along Winchester. This existing neighborhood service node should be preserved and improved to serve the large residential area on the east side of the City. Uses in this district should be limited to neighborhood services such as dry cleaners, convenience stores, day care facilities, beauty salons, small sit-down restaurants, and other businesses serving a local clientele.

Appropriate Land Uses. Appropriate uses include residential and office uses of multiple various densities, low-intensity retail uses, medical facilities, and institutional uses such as religious establishments. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are inappropriate. Industrial uses may be appropriate in some circumstances, provided that they are high-tech in function and appearance, have minimal off-site impacts, and would not add excessive truck traffic to nearby streets.

Density. Residential density could range from single family homes to townhomes to condominiums, provided that the buildings maintain the existing scale and character of the nearby area. Office or institutional buildings may be up to four stories in height. Industrial uses should be offset from the nearby residential with green space that is usable as a public amenity.

Streets and Transportation. Regardless of the type of development, the mixed-use area should connect seamlessly to the street grid of the existing neighborhood. Any new streets must connect in a logical (preferably gridded) pattern.

Building Location. Buildings should be located close to the street to create the proper sense of enclosure along the street, to help slow traffic, and to create a safe and attractive walking environment.

Building and Site Design. High quality architecture which compliments and enhances existing development and historical structures is strongly encouraged. Garages, if provided, should be located in and accessed from side or rear yards.

Parking. Parking areas are strongly encouraged to be located in side or rear yards. Front yard parking is discouraged. Parking lots should be accessed from shared access drives or alleys to reduce or eliminate the number of curb cuts.

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

Consistent with existing, allowing for flexibility to promote development.

Minimum Lot Width

Consistent with existing, allowing for flexibility to promote development.

BUILDING SETBACKS

Minimum

Consistent with existing, allowing for flexibility to promote development.

Maximum

Consistent with existing, allowing for flexibility to promote development.

Side

Consistent with existing, allowing for flexibility to promote development.

Rear

As necessary for planned development

BUILDING HEIGHT

Minimum

1 story

Maximum

8 stories

STREET FRONTAGES

Front porch / stoop

Welcoming institutional or business

Retail storefronts

Outdoor patio / seating areas

Campus Mixed Use Center

General Characteristics. This designation provides for large campus-like mixed use developments and offices. The Campus Mixed-Use Center is a large self-sustaining development and is consistent with the historic features and natural landscape of the surrounding area. The Immaculate Heart of Mary property and the new La-Z-Boy headquarters, are both classified as Campus Mixed-Use Centers.

Appropriate Land Uses. Appropriate uses include residential and office uses of multiple various densities, low-intensity retail uses, medical facilities, and institutional uses such as religious establishments. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are inappropriate.

Density and Campus Design. Residential density could range from single-family homes to townhomes to condominiums, provided that the buildings maintain the existing scale and character of the nearby area. Office or institutional buildings may be up to eight stories in height, but should be designed within the existing wooded campus layout, so shorter buildings may be required. Historic buildings should be preserved and new buildings either designed to reflect the historic structures or built with a high-tech, sustainable design, like the La-Z-Boy headquarters.

Streets and Transportation. Interior roadways within the campus should be designed with natural features and historic preservation in mind, which will likely result in a winding and irregular pattern. However, connectivity is important, and a seamless east-west connection should be created through the campus as part of any redevelopment. Walking and biking paths through the development are also recommended.

Building Location. Buildings should be constructed so that natural features are preserved to the extent possible.

Parking. Parking areas should be located to adequately serve the various uses, but should also be secluded within wooded areas and hidden from view outside the campus.

CURRENT CHARACTER



PLANNED CHARACTER



Community Mixed Use Center

General Characteristics. This category defines pedestrian-oriented mixed use district within large commercial areas. In a Community Mixed-Use Center, there is a mix of uses, including retail, residential, and will often include entertainment venues, restaurants and hotels. The Mixed-Use Center is pedestrian oriented, with small to medium size blocks. The buildings should be similar in size and placement to a traditional downtown center.

This category is designed to promote the redevelopment of two sites that major regional institutions have recently vacated or will soon vacate. La-Z-Boy, Inc. moved its headquarters to Stewart Road, north of the SSIHM campus, and Promedica is considering moving its Monroe Regional Hospital to Dixie Highway in Frenchtown Township.

Appropriate Land Uses. Appropriate uses include residential and office uses of multiple various densities, low-intensity retail uses, medical facilities, and institutional uses such as religious establishments. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are inappropriate. Research and development uses are encouraged, but heavy industrial uses are not.

Density and Design. Residential density could range from single family homes to townhomes to condominiums, provided that the buildings maintain the existing scale and character of the nearby area. Office or institutional buildings may be up to eight stories in height, unless compatibility with neighboring uses would require them to be smaller. All uses should be designed to connect seamlessly to each other and the surrounding area, with buildings that either reflect Monroe’s historic heritage or a high-tech sustainable design.

Streets and Transportation. Regardless of the type of development, the mixed-use area should connect seamlessly to the street grid of the existing neighborhood. Any new streets must connect in a logical (preferably gridded) pattern.

Parking. Parking areas are strongly encouraged to be located in side or rear yards. Front yard parking is discouraged. Parking lots should be accessed from shared access drives or alleys to reduce or eliminate the number of curb cuts.

CURRENT CHARACTER



PLANNED CHARACTER



LOT DIMENSIONS

Minimum Lot Area
Consistent with existing, allowing for flexibility to promote development.

Minimum Lot Width
Consistent with existing, allowing for flexibility to promote development.

BUILDING SETBACKS

Minimum
Consistent with existing, allowing for flexibility to promote development.

Maximum
Consistent with existing, allowing for flexibility to promote development.

Side
Consistent with existing, allowing for flexibility to promote development.

Rear
Consistent with existing, allowing for flexibility to promote development.

BUILDING HEIGHT

Minimum
1 story

Maximum
6-8 stories, as compatible with surroundings

STREET FRONTAGES

Welcoming institutional or business

Retail storefronts

Outdoor patio / seating areas

LOT DIMENSIONS

Minimum Lot Area
Consistent with existing, allowing for flexibility to promote development.

Minimum Lot Width
Consistent with existing, allowing for flexibility to promote development.

BUILDING SETBACKS

Minimum
Sufficient to preserve a small landscape area, but not front yard parking

Maximum
Even with block average

Side
Consistent with existing

Rear
As needed for loading / parking

BUILDING HEIGHT

Minimum
1 story

Maximum
3 stories

STREET FRONTAGES

Outdoor patio / seating areas

Front porch / stoop

Welcoming office entrance

Lawn / greenscape

Mixed Use Corridor

General Characteristics. This designation seeks to preserve the boundary of the downtown and integrate business and residential uses for a smooth transition to residential development. This area supports a mix of commercial and residential uses. The character should complement the surrounding building environment in a way that is pedestrian friendly and inviting. Mixed-Use Corridor can be found along Monroe Street, Dixie Highway, South Custer Road, parts of Telegraph Road, and surrounding the perimeter Downtown Monroe.

Appropriate Land Uses. Appropriate uses include residential and commercial uses of multiple various densities and institutional uses such as religious establishments. Existing single-family homes should be protected, but new single-family homes should not be constructed.

Density. Residential density could range from single family homes to townhomes to condominiums, provided that the buildings maintain the existing scale and character of the corridor. Office, retail, and institutional uses should be in scale with the residential uses.

Streets and Transportation. The corridors should be a walkable and attractive with visible intersections and traffic calming measures. Sidewalks or bike paths should line both sides of the street. Street trees should be frequent and lush.

Building Location. Buildings along the corridors should be located close to the street to create the proper sense of enclosure along the street and to help slow traffic, but may be set back behind limited landscaping.

Building and Site Design. High quality architecture which complements and enhances existing development and historical structures is strongly encouraged.

Parking. Parking areas are strongly encouraged to be located in side or rear yards. Front yard parking is discouraged. Parking lots should be accessed from shared access drives to eliminate the number of curb cuts.

CURRENT CHARACTER



PLANNED CHARACTER



Community Commercial

General Characteristics. Community Commercial is intended for large scale retail and service establishments that provide goods and services for Monroe residents and visitors.

Appropriate Land Uses. This district includes office, general retail commercial, food service, and entertainment uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities should be located in this district, provided that parking areas and loading zones are properly buffered and landscaped.

Density. Commercial buildings should be supported by sufficient but not overly excessive parking areas. Shared parking should be encouraged. The perimeter of these lots should be landscaped and well maintained.

Streets and Transportation. Sites should be so designed as to incorporate shared access drives and connections between parcels (“cross access”) in order to reduce the number of curb cuts onto the street. The streetscape should be well designed and landscaped. Streets connections and/or pedestrian connections should be provided between commercial areas and adjacent neighborhoods.

Building Location. Buildings facing arterial streets may be located close to the street or set back to permit front-yard parking.

Building and Site Design. Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Façades facing public right-of-way should be highly transparent.

Parking. Parking areas may be located in front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees.

LOT DIMENSIONS

Minimum Lot Area
N/A

Minimum Lot Width
N/A

BUILDING SETBACKS

Minimum
As necessary for parking

Maximum
As necessary to preserve buffering in rear

Side
As necessary for access management

Rear
As needed for loading/parking and screening

BUILDING HEIGHT

Minimum
1 story

Maximum
3 stories

STREET FRONTAGES

Retail storefronts

Outdoor patio / seating areas

Lawn / greenscape

Landscaped parking

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
None

Maximum Lot Width
None

BUILDING SETBACKS

Minimum
None

Maximum
Zero feet

Side
None, unless side wall has windows

Rear
As needed for loading/parking

BUILDING HEIGHT

Maximum
Building can be adequately served by fire equipment, is consistent with surroundings and provides “stepbacks” on upper floors (above third)

STREET FRONTAGES

Retail storefronts

Outdoor patio / seating areas

Central Business District

General Characteristics. This designation provides an exclusive district for downtown Monroe since it is a focal point for the community socially and economically. There is a mixture of commercial, office, residential, institutional and public uses. There are wide, well-lit sidewalks, historic building facades, and an abundance of streets trees. These desirable characteristics should be expanded and improved upon.

Appropriate Land Uses. Commercial businesses intended for this category include service, professional, and retail businesses that encourage foot traffic and do not require large parking lots. Institutional and recreational uses, especially those revolving around the arts, are strongly encouraged. Parking should be shared in public lots/garages or on-street. Automobile oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the Central Business District.

It is the intent of this Plan to also permit residential uses downtown. Examples of permitted residential uses would be upper-floor apartments located above retail businesses, townhouse-style buildings, and small apartment buildings that are compatible with the existing character of the district.

Density. There is no maximum density recommendation. The design recommendations of this Plan will limit densities to a reasonable number of units by requiring good design. Setbacks on the front and side should be minimal and setbacks along the rear of lots should be respectful of parking, loading, and circulation needs.

Streets and Transportation. Downtown streets should all have on-street parking, curbs, streetscape, pedestrian scale lighting, landscape planter beds, pedestrian crossings, and other elements that enhance and encourage walkability, business vitality and aesthetics. Most streets already have these elements.

Building and Site Design. Infill buildings should be built right to the sidewalk, with transparent, welcoming first-floor storefronts. Signage should be attractive, with projecting signs encouraged. Upper floors should have ornamental designs, keeping with the architectural style to add interest.

Parking. Parking should be provided behind establishments or along side streets in private or public lots or garages, as well as on the street. The design of parking lots should be attractive and environmentally conscious, with high quality landscaping. Parking garages should have first-floor retail or be contained within liner buildings.

CURRENT CHARACTER



PLANNED CHARACTER



Battlefield District

General Characteristics. This designation provides for preservation and interpretation of the original Frenchtown settlement and creates a major attraction for the community. The River Raisin Heritage Corridor-East Master Plan calls for a visitor center, a historic settlement, a concert area, mixed use development and greenways in the Battlefield District.

Appropriate Land Uses. Visitor Center, designation of the original Frenchtown settlement and historic battlefield site, concert area, mixed use development and greenways.

Streets and Transportation. Streets in the area should be reconfigured to create an attractive gateway for visitors, direct traffic off the settlements / battlefield site, and help move vehicles and pedestrians seamlessly from the Battlefield to Downtown Monroe.

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
As needed for historic attraction

Minimum Lot Width
As needed for historic attraction

BUILDING SETBACKS

Minimum / Maximum
As needed for historic attraction

BUILDING HEIGHT

Minimum
1 story

Maximum
Consistent with historic and natural character

STREET FRONTAGES

Natural and historic elements

Attractive gateway

Visitor parking

CURRENT CHARACTER



PLANNED CHARACTER



Light Industrial / Research and Development

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
None

Minimum Lot Width
None

BUILDING SETBACKS

Minimum / Maximum / Side / Rear
Respectful of surrounding uses

BUILDING HEIGHT

Minimum
1 story

Maximum
As needed for use, respectful of surrounding uses

STREET FRONTAGES

Attractive entrances

Lawn / greenscape

Buffering landscaping

General Characteristics. This designation provides an exclusive area for low intensity industrial development. Light industrial uses such as research, testing, warehousing and minor assembly are well-supported here. Proper screening, sufficient open space, good landscaping, and quality architectural design are important for buffering adjacent residential and commercial uses. An example of this designation is west of the railroad corridor and east of Huber Drive. There is also a Light Industrial/Research and Development designation east of the Heritage Corridor planned area and southeast of Dixie Highway.

Appropriate Land Uses. Light industrial uses. Examples include research, product testing centers, light machinery, warehousing and minor assembly.

Streets and Transportation. Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians. New roads should be built to connect the industrial districts with I-75 without going through the center of Monroe or disturbing residential areas.

Building and Site Design. Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged. However, sites should be designed to minimize off-site impacts and to reduce pollution and site contamination to the extent possible. Stormwater should be controlled on-site to the extent possible.

Parking. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.

CURRENT CHARACTER



PLANNED CHARACTER



Industrial Consumer

General Characteristics. This designation provides a location for businesses that are considered industrial but also offer retail sales of their product. Examples of industrial uses that offer retail sales include mini-storage facilities and building supply businesses. Due to the fact that this designation is often adjacent to commercial and residential districts or access, quality appearance and screening of outdoor storage and service areas is important.

Appropriate Land Uses. Industrial uses that offer retail sales. Examples include mini-storage facilities and building supply businesses.

Streets and Transportation. Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians. New roads should be built to connect the office/ industrial districts with I-75 without going through the center of Monroe or disturbing residential areas.

Building and Site Design. Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged. However, sites should be designed to minimize off-site impacts and to reduce pollution and site contamination to the extent possible. Stormwater should be controlled on-site to the extent possible.

Parking. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
None

Minimum Lot Width
None

BUILDING SETBACKS

Minimum / Maximum / Side / Rear
Respectful of surrounding uses

BUILDING HEIGHT

Minimum
1 story

Maximum
As needed for use, respectful of surrounding uses

STREET FRONTAGES

Attractive entrances

Lawn / greenscape

Buffering landscaping

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area
None

Minimum Lot Width
None

BUILDING SETBACKS

Minimum / Maximum / Side / Rear
Respectful of surrounding uses

BUILDING HEIGHT

Minimum
1 story

Maximum
As needed for use, respectful of surrounding uses

STREET FRONTAGES

Attractive entrances

Lawn / greenscape

Buffering landscaping

Industrial

General Characteristics. This designation provides an exclusive area for medium to high intensity industrial uses, which are vital to the City’s economy. Large plants that involve manufacturing products, stamping, and machine operations are well-supported here. Industrial areas have heavy buffers and deep setbacks to minimize impacts to adjoining properties. The Detroit-Ternes Industrial Park is an example of a general Industrial site.

Appropriate Land Uses. Examples include large plants that involve manufacturing products, stamping, and machine operations.

Streets and Transportation. Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians or bicyclists. New roads should be built to connect the industrial districts with I-75 without going through the center of Monroe or disturbing residential areas.

Building and Site Design. Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged, however, sites should be designed to minimize off-site impacts and reduce pollution and site contamination to the extent possible. Stormwater should be controlled on-site to the extent possible.

Parking. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.

CURRENT CHARACTER



PLANNED CHARACTER



Port Industrial

General Characteristics. The purpose of the Port Industrial designation is to provide an exclusive area that facilitates high-intensity commerce that is vital to the City's economy and is unique within the region. These areas contain large warehouse facilities and uses associated with shipping (both by freighter and train). They have heavy buffers and deep setbacks to minimize impacts to adjoining properties. Multiple forms of transportation are also a key characteristic of this designation. The Port of Monroe, Ventower Industries, and the DTE Power Plant all fall within the Port Industrial District.

Appropriate Land Uses. Examples include large warehouse, manufacturing, production mills, and electrical generation facilities and uses associated with shipping (both by freighter and train).

Streets and Transportation. Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians. Improvements are needed on the roads that connect I-75 to the port.

Building and Site Design. Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged. However, sites should be designed to minimize off-site impacts and to reduce pollution and site contamination to the extent possible. Stormwater should be controlled on-site to the extent possible.

Parking. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.

LOT DIMENSIONS

Minimum Lot Area
None

Minimum Lot Width
None

BUILDING SETBACKS

Minimum
Respectful of surrounding uses

Maximum
Respectful of surrounding uses

Side
Respectful of surrounding uses

Rear
Respectful of surrounding uses

BUILDING HEIGHT

Minimum
1 story

Maximum
As needed for use, respectful of surrounding uses

STREET FRONTAGES

Attractive entrances

Lawn / greenscape

Buffering landscaping

CURRENT CHARACTER



PLANNED CHARACTER



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

Consistent with existing, allowing for flexibility to promote development

Minimum Lot Width

Consistent with existing, allowing for flexibility to promote development

BUILDING SETBACKS

Minimum

Midway between block average and streetline

Maximum

Even with block average

Side

Consistent with existing

Rear

As needed for loading / parking

BUILDING HEIGHT

Minimum

1 story

Maximum

As needed for use, while staying compatible with surroundings

STREET FRONTAGES

Grand civic/religious entrance

Outdoor patio / seating areas

Front porch / stoop

Welcoming office entrance

Lawn / greenscape

Public/Institutional

General Characteristics. This designation identifies civic institutions that contribute to the sense-of-place in the City of Monroe. Areas designated as Public/Institutional should be compatible with the character and scale of the neighborhood.

Appropriate Land Uses. Government facilities, schools and places of worship. In the event that a facility moves, appropriate land uses for redevelopment should be based on the existing and planned character of the surroundings.

Parking. Parking areas should be designed to be buffered from surrounding uses and should not create dead zones.

CURRENT CHARACTER



PLANNED CHARACTER



Parks, Open Space, and Greenways

General Characteristics. This designation identifies park land and open space as well as land not owned by the City that it plans to acquire in the future. Areas within this designation can be used for both passive and active recreation. Natural areas and developed parklands should be compatible with the surrounding landscape and neighborhood.

Appropriate Land Uses. All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities.

Streets and Transportation. Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (i.e. bicycle racks, water fountains, wayfinding signage, lighting, etc.) should be constructed as needed. The connection of such pathways to connect the parks is strongly encouraged.

Building and Site Design. There are no specific Building and Site Design recommendations in this Plan for the Parks district, although high quality architecture is encouraged. Buildings should be well lit, highly visible, and provide public amenities. Parks should be maintained and upgraded as needed.

Parking. Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.).

LOT DIMENSIONS

Minimum Lot Area
n/a

Minimum Lot Width
n/a

BUILDING SETBACKS

Minimum / Maximum / Side / Rear
As necessary for park amenities

BUILDING HEIGHT

Minimum
1 story

Maximum
As necessary to accommodate use

STREET FRONTAGES

Lawn / greenscape

Recreational amenities

CURRENT CHARACTER

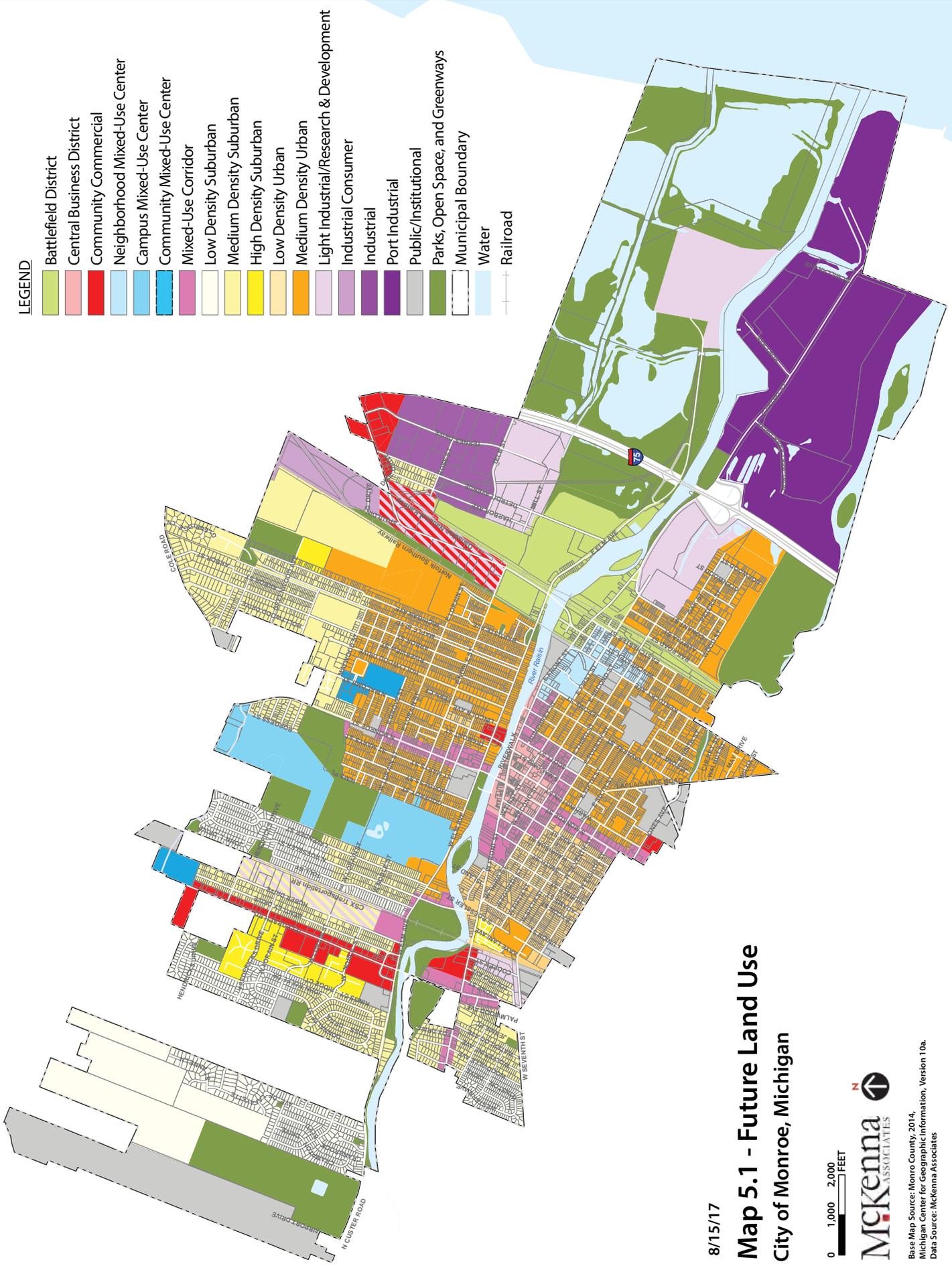


PLANNED CHARACTER



LEGEND

- Battlefield District
- Central Business District
- Community Commercial
- Neighborhood Mixed-Use Center
- Campus Mixed-Use Center
- Community Mixed-Use Center
- Mixed-Use Corridor
- Low Density Suburban
- Medium Density Suburban
- High Density Suburban
- Low Density Urban
- Medium Density Urban
- Light Industrial/Research & Development
- Industrial Consumer
- Industrial
- Port Industrial
- Public/Institutional
- Parks, Open Space, and Greenways
- Municipal Boundary
- Water
- Railroad



8/15/17
Map 5.1 - Future Land Use
City of Monroe, Michigan

0 1,000 2,000 FEET

Base Map Source: Monroe County, 2014.
 Michigan Center for Geographic Information, Version 10a.
 Data Source: McKenna Associates

PLACEMAKING ACTIONS

Introduction

Every community is unique in one way or another. For some communities, it is their proximity to a lake or river. For others, it is their active downtowns, vibrant festivals, or walkable neighborhoods. Each attribute is part of a spectrum of place-based community assets that shape the quality-of-life and livability of the community. Monroe is fortunate to have a number of unique community assets that shape its character and defines its sense-of-place.

Telegraph Road Charrette

Telegraph Road is one of the primary north-south corridors in the greater Monroe Community, connecting the City with both Frenchtown Charter Township and Monroe Charter Township. The corridor is dominated by the automobile, with approximately 30,000 vehicles using the corridor each day. Sidewalk infrastructure is inconsistent, disjointed and even absent in many areas. Land use along the corridor is primarily commercial, featuring many small “strip-mall” type developments and expansive parking lots. Despite the commercial success of some areas along the corridor, there are a number of vacant buildings. The architecture and condition of buildings along the corridor is very inconsistent and appears outdated and dilapidated in certain places. It is in this context that a planning *Charrette* was conducted for the Telegraph Road Corridor.

Charrette Findings

The Telegraph Road Charrette was conducted over three consecutive days in September 2013. Intensive public and stakeholder engagement identified four major themes as the primary focus for design activities:

- Establish an identity and sense of place along the corridor
- Develop Mill Race Park
- Improvements for Telegraph Road and Custer Road / Front Street gateway
- Redevelopment of the Telegraph Road Lay-Z-Boy Site

Identity and Sense of Place

Charrette participants determined that the Telegraph Corridor currently has no unique character or identity. In many ways, it looks like a suburban corridor that you would expect to find in any community across the State. In order to attract new businesses and reinvestment along the corridor, a unique identity and sense of place needs to be established. Due to the fact that Telegraph Road runs through three jurisdictions and that it functions as a gateway into the greater Monroe Community, it has the potential to become a contributor to the area’s identity. The charrette identified a series of placemaking strategies designed to transform the character of the corridor, emphasis on:

- Landscaping and streetscaping
- Improved access management
- Greater walkability and pedestrian access
- Improved sign and building design standards
- A community-wide strategy for improving east-west connectivity across Monroe

Mill Race Park and River Access

The charrette identified Mill Race Park as an underutilized public space that has the potential to serve as an access point to the River Raisin. Charrette participants were enthusiastic about the park’s potential redevelopment by adding amenities, such as an ADA accessible kayak launch, picnic pavilion, a boardwalk system, viewing platforms and educational signage.

Telegraph Road and Custer Gateway

The intersection of Telegraph Road and S. Custer Road/W. Front Street is one of the primary gateways into the community. Charrette participants identified a triangular block at the southeast corner of this intersection - bound by Telegraph, Front Street and Stone Street - as a prime target for redevelopment. The presence of existing retail, the position and unique architectural quality of some of the buildings and the planned redevelopment of a nearby supermarket site were all cited as possible building blocks for improvement of the gateway experience.

Other Strategic Actions

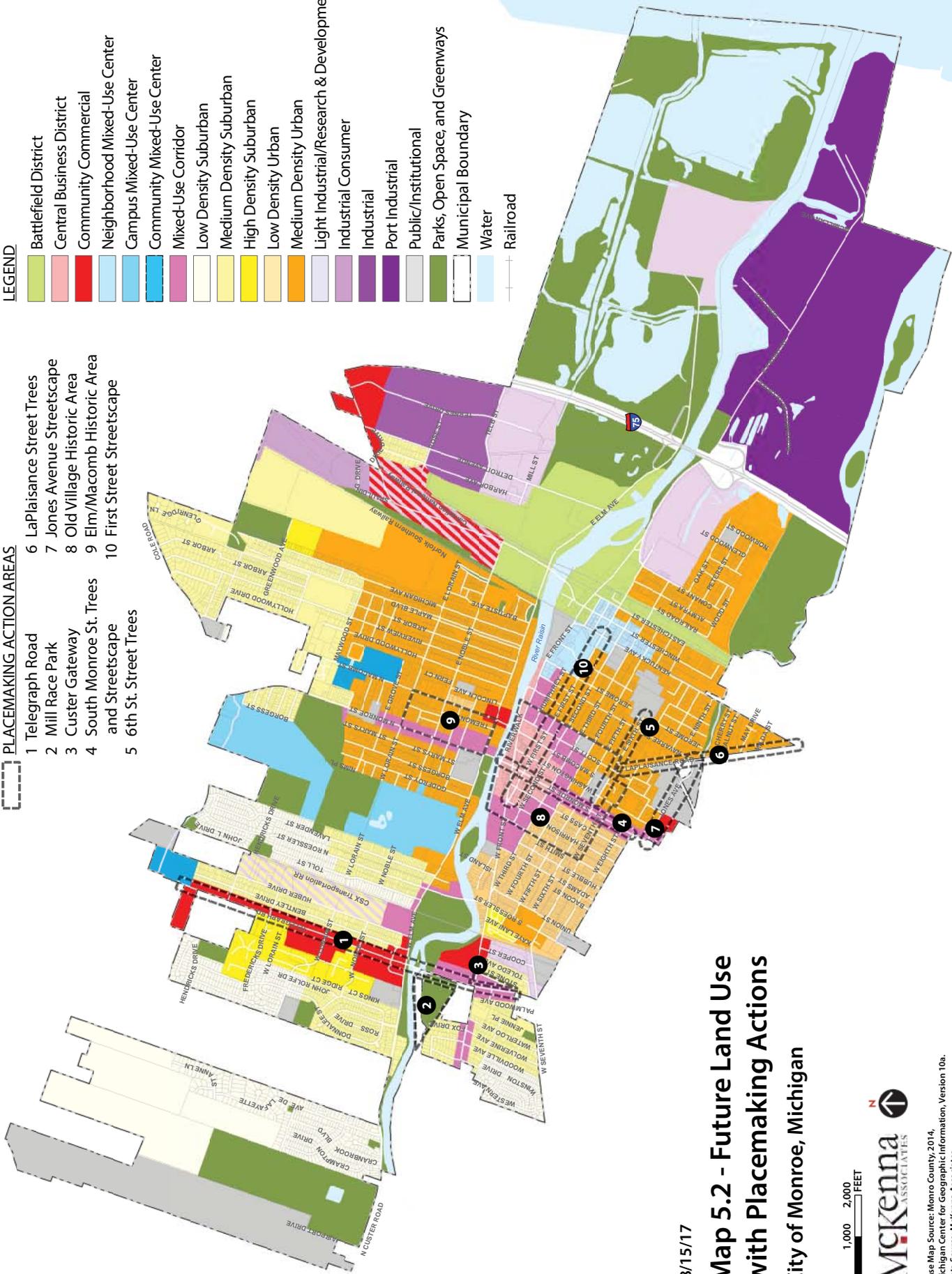
- A. South Monroe Street Tree Planting and Streetscape.** Install trees along South Monroe Street with uniform spacing to create a defined corridor, and extend the downtown streetscape farther south
- B. 6th Street Tree Planting.** Install trees along East Sixth Street with uniform spacing to create a defined corridor
- C. LaPlaisance Road Tree Planting.** Install trees along LaPlaisance Road with uniform spacing to create a defined corridor
- D. Jones Avenue Beautification.** Implement a streetscape program with sidewalks, trees and uniform lighting to transform the “industrial” looking corridor into a primary entrance to the City
- E. Old Village Plat Historic District.** Enact a comprehensive historic district to preserve and protect this historic residential neighborhood
- F. North Macomb Street and E. Elm Avenue District Improvements.** Improve this key intersection with consistent landscaping and pedestrian lighting on all corners. In addition, extend the downtown streetscape along the east side of North Monroe Street from Elm Avenue to Willow
- G. First Street Streetscape.** Implement a program to install pedestrian lights and uniform street trees.

PLACEMAKING ACTION AREAS

- 1 Telegraph Road
- 2 Mill Race Park
- 3 Custer Gateway
- 4 South Monroe St. Trees and Streetscape
- 5 6th St. Street Trees
- 6 LaPlaisance Street Trees
- 7 Jones Avenue Streetscape
- 8 Old Village Historic Area
- 9 Elm/Macomb Historic Area
- 10 First Street Streetscape

LEGEND

- Battlefield District
- Central Business District
- Community Commercial
- Neighborhood Mixed-Use Center
- Campus Mixed-Use Center
- Community Mixed-Use Center
- Mixed-Use Corridor
- Low Density Suburban
- Medium Density Suburban
- High Density Suburban
- Low Density Urban
- Medium Density Urban
- Light Industrial/Research & Development
- Industrial Consumer
- Industrial
- Port Industrial
- Public/Institutional
- Parks, Open Space, and Greenways
- Municipal Boundary
- Water
- Railroad



8/15/17
Map 5.2 - Future Land Use with Placemaking Actions
 City of Monroe, Michigan



Base Map Source: Monroe County, 2014.
 Michigan Center for Geographic Information, Version 10a.
 Data Source: McKenna Associates

NEIGHBORHOODS



The following section provides neighborhood improvement strategies of each the City's 15 unique neighborhoods. Map 5.3 illustrates each neighborhood.

1. Darinton

Darinton is a historic neighborhood in the far northeast side of the City. Key architectural elements in the neighborhood are the residential structures constructed as WWII housing. The neighborhood is surrounded by industrial uses and railroad tracks. In order to preserve quality of life in the neighborhood, buffering and screening must be improved around the surrounding industrial uses.

- A. Enhance the required landscape buffer between industrial and residential uses, and enforce the new standards when existing industrial businesses expand.
- B. Target code enforcement, property maintenance and rehabilitation efforts where needed.
- C. Ensure that any new industrial development west of the neighborhood is designed to be compatible with the nearby residential.

2. Downtown

The Downtown Neighborhood is bound by Third Street to the south, Navarre to the east, Smith to the west and the River Raisin to the north. The downtown area continues to be the traditional and primary retail and commercial center of the City. The downtown is also the center of most governmental activities - City Hall, the Monroe County administrative offices and the Monroe County Courts are also located here.

- A. Educate property owners about historic rehabilitation tax credits and other incentives.
- B. Require infill development to complement the architectural character of the surrounding neighborhood.
- C. Preserve and protect the historic character of the neighborhood.
- D. Promote the development of alternative housing marketed to seniors and/or professionals in the downtown core (i.e., live-work units, loft conversions, etc.).

3. East Elm

The East Elm Neighborhood is bound by Monroe Street to the west, Lorain to the north, Baptiste to the east and the River Raisin to the south. Portions of the neighborhood are registered as a Historic District (see Chapter Three). Many of the historic homes in this district range from estates to working class dwelling units representing all periods from the early nineteenth to early twentieth century in architectural styles.

- A. Educate homeowners about preservation techniques.
- B. Require new infill housing to complement the architectural character of the surrounding neighborhood.
- C. Develop and implement streetscape design guidelines for Monroe Street, Macomb Street and Elm Avenue.
- D. Develop entry and interpretive signage for the East Elm - North Macomb Historic District.
- E. Extend downtown streetscape for north Monroe Street.

4. Frenchman's Bend

The Frenchman's Bend Neighborhood offers some of the most recently developed moderate-density housing in the City. Reaching the far western limits of the City, the neighborhood consists of suburban design, high-end homes built on large-lots. The proximity of Munson Park to the west and the River Raisin trail to the south contribute greatly to the neighborhood's attractiveness.

- A. Coordinate efforts with adjacent townships to connect city and county streets.
- B. Develop plans for non-motorized connections to Munson park and the River Raisin Heritage Trail.

5. LaPlaisance

The LaPlaisance Neighborhood is bound by South Monroe Street on the west, Sixth on the north, Kentucky on the east and the City boundary on the south.

- A. Target code enforcement, property maintenance and rehabilitation efforts where needed.
- B. Explore opportunities to link Cherry and Walnut Streets with LaPlaisance Road.
- C. Develop municipal gateway entries at South Monroe Street and LaPlaisance Road.
- D. Complete streetscape program for South Monroe Street.
- E. Complete plans for Kentucky-Winchester connection in accordance with the RRHCEMP.
- F. Work with the railroad to improve the Kentucky Avenue right-of-way, safety, and aesthetics.

6. Mason Run

Located east of the East Elm neighborhood, the Mason Run Neighborhood is bound by Baptiste to the west and Lorain to the north, the railroad to the east and the river to the south. The Mason Run Neighborhood is designed to reflect the traditional character and layout of the East Elm Neighborhood and Hollywood Neighborhood.

- A. Reevaluate PUD to consider current housing needs and market demands.
- B. Develop a strategy to market remaining project areas to prospective residential developers.
- C. Prepare a landscape plan to improve the buffer between Mason Run and the NS Railway.
- D. Identify an additional east-west connection to Maple Blvd on Michigan Ave.

7. Mercy Memorial/Hollywood

The Mercy Memorial/Hollywood Neighborhood is located in the northeastern portions of the City. The neighborhood is bound by Lorain Street to the south, Monroe Street to the west and Cole Road to the north. East of Macomb Street, the predominately single-family neighborhood is laid out on a traditional street grid. Both established and infill homes on larger lots are located on Hollywood Drive. Significantly larger lots are also located on Hollywood Drive, north of Oakwood Street. The rest of the neighborhood is comprised of homes on smaller lots.

- A. Promote mixed-use development along North Monroe Street, provided that it complements and serves the nearby residential neighborhoods without negative impacts.
- B. Continue to promote maintaining historic character with appropriate design guidelines or overlay district.
- C. Work with Promedica to develop a plan to replace or adaptively reuse the existing hospital once it ceases operation with a mixed-use job center, possibly retaining some medical uses.

8. North Telegraph

The North Telegraph Neighborhood is located in the northwest area of the City, adjacent to the Telegraph Road corridor. The Telegraph Road commercial corridor serves the community and the region with local shopping opportunities. The residential areas east of Telegraph Road feature medium-density single-family homes. The residential areas west of Telegraph feature high-density town-houses and apartment complexes.

- A. Develop multi-family specific design standards.
- B. Develop and implement streetscape improvements for Telegraph Road.
- C. Work with Frenchtown Township to eliminate sidewalk gaps.
- D. Buffer, with landscape and hardscape screening, the negative impact of the commercial uses along Telegraph Road and the industrial uses along Huber Drive.
- E. Improve property incentives to promote investment and rehabilitation of historic homes.

9. Old Village Plat

The Old Village Plat Neighborhood is located south of the downtown area. Most of the homes in this area fall within the Old Village Plat Historic District and remain in good condition. Many of the homes in the historic district date to the mid nineteenth century, and have been preserved and rehabilitated, reflecting the neighborhood's original character.

- F. Educate homeowners and business owners in the Old Village Historic District about preservation tax credits, grants for rehabilitation of their properties and the historic significance of the district.
- G. Require new infill housing to complement the architectural character of the surrounding neighborhood.
- H. Preserve the integrity of single-family homes.
- I. Complete streetscape programs for South Monroe Street.
- J. Develop entry and interpretive signage for the Old Village Historic District.
- K. Facilitate the creation of a local historic district.

10. Orchard East

The Orchard East Neighborhood is bound by Kentucky Avenue to the west, Wood to the south and Norwood Street to the east and River Raisin to the north. Most of the homes in this

neighborhood are in fair condition with small pockets in poor condition. There are also several empty lots throughout the neighborhood. Commercial uses along Winchester are spread over five blocks. The City should support efforts to retain this area for neighborhood commercial uses. The River Raisin National Battlefield Heritage Corridor East Master Plan outlines a series of redevelopment opportunities for the northern portions of this neighborhood.

- A.** Require new infill housing to maintain consistency with existing neighborhood design.
- B.** Target property maintenance and rehabilitation efforts where needed.
- C.** Prepare a neighborhood plan to reflect the River Raisin Heritage Corridor-East Master Plan.
- D.** Phase out industrial uses between the railroad to allow for development of the Greenway as outlined in the Future Land Use & River Raisin Heritage Corridor-East Master Plan.
- E.** Amend ordinance to promote businesses along Winchester Street as neighborhood service nodes and niche retail services to capitalize on battlefield development.
- F.** Provide adequate buffering and screening between the neighborhood and I-75.
- G.** Promote infill residential uses throughout the neighborhood.
- H.** Establish neighborhood enterprise zones for maintenance and preservation.

11. Riverside Manor

The Riverside Manor Neighborhood is bound by Scarlet Oak Drive to the west, Northridge Drive to the north, W. Lorain Street to the east and the River Raisin to the south. This neighborhood is primarily comprised of moderate-density single-family homes.

- A.** Coordinate efforts with adjacent townships to connect city streets and county roads.
- B.** Enhance neighborhood gateway entries.
- C.** Preserve Oak Forest Park as a natural amenity for the neighborhood.

12. Woodcraft/South Central

The Woodcraft/South Central Neighborhood is located on the west side Monroe, adjacent to downtown and the Old Village Plat Neighborhood. A number of retail and commercial uses are located along South Monroe Street. The neighborhood features a range of medium-sized homes in good condition and large historic home, which have been rehabilitated and preserved.

- A.** Target code enforcement, property maintenance and rehabilitation efforts where needed.
- B.** Explore opportunities to connect the neighborhood to the River Raisin.
- C.** Explore the possibility of removal of the abandoned rail corridor that is closest to downtown.
- D.** Complete streetscape programs for South Monroe Street.

13. Waterloo/Southwest

The Waterloo/Southwest Neighborhood is bound by the River Raisin to the north, Telegraph Road to the east, Seventh Street to the south and Western Avenue to the west. Small lots, homes and mature tree-lined streets characterize most of the residential areas west of Telegraph. Areas along Front Street feature high-density townhouses and apartments.

- A.** Coordinate efforts with adjacent townships to connect city and county streets.
- B.** Develop Mill Race Park as an amenity for the community.
- C.** Explore opportunities to connect the neighborhood to the River Raisin.

14. St. Mary's

The St. Mary's Neighborhood is home to the SSIHM campus. Small to medium sized single-family homes are located on either side of the campus. The Lay-Z-Boy, Inc. World headquarters campus will be located north of this neighborhood.

- A. Coordinate efforts with adjacent townships to connect city and county streets.
- B. Enhance neighborhood gateway entry at Roessler Street.
- C. Educate homeowners about potential historic rehabilitation tax credits and grants.
- D. Require new infill housing to complement the architectural character of the surrounding neighborhood.
- E. Explore opportunities to link existing dead end streets along the Immaculate Heart of Mary campus property line.
- F. Develop and implement streetscape programs where appropriate.
- G. Promote mixed-use development along North Monroe Street, provided that it complements and serves the nearby residential neighborhoods without negative impacts.

15. Woodland

The Woodland Neighborhood is bound by Sixth Street to the south, Navarre Street to the west, the River Raisin to the north and Kentucky Avenue to the east. Low-density, medium-sized lots and tree lined streets characterize the Woodland Neighborhood. The neighborhood also serves as a buffer between the commercial areas near Winchester Street and the Downtown and Old Village Plat Neighborhoods.

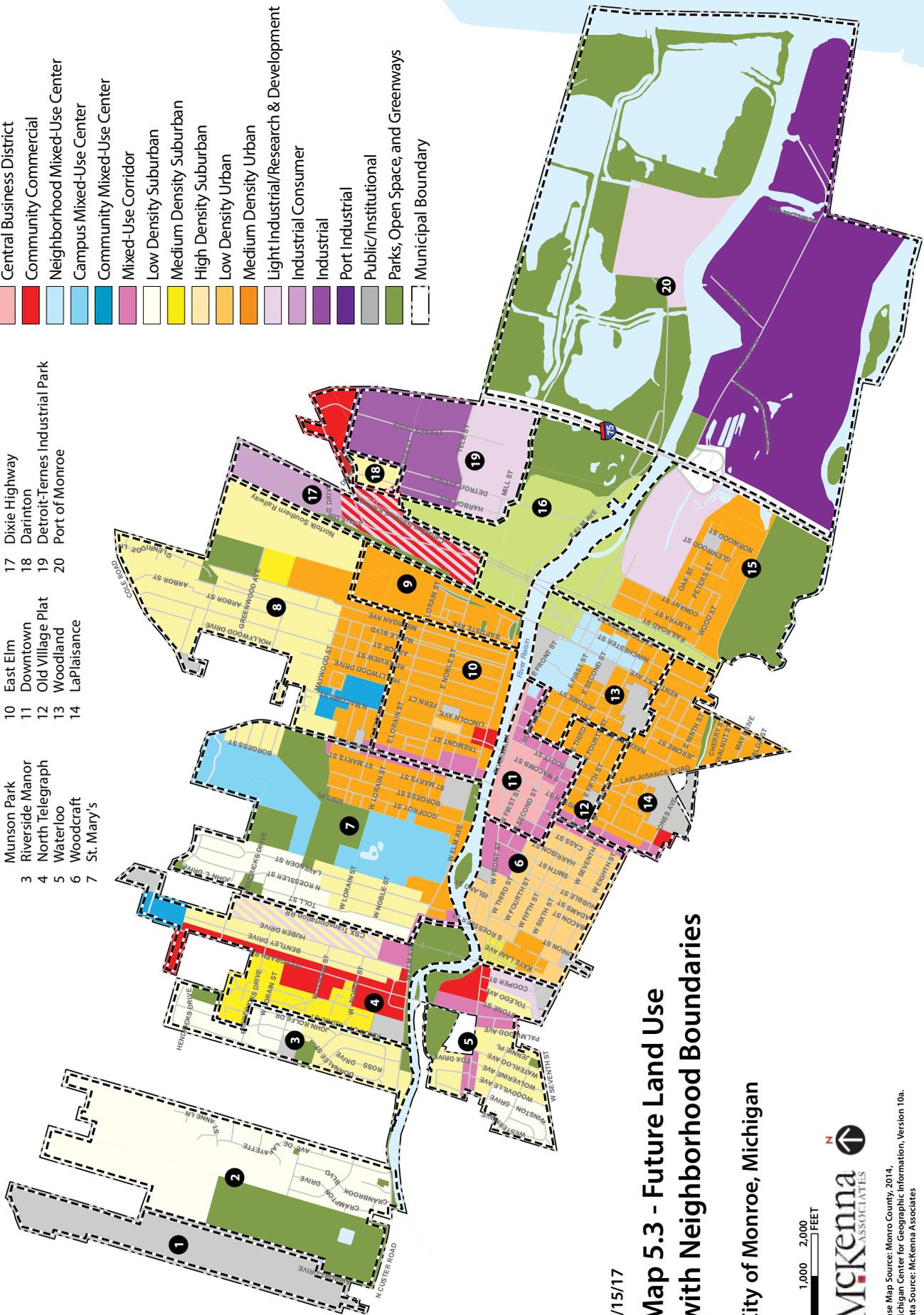
- A. Require new infill housing to maintain consistency with and complement existing neighborhood design.
- B. Target property maintenance and rehabilitation efforts where needed.
- C. Promote infill residential uses throughout the neighborhood.
- D. Establish Neighborhood Enterprise Zones for maintenance and preservation.

NEIGHBORHOOD BOUNDARIES

- 1 Airport
- 2 Frenchman's Bend/
Munson Park
- 3 Riverside Manor
- 4 North Telegraph
- 5 Waterloo
- 6 Woodcraft
- 7 St. Mary's
- 8 Hollywood
- 9 Mason Run
- 10 East Elm
- 11 Downtown
- 12 Old Village Plat
- 13 Woodland
- 14 LaPlaisance
- 15 Orchard East
- 16 Battlefield
- 17 Dixie Highway
- 18 Darinton
- 19 Detroit-Ternes Industrial Park
- 20 Port of Monroe

LEGEND

- Battlefield District
- Central Business District
- Community Commercial
- Neighborhood Mixed-Use Center
- Campus Mixed-Use Center
- Community Mixed-Use Center
- Mixed-Use Corridor
- Low Density Suburban
- Medium Density Suburban
- High Density Suburban
- Low Density Urban
- Medium Density Urban
- Light Industrial/Research & Development
- Industrial Consumer
- Industrial
- Port Industrial
- Public/Institutional
- Parks, Open Space, and Greenways
- Municipal Boundary



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Map 5.3 - Future Land Use with Neighborhood Boundaries

City of Monroe, Michigan

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Base Map Source: Monro County, 2014.
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates

HISTORIC AREAS



Past Preservation Efforts

Historic Buildings

The activities of the Monroe County Historical Society, founded in 1938, and the Monroe County Historical Commission, established in 1966, laid the groundwork for appreciation of Monroe's historic resources. Active historic preservation efforts began with surveys to identify Monroe's historic buildings, structures, and archaeological sites. The first comprehensive study to document Monroe's historic buildings was the Monroe County Historical Commission's 1973 survey of more than six thousand buildings in Monroe County built before 1901.

Frenchtown Settlement / River Raisin Battlefield Site

In 1976, the commission sponsored the first archaeological investigations of the River Raisin Battlefield Site. These investigations led to the listing of the River Raisin Battlefield Site in the National Register of Historic Places and to the opening of the River Raisin Battlefield Visitors Center. Subsequent work by the City and its partners further confirmed the importance of the site and verified its location. In March 2009, the River Raisin National Battlefield Park was established as the 393rd unit of the United States National Park Service. According to the Monroe News, over 200,000 people visited the Battlefield in 2016, an increase of nearly 170,000 since the park's first full year of operation in 2011. The River Raisin Heritage Corridor-East Master

Plan outlines an ambitious plan for the battlefield area, including an upgraded Visitor Center, a re-creation of a portion of the original Frenchtown settlement, an outdoor amphitheater, and a system of connected, non-motorized pathways. For a full overview of the new master plan, see the River Raisin Heritage Corridor-East Master Plan.

Recently, the River Raisin National Battlefield Park Foundation (RRNBPF) was formed as a non-profit to oversee the implementation of the RRHCEMP. The RRNBPF's mission, in partnership with the National Park Service, is to enhance preservation and expand understanding of the heritage of the Native Americans and French cultures. The Park Service and partners are also continuing to document the lasting significance of the battles of the River Raisin, their aftermath and the War of 1812.

In 1978, the City of Monroe conducted a comprehensive survey of properties within the City's boundaries, identifying 3,352 buildings and structures and nearly 100 sites pre-dating 1930. This survey provided Monroe with its first comprehensive database of historic resources and created a basis for preservation planning. It also provided a catalyst for preservation activities. In 1979, the Monroe City Council approved the creation of a historic district study committee, which prepared the nomination that led to the 1982 listing of three historic districts in the National Register of Historic Places. The committee also worked on a local historic preservation ordinance. In 1989, City Council approved Monroe's Heritage Resource Historic Preservation Ordinance. In August 1991, City Council established three local historic districts under this ordinance: the East Elm/North Macomb/East Noble Street Historic District, the St. Mary's Church and Elementary School Historic District, and the West Elm Street Historic District. In November of that same year, the City Council repealed the districts in response to a petition by property owners. In 1995, Monroe's historic district ordinance, which follows the requirements of Michigan's Local Historic Districts Act, replaced the 1989 ordinance, which led to the creation of 36 single resource historic districts.

Public Policy

Public buildings play an important role in forming a city's image. Local governments set an example for its residents by how they care for their own historic buildings. The Monroe County Courthouse has been a landmark from the time it was built in 1880. The Monroe County Historical Museum, built in 1911 as the U.S. Post Office, is another historic public building that lends a strong presence to downtown Monroe. Two nineteenth century Italianate style houses have been converted to public uses. The first of which was the Dorsch House, which became the City library in 1914 and has since been incorporated in to the Monroe County Library System.

In 1938, the Sawyer family's home was donated to the City and over the years has housed a variety of community organizations including the Monroe County Historical Museum.

Monroe's Central Business District is one of the City's most visible historic resources. The appearance and vitality of the Central Business District are influenced by the policies of the Monroe City Council and the Downtown Development Authority (DDA). In December 2000 the DDA adopted a strategic plan based on the National Trust for Historic Preservation's National Main Street Program. The representations of historic street lamps in downtown Monroe are similar to early twentieth century street lamps. Unfortunately, the lack of property maintenance on several downtown buildings has led to demolition, creating holes in the streetscape. The surface parking lots, many of them publicly owned, that pepper Monroe's streets are unattractive, leave "holes" in the rhythm of the historic streetscape, and in most cases, historic buildings were demolished to create them.

Codes and Ordinances

Historic District

Monroe's historic district ordinance is the central element of the City's historic preservation program and could be its strongest tool for protecting historic resources. The ordinance establishes a historic district commission that reviews all work affecting the exterior appearance of resources designated as historic districts. According to the state statute and the City Ordinance, the Monroe City Council may designate historic districts consisting of one resource or a group of resources. At present, Monroe has thirty-six locally designated, single resource historic districts. Monroe would benefit by a more comprehensive and inclusive

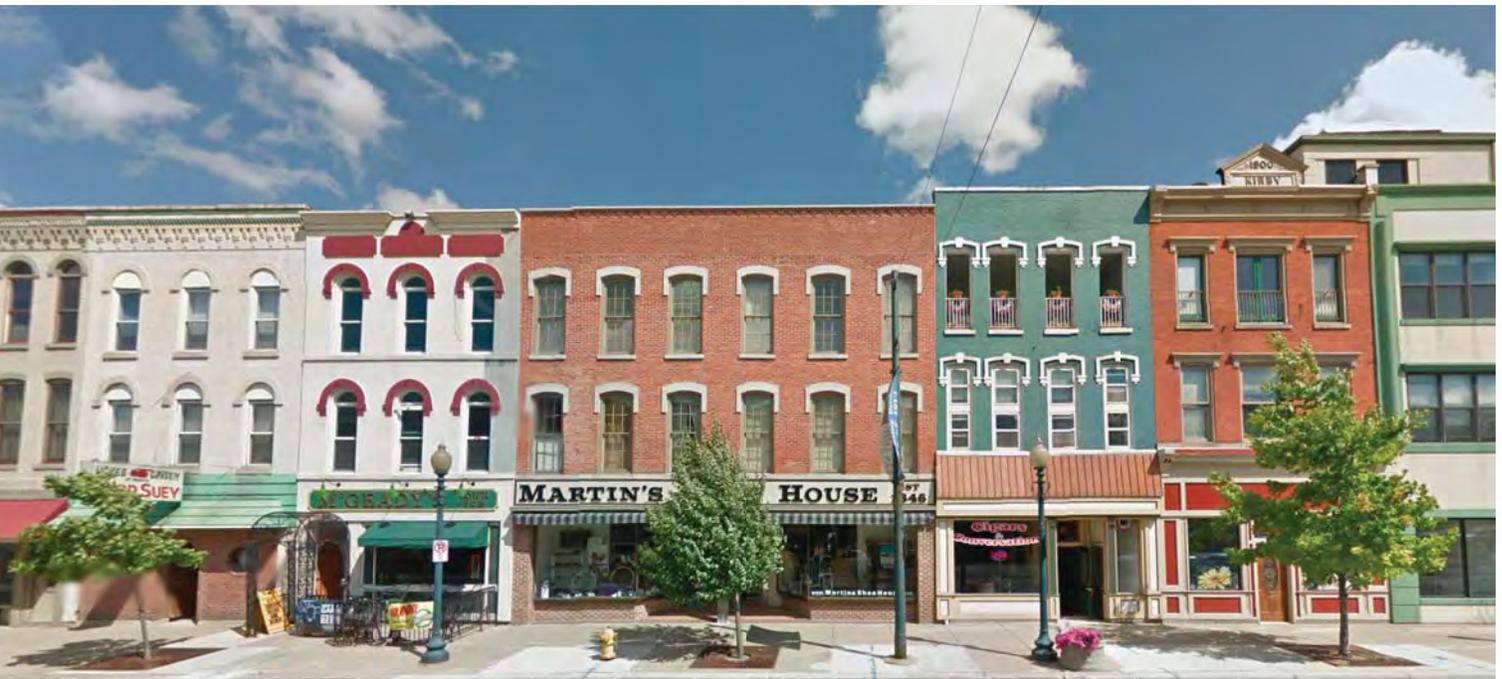


Monroe County Courthouse

approach to local historic district designation. The great advantage of local historic districts is the ability to protect the historic character of whole neighborhoods and business districts. They protect a property owner's investment in his or her property by preventing insensitive alterations and development on neighboring properties.

Zoning should help maintain Monroe's historic character but this is not always the case. For example, much of the East Elm-North Macomb Street Historic District and the Old Village Historic District is currently zoned two-family residential with pockets of multiple-family housing, allowing increases in density that are not in keeping with the historic character of these neighborhoods. The City should encourage downzoning where applicable.

Another example is the architectural design standards for the Central Business District (CBD), which state that exterior design shall be consistent with the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historical Buildings. Yet buildings in the CBD have been renovated in a manner that is not always consistent with these guidelines. One way for zoning to support Monroe's historic character is to establish historic overlay districts in which setback, height, bulk, and building materials must be compatible with the historic architecture and landscape of the area. Zoning regulations could also provide for the Historic District Commission to be heard on land use applications that might impact historic character in an overlay district.



Historic preservation efforts benefit local economies by creating jobs, revitalizing neighborhoods, and increasing commercial activity.

Sign Regulations

Monroe’s sign regulations contain provisions to protect historic signs and to help ensure that new signs do not detract from the City’s historic character. For example, the regulations exempt certain historic signs from permitting and licensing requirements. The sign regulations are being updated to reflect recent case law involving signs, however efforts should be taken to ensure that signs in historic districts and areas are consistent with that place’s historic character.

Building Codes

Monroe uses state construction codes to ensure that buildings meet minimum standards for health, safety, and welfare. Like most building codes, they are written for new construction, often making it difficult for historic buildings to meet code requirements. The Michigan Rehabilitation Code for Existing Buildings governs renovations of historic buildings, and in some cases has less stringent standards than the general Building Code.

Economic Benefits

Historic preservation has always been believed to offer significant economic benefits. In 2002, the Michigan Historic Preservation Network published an update to the report called *Investing in Michigan’s Future: The Economic Benefits of Historic Preservation* that provides important insight into this issue. This report revealed that:

“Historic preservation activities are cost-effective tools that may be used to leverage private capital, create jobs, revitalize neighborhoods and business districts, and stimulate a wide range of other economic activities.”

Examples and findings cited in the report include:

- Since 1971, rehabilitation activities in Michigan have created 20,252 jobs and generated a total of \$1.7 billion in direct and indirect economic impacts.
- Historic district designation programs have enhanced local property values throughout the state when compared to non-designated areas.
- The link between preservation and tourism is well established. Preserving historic character helps support tourism by providing interesting and unique opportunities for visitors. Likewise, tourism supports preservation by providing resources for ongoing preservation efforts.

The programs discussed in the report represent only the beginning of historic preservation’s economic benefits. Historic preservation is an investment that continues to generate benefits for many years and should not be neglected by the City of Monroe.

Education and Advocacy

The Monroe County Historical Society has been an active preservation advocate. The Society moved and restored the Navarre-Anderson Trading Post and the Johnson-Phinney House. The Society was also instrumental in acquiring part of the River Raisin Battlefield Site and establishing a visitor center.

Neighborhood Associations

Neighborhood organizations are often effective advocates for historic preservation. At present, the Old Village Plat Neighborhood Association (OVPNA) is the only active formal neighborhood organization in Monroe. The OVPNA aims to maintain and preserve the integrity of its neighborhood, which is contained within the Old Village Historic District. From time to time the City of Monroe's Historic District Commission has sponsored programs to teach residents about local historic resources and how to preserve them. These programs have ranged from downtown preservation conferences to homeowner training to historic Monroe walking tours.

There are new opportunities to do more to educate Monroe's citizens about their historic resources through the establishment of additional neighborhood associations, training for home owner associations, and creating a city-wide neighborhood council.

Historic Preservation Tools

Local Tools. Monroe's strongest tool to protect its historic resources is its historic district ordinance. Monroe's ordinance was adopted under the authority of Michigan's Local Historic Districts Act, Public Act 169 of 1970, which enables—but does not require—local units of government to adopt such ordinances. Expansion of the local historic districts will encourage a higher level of preservation and allow those people to become eligible for any tax incentives described in this chapter that may be available.

Incentives. The City of Monroe is eligible to apply for Certified Local Government (CLG) grants for preservation activities. Monroe has taken advantage of CLG funds available to train members of the historic district commission and in 2002 received its first CLG grant.

At the federal level the National Historic Preservation Act (NHPA) provides the framework for preservation activities throughout the United States. Of particular relevance to Monroe are the National Register of Historic Places, Section 106 review, and the Certified Local Government Program. Monroe has numerous properties listed in the National Register. Under Section 106 of the NHPA, activities that are funded or licensed by federal agencies are reviewed for their effects on resources that are listed in or eligible for listing in the National Register review prior to a project's starting.

The Federal Tax Reform Act of 1986 established a 20 percent federal income tax credit for rehabilitating income-producing historic buildings. In the mid-1980s, eight projects in Monroe

representing a total investment of nearly ten million dollars were certified for the federal rehabilitation tax credit.

Transportation provides the largest single source of funding to support historic preservation efforts. On July 6, 2012, President Barack Obama signed into law Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under MAP-21, historic preservation projects can compete for funding through the Transportation Alternatives Program (TAP).

The Monroe DDA's Facade Improvement Program offers grants for facade improvements to commercial buildings within the DDA district. Projects are required to apply the Secretary of the Interior's Standards for Rehabilitation. Historic preservation tools and incentives can often be combined with other redevelopment incentives such as local property tax exemptions and programs through the Federal Housing Rehabilitation programs.

Agencies, Organizations, and Programs. The State Historic Preservation Office (SHPO) is the state agency that helps people to identify, interpret, and protect their historic resources, administering a number of federal and state historic preservation programs. Assistance is also available from the Michigan Historic Preservation Network, a statewide, not-for-profit advocacy organization dedicated to preserving and cultivating awareness of the state's historic resources. The National Trust for Historic Preservation, a nationwide, not-for-profit advocacy organization, offers programs and publications to inform and assist people in their preservation efforts. The National Trust has assisted Monroe in establishing and promoting its local historic districts. Although a number of National Park Service (NPS) programs are administered in Michigan by the SHPO, the NPS offers additional programs and publications that may be of interest to people in Monroe.

Monroe is fortunate in its proximity to Eastern Michigan University and in the good working relationship the City has developed with the Historic Preservation Program at the university. Graduate students in the Historic Preservation Program have completed valuable projects for the City, including a comprehensive history of the River Raisin Paper Company site and a profile of Monroe's historic business district, as well as working on several archaeological projects at the River Raisin Battlefield.

Zoning. The historic areas designated on Map 5.4 should be considered Future Land Use Overlays for the purposes of amendments to the City's zoning ordinance. Within these areas, Zoning should be used to protect historic properties, including imposing architectural standards and restricting uses to those that are historically appropriate to the structure (i.e. single family home should stay single family). The historic preservation regulations could be incorporated into the new Form Based Code.

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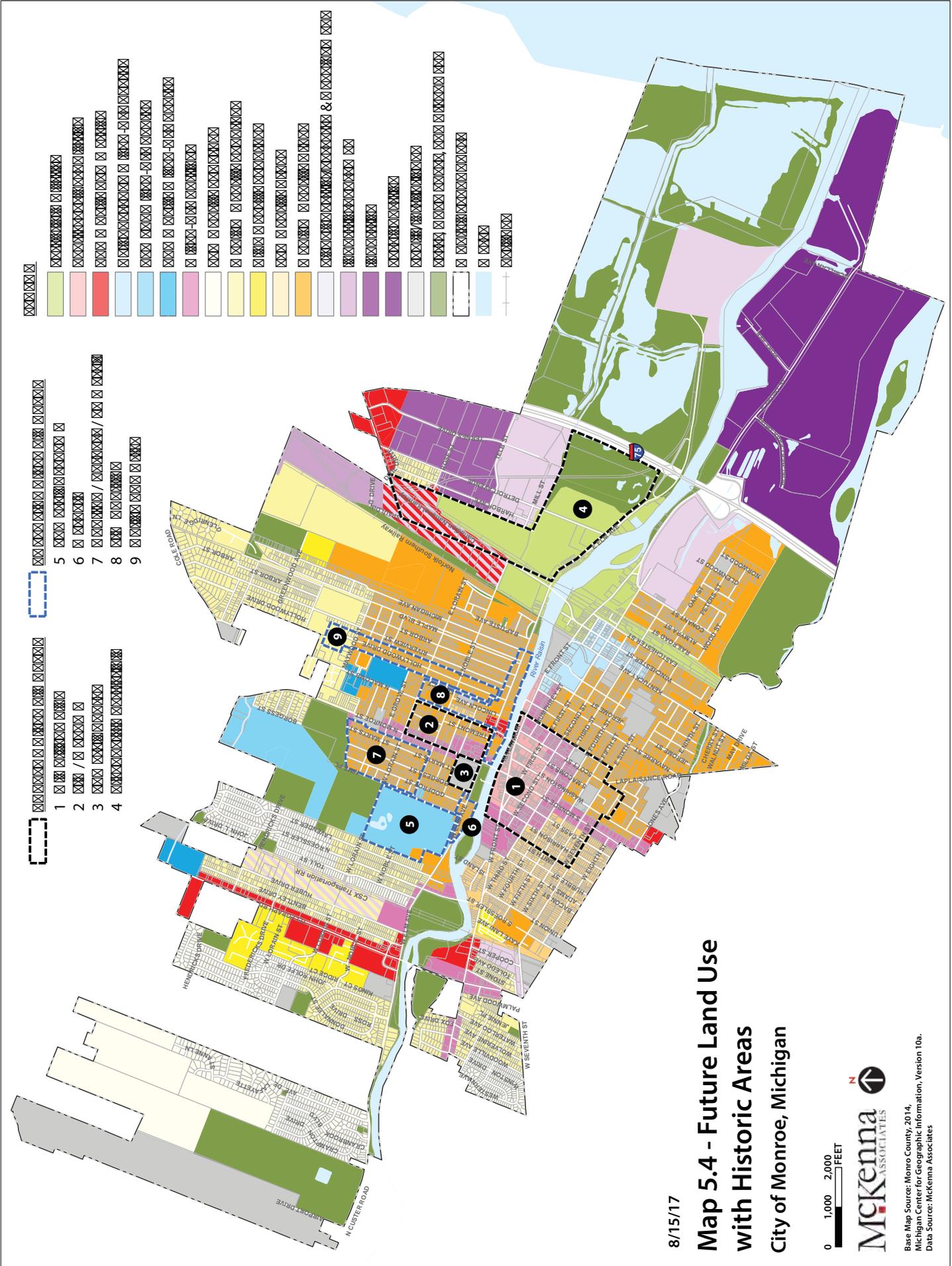
Map 5.4 - Future Land Use with Historic Areas

City of Monroe, Michigan

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Base Map Source: Monroe County, 2014,
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates



REDEVELOPMENT AREAS



Detroit-Ternes Industrial Park

Location. North of the River Raisin, east of N. Dixie Highway, and west of I-75.

Existing and Surrounding Land Uses. The site is zoned primarily industrial. Additional industrial uses occur to the east and south and two streets with residences are surrounded by the development area.

Zoning. I-1, Light Industrial; I-2, General Industrial; and C-2, General Commercial; and R1C, Single-Family Residential.

Ownership. Private.

Site Factors. The site is 211 acres. According to the River Raisin Heritage Corridor-East Master Plan (RRHCEMP), the original Frenchtown Settlement will be reconstructed for historical education purposes southwest of the site. The RRHCEMP also envisions a battlefield reenactment area to the southeast of the site. The City should evaluate the intensity of land use and potential controls in the zoning ordinance to ensure compatibility with the RRHCEMP. In addition, non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise need to be controlled.

DEVELOPMENT OPPORTUNITIES GOAL: DEVELOP THE DETROIT-TERNES INDUSTRIAL AREA IN A WAY THAT COMPLEMENTS THE HERITAGE CORRIDOR.

Strategies:

- Slowly transition the residential uses out of the area.
- Develop an alternate circulation system that will avoid routing traffic through the Heritage Corridor.
- Require new development to maintain an attractive façade along the I-75 frontage.
- Incorporate low impact design practices to manage stormwater along I-75 frontage, I-75 exit, and along N. Dixie Highway.
- Increase access and visibility to the site by extending Noble Avenue to Mill Street.



Northwest Residential

Location. This site is just east of Custer Airport.

Existing and Surrounding Land Uses. Munson Park is to the west and Frenchtown Charter Township is to the east.

Zoning. R-1B, Single Family Residential

Ownership. Private

Site factors. Northwest Residential is a 109 acre site. There is only one entrance and exit to the property from North Custer Road. Holiday Boulevard could be altered to open access to the North, but this would need to be coordinated with Frenchtown Charter Township and the Monroe County Road Commission.

DEVELOPMENT OPPORTUNITIES GOAL: PROMOTE DEVELOPMENT OF LOW IMPACT RESIDENTIAL NEIGHBORHOOD DESIGN AND WORK TO IMPROVE CONNECTIVITY WITHIN AND ACCESS TO THE SITE.

Strategies:

- Ensure sidewalks, street lighting, street trees, recreation opportunities and infrastructure such as water, sewer and electricity are provided.
- Ensure development standards are compatible with the adjacent residential neighborhood.

Mason Run PUD Extension

Location. The Mason Run PUD (Planned Unit Development) Extension site is bound by Michigan Avenue to the west, the Norfolk Southern Railroad to the east, city limits to the north and Noble Street to the south.

Existing and Surrounding Land Uses. The site is being developed as a traditional neighborhood. Expansion of this neighborhood will continue as far north as Maywood Avenue. An existing residential neighborhood is located to the west, vacant land to the north and the Monroe Multi-sports Complex and vacant lands to the east.

Zoning. The site is currently zoned as PUD, Planned Unit Development.

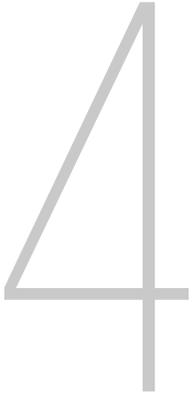
Ownership. Public.

Site Factors. The site is 84 acres and will serve as an extension of the existing Mason Run development. There is limited access to Dixie Highway, and noise and odor from railroads and nearby intensive commercial uses are of concern and need to be addressed.

DEVELOPMENT OPPORTUNITIES GOAL: PROMOTE CONTINUED DEVELOPMENT OF A TRADITIONAL RESIDENTIAL NEIGHBORHOOD DESIGN INTO THE MASON RUN PUD EXTENSION.

Strategies:

- Ensure sidewalks, street lighting, street trees, recreational opportunities and infrastructure such as water, sewer and electricity are provided.
- Increase access and visibility to Mason Run by extending Linwood, Maywood, and Lorain Street.
- Ensure development standards are compatible with the adjacent residential neighborhood.
- Incorporate the traditional residential neighborhood design with adjacent residential neighborhood and multiple-family uses to the west.



Sisters, Servants of the Immaculate Heart of Mary North

Location. The Sisters, Servants of IHM NORTH site is bound by Noble Avenue to the south and the County drain to the north.

Existing and Surrounding Land Uses. Moderate-density residential homes lie to the east and west of the development site.

Zoning. PUD, Planned Unit Development and R-1B, Single Family Residential

Ownership. Private

Site factors. This site is 68 acres and contains sensitive natural areas and will need to be developed with environmental stewardship in consideration. The Sisters, Servants of IHM sold a portion of their property just north of this site to La-Z-Boy Inc.

DEVELOPMENT OPPORTUNITIES GOAL: DEVELOP AND REDEVELOP THE SISTERS, SERVANTS OF THE IMMACULATE HEART OF MARY PROPERTY IN A WAY THAT RESPECTS THE NATURAL BEAUTY OF THE SITE AND COMPLEMENTS THE EXISTING NEIGHBORHOODS, BUT ALSO ALLOWS FOR BETTER CONNECTIVITY TO THE COMMUNITY.

Strategies:

- Link East and West Lorain with a shared-use path and possibly a limited access road.
- Connect the St. Mary's Neighborhood with a shared use pathway.
- Ensure sidewalks, street lighting, street trees and recreation opportunities are provided.
- Encourage development that is compatible with the surrounding residential neighborhood and is complementary to the SSIHM Campus.
- Integrate the traffic circulation system with adjacent neighborhoods.
- Preserve and re-use the Historic Academy Building.

South Consolidated

Location. The South Consolidated Site is located north of the Southeast Neighborhood, south of the River Raisin and west of I-75.

Existing and Surrounding Land Uses. Currently, a high tech manufacturing company is located on the site. It is surrounded by residential uses to the south and the River Raisin and industrial uses to the north.

Zoning. The site is zoned I-2, General Industrial District.

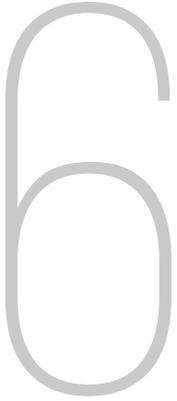
Ownership. Public.

Site Factors. This 73 acre site is a designated brownfield redevelopment site. Environmental due care is necessary because of the former paper manufacturing plant and related activities. The City should consider changing this to light industrial or establishing a buffer because it is adjacent to the Southeast Neighborhood.

DEVELOPMENT OPPORTUNITIES GOAL: USE THE SOUTH CONSOLIDATED SITE TO DEVELOP AN ATTRACTIVE GATEWAY ENTRY TO THE MONROE COMMUNITY AT FRONT STREET AND I-75.

Strategies:

- Buffer industrial land uses from the River Raisin and the Heritage Corridor.
- Increase multi-modal connectivity including rail spurs.
- Work with MDOT to realign and rehabilitate exit ramps off I-75 and ensure development areas coincide with approved plans.



Port Industrial Park

Location. This site is located east of the Southeast Neighborhood. It is bounded by Plum Creek Bay on the south, Front Street on the north, I-75 to the west and Lake Erie/DTE to the east on the south shore of the River Raisin in the Port of Monroe.

Existing and Surrounding Land Uses. This 80-acre vacant parcel is bounded by Plum Creek Bay to the south and I-75 to the west.

Zoning. This site is currently zoned I-2, General Industrial District.

Ownership. Public.

Site Factors. The Port Industrial Park is 169 total acres, including an 80 and offers unique redevelopment potential. This area has recently experienced increased investment and development intensity. The City should continue to market this site as a multi-modal hub. Environmental due care is necessary because of its past use as a landfill.

DEVELOPMENT OPPORTUNITIES GOAL: EXPAND MULTI-MODAL ASPECTS OF THE PORT INDUSTRIAL PARK TO IMPROVE SERVICE AND ATTRACT INVESTMENT.

Strategies:

- Integrate low impact design principles into any development and avoid building on sensitive flood plain and wetland areas that are located in the southern portion of the site.
- Investigate funding and grant opportunities offered by the MDNR and the EPA for protection and/or enhancement of sensitive floodplain and wetland areas.
- Draft a new zoning district and designation for the Port Industrial District.
- Coordinate infrastructure improvements with existing land uses in the Port Industrial Park.
- Require new development to maintain an attractive façade along I-75 frontage.
- Investigate realignment of I-75 interchanges at Front and Elm Streets.



Heritage Corridor Redevelopment Areas

Location. The Heritage Corridor is located in the northeast portion of the City, and is adjacent to N. Dixie Highway and Sterling State Park. The full area identified in the River Raisin Heritage Corridor-East Master Plan is 267 acres. Implementation of the Plan will be difficult due to the wide variety of current uses, including residential, commercial, industrial, and recreational.

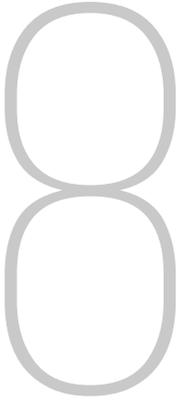
Existing and Surrounding Land Uses. Much of the Heritage Corridor is part of the River Raisin National Battlefield. However, there are some existing active uses, the future of which is discussed in the River Raisin Heritage Corridor-East Master Plan.

Zoning. PUD, I1, I2, R1C, R2, and C2

Ownership. The Heritage Corridor is owned by a number of different private and public entities.

Site Factors. A detailed Corridor Master Plan spells out exactly what the City of Monroe and the Monroe County Historical Society, which funded the plan, envision for 247 acre site in a very ambitious manner. The difficulty will be securing funding for the plan, gathering sufficient public support, and obtaining property rights from a diverse owner group.

DEVELOPMENT OPPORTUNITIES GOAL: DEVELOP THE HERITAGE CORRIDOR IN WAY THAT UPHOLDS MONROE'S UNIQUE HISTORICAL RESOURCES AND IMPROVES THE OVERALL SENSE OF PLACE WHILE GENERATING SIGNIFICANT COMMERCE TO THE MONROE COMMUNITY. SEE THE RIVER RAISIN HERITAGE CORRIDOR-EAST MASTER PLAN FOR A FULL OVERVIEW OF PLANS FOR REDEVELOPMENT.



Sisters, Servants of the Immaculate Heart of Mary South

Location. The Sisters, Servants of IHM SOUTH site is bound by the River Raisin to the south and W. Noble Street to the north.

Existing and Surrounding Land Uses. Moderate-density residential homes lie to the east and west of the development site. The Sister Servants of the Immaculate Heart of Mary Campus is located on the east side of the site and an identical vacant building, which was at one time a girl's Catholic boarding school, is on the west side.

Zoning. PUD and R-1B.

Ownership. Private.

Site factors. This site is 40 acres. The Sisters, Servants of IHM have conveyed interest in an affordable housing development. Redevelopment of the former girl's school (St. Mary's Academy) is a key component of the site's redevelopment potential.

DEVELOPMENT OPPORTUNITIES GOAL: WORK WITH THE SSIHM AND ADJACENT NEIGHBORHOODS TO IDENTIFY AN APPROPRIATE USE FOR THE ST. MARY'S ACADEMY COMPLEX.

Dixie Highway

Location. The Dixie Highway site is bound by the Norfolk Southern (NS) Railroad to the west, Noble Avenue to the south, Canadian National (CN) Railroad to the east and Dixie Highway to the north.

Existing and Surrounding Land Uses. The Mason Run PUD site is located west of the Dixie Highway site; industrial/commercial uses are located to the north, a former paper plant to the east and the Monroe Multi-Sports Complex and several commercial businesses to the south.

Zoning. The area is zoned I-1 Light Industrial District.

Ownership. Private.

Site Factors. The site area is 89 acres. Assuming the Heritage Corridor is built out according to the Master Plan, Dixie Highway will serve as one of two entrances to the National Battlefield Park as well as the Monroe Community in general. This City should work to attract service retail establishments that will support National Park visitors. The site access may be limited due to the intersection of E. Elm Avenue and Dixie Highway and the NS Railroad. The fact that there are multiple individual property owners could complicate the redevelopment process.

DEVELOPMENT OPPORTUNITIES GOAL: DEVELOP THE DIXIE HIGHWAY SITE AS A GATEWAY TO THE CITY AND THE NATIONAL BATTLEFIELD.

Strategies:

- Attract service-oriented retailers to support visitors to the National Park.
- Encourage the traditional design of new commercial development that will complement the Mason Run PUD and Heritage Corridor and link with the adjacent residential neighborhoods.
- Maintain infrastructure and improve rights-of-way and streetscape to encourage connections to northern and eastern neighborhoods.
- Develop a strong connection to the National Battlefield area through streetscape improvements and design standards.
- Promote the site as a gateway to the City at Dixie Highway and I-75.

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Orchard East Neighborhood

Location. This neighborhood is bound by the NS Railroad to the west, the River Raisin to the north, Norwood Street to the east and the Port West Industrial Park.

Existing and Surrounding Land Uses. The neighborhood consists of primarily residential uses. Light industrial uses exist along the railroad. The neighborhood is surrounded by open space areas, former industrial sites and residential neighborhoods.

Zoning. The site is zoned R-1C, Single Family Residential, I-1 Light Industrial District and I-2, General Industrial District.

Ownership. Private Public.

Site Factors. The Orchard East Neighborhood site is 117 acres. Noise and odor from the railroad lines and associated rail yards pose constraints and will need to be mitigated for the neighborhood to regain its strength and reach its potential. The neighborhood is bordered by General Industrial to the east and south, so the City should work to create a buffer around the neighborhood boundary lines.

DEVELOPMENT OPPORTUNITIES GOAL: REVITALIZE AND ENHANCE THE EXISTING NEIGHBORHOOD.

Strategies:

- Ensure sidewalks, street lighting, street trees, and recreational opportunities are provided.
- Promote infill residential development throughout the neighborhood.
- Ensure new residential development maintains a consistent density with existing residential uses.
- Increase pedestrian access and visibility to the River Raisin.
- Develop a pedestrian connection to the Orchard East Neighborhood with the Heritage Corridor Greenway.

Former Ford Plant

Location. The Former Ford Plant is located just north of the River Raisin and is adjacent to Sterling State Park.

Existing and Surrounding Land Use. Currently the site is used for parts storage.

Zoning. I-2, General Industrial

Ownership. Private.

Site Factors. This site presents a number of opportunities and complexities for redevelopment. Environmental due care is necessary because of the past use of a portion of this site as a landfill. This 271 acre site has limited access – only by E. Elm Avenue.

DEVELOPMENT OPPORTUNITIES GOAL: REDEVELOP THE FORMER FORD PLANT WITH A RESEARCH AND TECHNOLOGY USE THAT CREATES JOBS AND TAX BASE WHILE PRESERVING THE NATURAL FEATURES OF THE RIVER RAISIN DELTA.

Strategies:

- Ensure sensitivity to natural habitat and preserve existing wetlands/restore old wetlands.
- Buffer the site from inactive landfills, industrial areas on the south side of the River Raisin.
- Secure funding for demolition of existing buildings and environmental remediation activities.
- Initiate community discussions regarding future use of the site, including heavy involvement from the Port of Monroe.

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Winchester Neighborhood Commercial District

Location. Winchester Street between Front Street and 4th Street.

Existing and Surrounding Land Uses. Residential and Commercial uses exist along the length of Winchester. Moderate density residential uses occur to the east, south and west.

Zoning. The district is zoned C-2, General Commercial District.

Ownership. Private.

Site Factors. Although this site is small; only about 16 acres, there is potential for a significant economic boost to the Orchard East Neighborhood. Non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise need to be limited.

DEVELOPMENT OPPORTUNITIES GOAL: FOSTER INVESTMENT AND REHABILITATION IN THE WINCHESTER NEIGHBORHOOD AND DEVELOPMENT OF A MIXED-USE CENTER.

Strategies:

- Implement the Labor Park Master Plan
- Reorient land uses along Winchester Street to provide for retail development at the neighborhood level. A Neighborhood Mixed-Use Center is planned between First and Third.
- Limit non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise.
- Encourage residential uses above neighborhood retail uses.
- Encourage retail and service establishments to serve National Battlefield visitors and surrounding neighborhoods.
- Develop pedestrian connections to the River Raisin Heritage Corridor.
- Enhance Winchester Street as a neighborhood center through linkages to the Arthur Lesow Community Center (ALCC) and improvements at Labor Park.
- Expand the ALCC Community Garden west with the newly purchased city-owned parcel.
- Consider designating the parking lot at the ALCC as 'flexible space' for temporary farmer's markets and/or other recreational uses.
- Develop and implement a streetscape program that emphasizes pedestrian activity such as buildings lining the street front, street trees, wide sidewalks, lighting, and parking in the rear.
- Work to reduce total impervious surface in the district by reducing surface parking lots and adding pocket parks if applicable.

North Monroe Mixed Use District

Location. North Monroe Street frontage from the River Raisin on the south to Lorain Street on the north.

Existing and Surrounding Land Uses. Residential and commercial uses are located within the district. Moderate density residential uses are located to the east and west. The Central Business District is located to the south. The Monroe Farmer’s Market is located within this district.

Zoning. The District is partially zoned C-1, Local Commercial District; C-2, General Commercial District; and RM, Multiple-Family Residential.

Ownership. Private.

Site Factors. The site is 43 acres. Non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise need to be controlled.

DEVELOPMENT OPPORTUNITIES GOAL: CREATE A VIBRANT MIXED-USE CORRIDOR

Strategies:

- Encourage mixed-use development (residential, retail and office) on North Monroe Street where density and mix of uses can establish a strong district that does not necessarily compete with the Central Business District.
- Limit non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise.
- Develop and implement a streetscape program and tree program that celebrates the East Elm – North Macomb Historic District.
- Assist property owners in understanding historic rehabilitation tax credits, grants and other similar programs.
- Create a separate zoning district tailored to the desired uses, which responds to the unique site design needs of this area.
- Explore opportunities to expand the Farmers Market and increase its visibility (Consider St. Mary’s Parking Lot or the Riverfront parking lot)
- Expand the Farmer’s Market by increasing the number of vendors, hours, and retail options.
- Work to reduce total impervious surface in the district by reducing surface parking lots and adding pocket parks, if applicable.
- Develop targeted façade grant programs with model design standards.

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South Monroe Commercial District

Location. South Monroe Street frontage from Third Street south to City Limits

Existing and Surrounding Land Uses. Commercial uses are located within the district. Moderate and low density residential uses are located to the east and west. The Central Business District is located to the north.

Zoning. The District is primarily zoned C-2, General Commercial District. One block in the district is zoned RM, Multiple Family Residential.

Ownership. Private.

Site Factors. The site is 43 acres. Non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise need to be controlled. Guidelines for building and site design should be developed that promote the desired character.

DEVELOPMENT OPPORTUNITIES GOAL: REDEVELOP THE SOUTH MONROE COMMERCIAL DISTRICT TO PRESERVE HISTORIC BUILDINGS, COMPLEMENT THE DOWNTOWN, AND PROVIDE A MIX OF HOUSING AND COMMERCIAL OPTIONS FOR RESIDENTS AND VISITORS.

Strategies:

- Encourage mixed-use development (retail and office) on South Monroe Street, where density and mix of uses can establish a strong district that does not necessarily compete with the Central Business District.
- Limit non-residential impacts on adjacent neighborhoods, such as service and delivery areas, parking, glare and noise.
- Assist property owners in understanding historic rehabilitation tax credits, grants and other similar programs.
- Work to reduce total impervious surface in the district by reducing surface parking lots and adding pocket parks, if applicable.
- Develop targeted façade grant programs with model design standards.
- Improve public spaces for social interaction and civic engagement.

Downtown District Sites

Location. There are a number of important sites within the Downtown Development Authority Boundary.

Existing and Surrounding Land Uses. Commercial, Residential, and Public/Institutional

Zoning. CBD, Central Business District

Ownership. Public/Private

Site Factors. The Downtown District (i.e. Central Business District) is 36 acres, however, only certain parcels are ripe for redevelopment. As noted in the 2007 Downtown Development Authority Tax Increment Financing Plan, private land development will likely occur along north and south Monroe Street and east and west Front Street in the form of renovation and rehabilitation. The Downtown is surrounded by residential and some commercial. The Future Land Use Map identifies the land surrounding Downtown as Mixed-Use Corridor.

DEVELOPMENT OPPORTUNITIES GOAL: SUPPORT DOWNTOWN REDEVELOPMENT STRATEGIES THAT FOSTER A VIBRANT, WELCOMING, ACCESSIBLE DOWNTOWN FOR RESIDENTS AND VISITORS.

Strategies:

- Encourage mixed-use development (parking, residential and retail) to enhance and increase the vitality of the Central Business District.
- Ensure development uses green infrastructure practices for stormwater management and heat island effect (e.g. rain gardens, bioswales, parking lot islands, and green roofs).
- Promote development with targeted recruitment that assists in reestablishing retail and service uses and generates extended commercial activity that promotes nightlife.
- Enforce site design guidelines to ensure that the character of the development is complementary to the historic downtown.
- Ensure public pedestrian access is provided along the River Raisin, via the Riverwalk. Extend the pedestrian Riverwalk connection from Downtown to Winchester Street.
- Develop and adopt a form-based code for the core of downtown.

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La-Z-Boy Site

Location. On Telegraph Road just south of Stewart Road.

Existing and Surrounding Land Uses. The site was formally the World Headquarters of La-Z-Boy, Inc. The site is surrounded by commercial and light industrial.

Zoning. C-2

Ownership. La-Z-Boy, Inc.

Site Factors. The La-Z-Boy site sits on about 29 acres, and has direct frontage on Telegraph Road. The Telegraph Corridor Planning Charrette determined that the site might be an ideal location for a “lifestyle center”, a mixed-use development project centered on entertainment and small retail/restaurant establishments.

DEVELOPMENT OPPORTUNITIES GOAL: REDEVELOP THE LA-Z-BOY SITE TO SUPPORT MIXED-USE DEVELOPMENT AND/OR A LIFESTYLE CENTER TO SERVE AS A CATALYST FOR IMPROVEMENTS TO THE TELEGRAPH CORRIDOR.

Strategies:

- Ensure a mix of uses with an emphasis on first-floor retail.
- Establish a comprehensive set of design guidelines for the site that can apply to the full corridor.
- Promote landscaping and semi-public spaces to make the area a desirable place for public gathering.
- Coordinate updates to the zoning ordinance with Frenchtown to allow for a Mixed-Use Commercial Center.
- Develop model Telegraph Road streetscape design standards that extend beyond the La-Z-Boy site.
- Work to attract a primary anchor such as a new movie theater and/or a bookstore.

South Telegraph

Location. Telegraph Road south of the River Raisin.

Existing and Surrounding Land Uses. Part of the Telegraph commercial corridor, but with older buildings and less vibrancy than other areas.

Zoning. C-2

Ownership. Multiple

Site Factors. This stretch of Telegraph is older than other parts of the corridor, and has been plagued by blight and obsolete buildings.

DEVELOPMENT OPPORTUNITIES GOAL: RESTORE VIBRANCY TO THE SOUTHERN PORTION OF THE TELEGRAPH CORRIDOR THROUGH REDEVELOPMENT, A BROADER MIX OF USES, AND UPDATING ZONING TO BETTER ACCOMMODATE THE EXISTING CHARACTER.

Strategies:

- Identify blighted and obsolete buildings and pursue demolition and redevelopment.
- Revise zoning standards for the area to reduce the number of investment-discouraging non-conformities.
- Encourage a broader mix of uses.
- Find ways to increase the amount of parking while retaining an appropriate level of walkability. Work to attract a primary anchor such as a new movie theater and/or a bookstore.

DEVELOPMENT AREAS

- 1 Detroit-Ternes Industrial Park
- 2 Northwest Residential
- 3 Mason Run PUD Extension
- 4 Sisters, Servants of the IHM - NORTH
- 5 South Consolidated
- 6 Port Industrial Park

HERITAGE CORRIDOR DEVELOPMENT

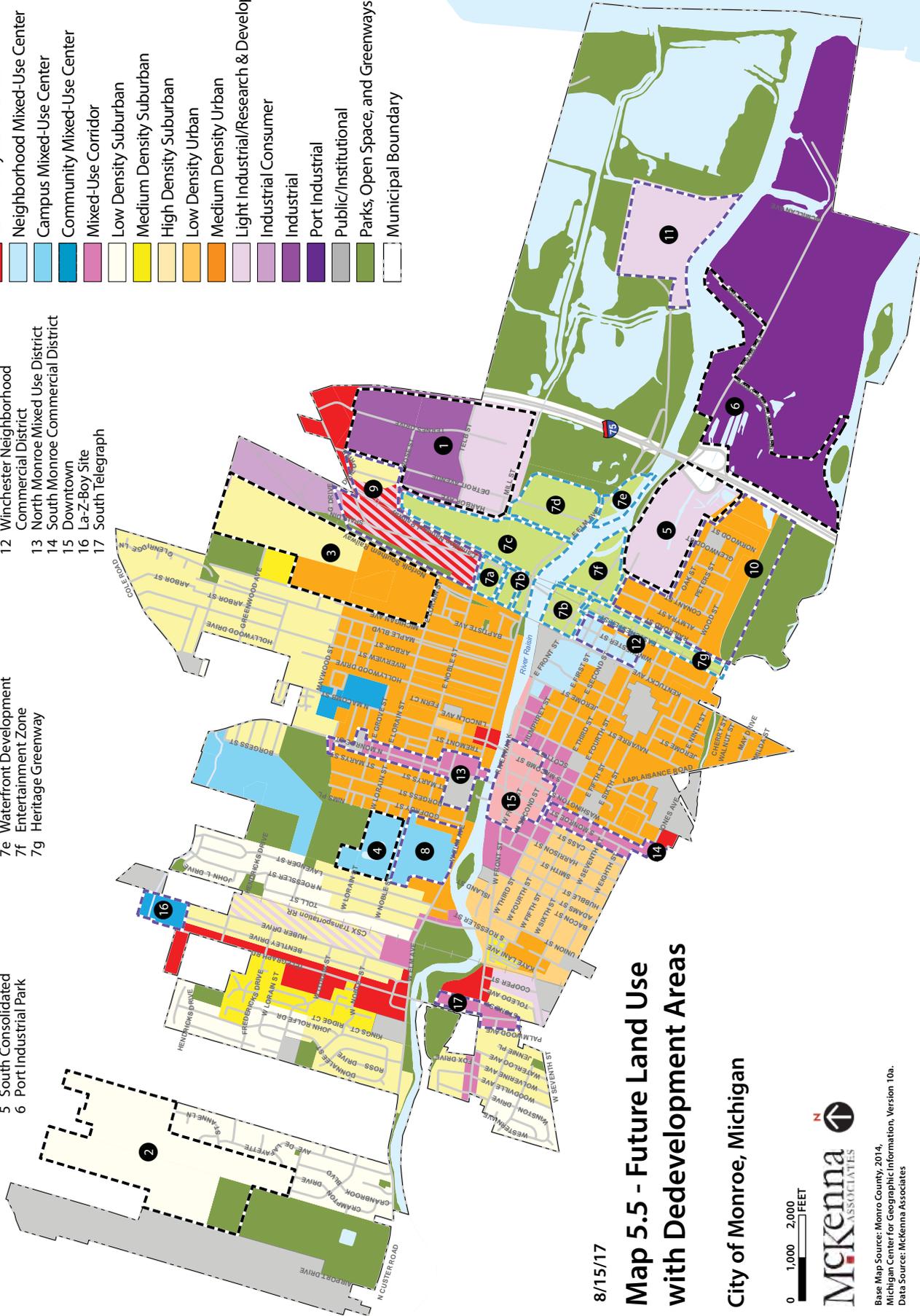
- 7a Visitor's Center
- 7b Peace Gardens
- 7c Frenchtown Settlement
- 7d Reenactment Zone
- 7e Waterfront Development
- 7f Entertainment Zone
- 7g Heritage Greenway

REDEVELOPMENT AREAS

- 8 Sisters, Servants of the IHM - SOUTH
- 9 Dixie Highway
- 10 The Orchard East Neighborhood
- 11 Ford Industrial Site
- 12 Winchester Neighborhood Commercial District
- 13 North Monroe Mixed Use District
- 14 South Monroe Commercial District
- 15 Downtown
- 16 La-Z-Boy Site
- 17 South Telegraph

LEGEND

- Battlefield District
- Central Business District
- Community Commercial
- Neighborhood Mixed-Use Center
- Campus Mixed-Use Center
- Community Mixed-Use Center
- Mixed-Use Corridor
- Low Density Suburban
- Medium Density Suburban
- High Density Suburban
- Low Density Urban
- Medium Density Urban
- Light Industrial/Research & Development
- Industrial Consumer
- Industrial
- Port Industrial
- Public/Institutional
- Parks, Open Space, and Greenways
- Municipal Boundary



8/15/17

Map 5.5 - Future Land Use with Redevelopment Areas

City of Monroe, Michigan

0 1,000 2,000 FEET



Base Map Source: Monroe County, 2014, Michigan Center for Geographic Information, Version 10a. Data Source: McKenna Associates

ZONING PLAN AND FORM BASED CODE FRAMEWORK



A zoning plan is required by the Michigan planning and zoning enabling acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the Master Plan prepared under that act shall serve as the basis for the community's zoning plan. The Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan to be prepared as the basis for the Zoning Ordinance. The zoning plan must be based on an inventory of conditions pertinent to zoning in the municipality and the purposes for which zoning may be adopted (as described in Section 201 of the Michigan Zoning Enabling Act). The zoning plan identifies the zoning districts and their purposes, as well as the basic standards proposed to control the height, area, bulk, location, and use of buildings and premises in the City. These matters are regulated by the specific provisions in the Zoning Ordinance.

The zoning plan is a key implementation tool to achieve the vision of the Master Plan. In order to realize that vision, the City must ensure that ordinances and regulations permit the type and style of development recommended by the Master Plan.

This section outlines the zoning plan for the City. The zoning districts in the City are described and their relationship to the Master Plan discussed along with recommended changes to the Zoning Ordinance to integrate new land use designations.

Districts and Dimensions

There are 17 zoning districts in the City (16 conventional districts and a Planned Unit Development district), each of which is described in the current Zoning Ordinance. There, uses permitted in each district are described. In addition, the Zoning Ordinance's schedule of lot, yard, and area requirements defines specific area, height, and bulk requirements for structures in each zoning district. The Zoning Map is also a part of the Zoning Ordinance and illustrates the distribution of the defined zoning districts throughout the City.

Relationship to the Master Plan

This Master Plan establishes the vision, goals, objectives, and policies for growth and development in Monroe for approximately the next twenty years. It includes a specific strategy for managing growth and change in land uses and infrastructure over this period, and, as required by statute, will be periodically reviewed and updated at least once each five years. This section, along with the rest of the Master Plan, is intended to generally guide future changes to the Monroe Zoning Ordinance.

The following is a list of proposed Master Plan land use designations and their corresponding zoning district. Not all of the Master Plan's future land use categories will match up with the current location or regulations of the zoning district to which they most closely correspond. Recommended revisions the Zoning Ordinance are discussed below.

MASTER PLAN FUTURE LAND USE DESIGNATION	ZONING DISTRICT
Low Density Suburban	<ul style="list-style-type: none"> • R-1-A Single Family Residential
Low Density Urban	<ul style="list-style-type: none"> • R-1-B Single Family Residential • Develop New Zoning District
Medium Density Suburban	<ul style="list-style-type: none"> • R-1-B Single Family Residential • Develop New Zoning District
Medium Density Urban	<ul style="list-style-type: none"> • R-1-C Single Family Residential
High Density Suburban	<ul style="list-style-type: none"> • RM Multiple Family Residential • MHP Mobile Home Park
Neighborhood Mixed Use Center	<ul style="list-style-type: none"> • WC Waterfront • PROS Public Recreation and Open Space • PUD Planned Unit Development • Develop New Zoning District
Campus Mixed Use Center	<ul style="list-style-type: none"> • PROS Public Recreation and Open Space • PUD Planned Unit Development • Develop New Zoning District
Community Mixed Use Center	<ul style="list-style-type: none"> • PUD Planned Unit Development • Develop New Zoning District
Mixed Use Corridor	<ul style="list-style-type: none"> • PUD Planned Unit Development • Develop New Form-Based Zoning District
Community Commercial	<ul style="list-style-type: none"> • C-1 Local Commercial • C-2 General Commercial
Central Business District	<ul style="list-style-type: none"> • WC Waterfront • CBD Central Business • Develop New Form-Based Zoning District
Battlefield District	<ul style="list-style-type: none"> • PROS Public Recreation and Open Space • PUD Planned Unit Development • Develop New Zoning District
Light Industrial/Research and Development	<ul style="list-style-type: none"> • I-1 Light Industrial • PUD Planned Unit Development • Develop New Zoning District
Industrial Consumer	<ul style="list-style-type: none"> • I-1 Light Industrial • PUD Planned Unit Development • Develop New Zoning District
Industrial	<ul style="list-style-type: none"> • I-2 General Industrial • PUD Planned Unit Development • Develop New Zoning District
Port Industrial	<ul style="list-style-type: none"> • I-2 General Industrial • PUD Planned Unit Development • Develop New Zoning District
Public/Institutional	<ul style="list-style-type: none"> • Zone Consistent with Surroundings to Allow for Redevelopment • Use PUD Process if Necessary
Parks, Open Space, and Greenways	<ul style="list-style-type: none"> • PROS Public Recreation and Open Space



Core Mixed-Use

Recommended Changes to Zoning Ordinance

It is the intent of the City to undertake an update of the Zoning Ordinance. This plan recommends that this process include the following tasks:

- Determine whether a new zoning classification (or overlay) should be created to distinguish between Low Density Urban and Medium Density Suburban, or if R-1-B is sufficient for both.
- Determine whether a new mixed-use category is necessary, or whether the PUD process and existing zoning classifications should be used to meet the redevelopment goals of the Neighborhood, Campus, and Community Mixed Use Centers, as well as the Battlefield District.
- Determine whether additional industrial zoning classifications (or overlays) should be created to meet the goals of the Light Industrial/Research and Development, Industrial Consumer, Industrial, and Port Industrial categories, or whether the existing I-1 and I-2 districts are sufficient.
- Create a Form Based Code for the Downtown Core and its immediate surroundings, as well as the North and South Monroe Street corridors (see Form Based Code Framework).
- Require a sidewalk or bike path to be installed in front of any new developments where sidewalks do not currently exist.
- Review the definitions to ensure all potentially unclear terms are defined and that all definitions reinforce the intent of the ordinance.
- Allow accessory dwelling units, but regulate them so that they do not become duplexes in areas where duplexes are not allowed.
- Prohibit first floor offices in the CBD District.
- Create standards that protect the historic neighborhoods designated in this plan.
- Ensure that the ordinance is in compliance with Federal and State law, especially the Michigan Zoning Enabling Act.

Form Based Code Framework

The following framework outlines the four new Form Based zoning districts that are envisioned in and around Downtown Monroe and along the North and South Monroe Street corridors. Form Based zoning differs from traditional Euclidian zoning in that the differences between categories are based less on permitted uses (although there may be some differences) and more on the type and design of buildings that are permitted.



Riverfront Mixed Use

Temporary Overlay

While the Form Based Code is being developed, the City may wish to enact a temporary overlay in order to begin to enforce the broad design goals of this plan. The temporary overlay could open up the mix of permitted uses and regulate the massing and size of buildings, but without the more specific architectural and design details that the full Form Based Code will eventually regulate. The overlay could also include protections and standards for historic properties, to immediately implement the protection of Monroe's most historic neighborhoods.

Historic Preservation

Superseding the categories below, the Form Based Code should include detailed standards and regulations to protect historic properties. These would include architectural standards, but could also include use restrictions, including ensuring that historic single family homes remain single family homes. The historic preservation standards could also include restrictions on demolition of properties designated as historic and standards for new construction immediately adjacent to a parcel with a historic structure on it.

The four Form Based categories are:

1. Core Mixed Use

The Core Mixed Use area encompasses the historic core of Downtown Monroe. The entire area is planned for Central Business District. A very wide mix of uses should be permitted in this part of the City – including residential units, offices, entertainment, retail, and potentially even small batch manufacturing. Flexibility in the use of the space should be encouraged.

No on-site parking should be required, but public

parking should be provided throughout the district. Parking garages, both public and private, should be encouraged, but should have ground floor retail, and should, when possible, be flanked by liner buildings, especially along Monroe Street.

New buildings should be designed to be compatible with the existing historic structures. They should have no front setback and should have large and inviting pedestrian entrances (and storefronts where practical). They should be approximately the same height as the existing buildings, although taller buildings should be permitted if they can be serviced by the fire department, setback on the upper floor, and promote the City's historic landmark designation. Side and rear setbacks should be minimal, and can be eliminated for walls without windows, to allow construction immediately next door. Loading should be accomplished via alleys.

2. Riverfront Mixed Use

The Riverfront Mixed Use area extends along the River Raisin from Adams Street to the Winchester Street/Dixie Highway bridge (on the south side) and from Borgess Avenue to Lincoln Avenue (on the north side). The district includes land that is planned for everything from Central Business District to Medium Density Urban residential, for a reason. A broad range of use should be permitted in this district, provided that they are designed to respect the waterfront.

Development should be designed away from the flood plain, or with flood mitigation measures in place. Public access to the water, including the extension of the Riverwalk to areas where it does exist, should be required. Parking along the riverfront should be discouraged, and should be replaced with green space or development where it currently exists. The parking capacity should be replaced farther away from the river, in garages is possible.

New buildings should be designed to open up to the river, with large windows, patios, and welcoming river entrances. Retail should be allowed facing the Riverwalk. On the street side (Front or Elm), the buildings should reflect the character of the surroundings, especially in and around the Downtown, where they should take on the qualities of the Core Mixed Use district.



3. Corridor Mixed Use

Corridor Mixed Use

The Corridor Mixed Use category covers the following areas:

- Both sides of Monroe Street north of Elm Street and south of 3rd Street (FLU Category: Mixed Use Corridor).
- The intersection of Elm and Macomb Streets (FLU Category: Commercial)
- The Winchester and Kentucky Street Corridors (FLU Categories: Neighborhood Mixed Use Center and Medium Density Urban)

Monroe Street is a crucial gateway to Downtown Monroe, and should have a mixed-use character that leads naturally to the City's center. The intersection of Elm Avenue and Macomb Street is a small commercial district in the City's heart, and should be densified and made more urban. The Kentucky Avenue/Winchester Street corridor has an eclectic mix of uses and several redevelopment areas.

Buildings in these districts should not be as large as in Downtown Monroe (2-3 story buildings should be encouraged), nor do they need to be zero-setback in the front. In fact, a small greenway between the sidewalks and the buildings should be encouraged, provided that it is consistent along the corridor and that there is clear pedestrian entrance to each building. Street trees and other landscaping should be copious and well-maintained.

Parking in front yards should be expressly prohibited. Shared parking behind buildings should be encouraged. Access to the parking should be controlled, with infrequent driveways.

Residential uses such as small apartment buildings or townhouse should be permitted, in addition to commercial uses like offices. Retail frontages should be encouraged where appropriate, but are not required.

Existing single family homes should not be treated as non-conformities, but instead should be permitted to be turned into commercial uses or subdivided into multiple dwelling units.



Historic Mixed Residential

4. Historic Mixed Residential

The Historic Mixed Residential category surrounds the downtown on the east and west. These blocks are some of Monroe’s oldest housing stock. Portions of the district are planned for Central Business District, and portions are planned for Mixed Use Corridor.

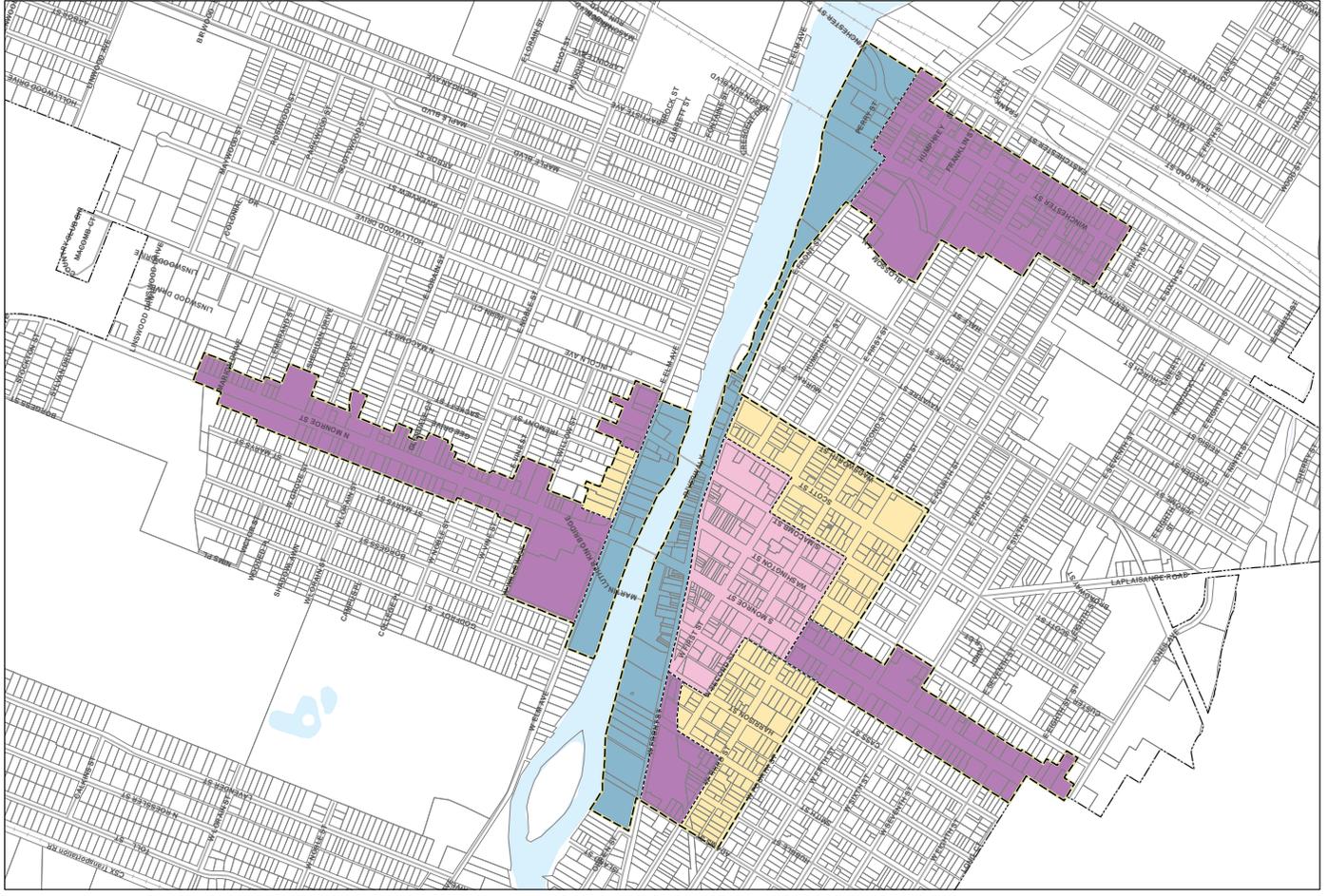
The intent of this Form Based District is to ensure that the historic homes are economically viable and can be maintained. Dimensional standards should be designed to reflect the existing character, and eliminate regulations that make the existing homes non-conforming. Accessory dwelling units should be permitted, but not duplexes or multi-family.

Architecturally, new development should be required to be compatible with the surroundings, in the opinion of the Planning Commission. Front porches are highly encouraged. Tearing down existing structures should require a Special and Historic District Commission Use permit.

Parking in front yards should be expressly prohibited. Shared parking behind buildings should be encouraged where necessary. Residential garages should be located behind the home.

LEGEND

-  Form Based Code Boundary
-  Core Mixed Use
-  Corridor Mixed Use
-  Historic Mixed Residential
-  Riverfront Mixed Use
-  Municipal Boundary
-  Water



8/26/16

Map 5.6 - Form Based Code Framework

City of Monroe, Michigan

0 400 800 FEET

DRAFT



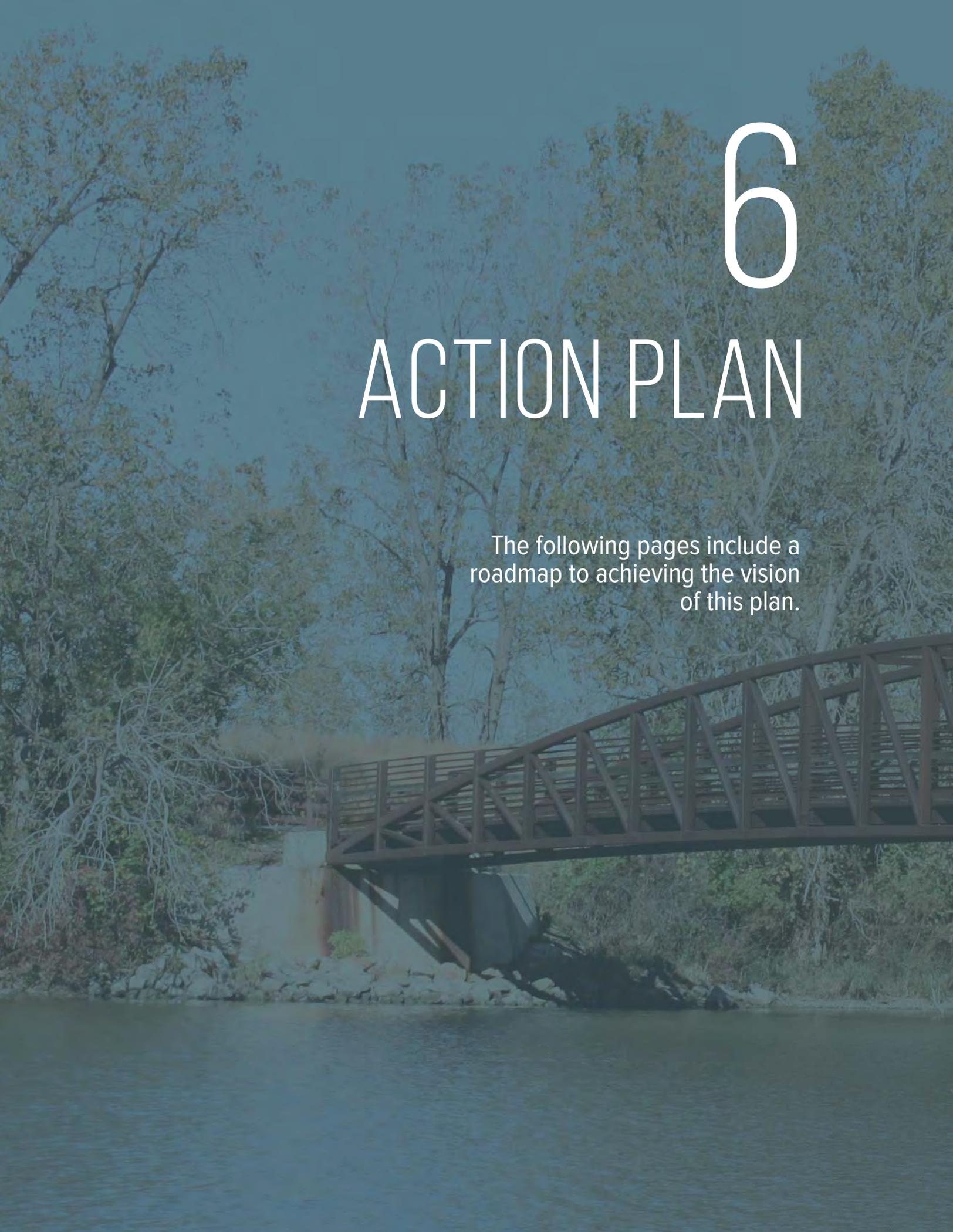
Base Map Source: Monroe County, 2014.
Michigan Center for Geographic Information, Version 10a.
Data Source: McKenna Associates

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ACTION PLAN

The following pages include a roadmap to achieving the vision of this plan.



ACTION PLAN

This section identifies and describes actions and tools available to implement the vision created in this Plan.

KEY

Priority		Timeframe		Responsibility (Color)	
A	Most Important	1	W/in one year		Project Lead
B	Very Important	2	1-3 years		Key Participant
C	Important	3	3+ years		Contributor

RESPONSIBILITY (ABBREVIATION)

MC	Monroe County	SEM	SEMCOG
MCRC	Monroe County Road Commission	CS	City Staff
BO	Business Owners	LET	Lake Erie Transit
MDOT	Michigan Department of Transportation	PC	Planning Commission
SM	State of Michigan	DEV	Developers
BRA	Brownfield Redevelopment Authority	NC	Neighboring Communities
RR	Railroads	DDA	Downtown Development Authority
HO	Home Owners	TCIA	Telegraph Corridor Improvement Authority
CM	Community Members	MPS	Monroe Public Schools
CC	City Council	FED	US Federal Government

FUNDING

Public	Includes public funds from the City operating budget, County, and State funding. May also include local government bonds and grants.
Private	Includes funds from private sources such as grant monies, corporate funding, or property owners
DDA/TIF	Tax increment financing provided by an authorized body. Please refer to the summary of economic development tools.

ECONOMIC DEVELOPMENT

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Provide for local infrastructure development, where needed, to support economic development efforts.	A	1	CC, CS DDA TCIA	MC SOM NC	BO DEV	•	•	•
Reinforce existing business investment and provide for retention and expansion.	A	1	CC,CS PC	MC NC	BO	•	•	•
Continue downtown revitalization efforts by encouraging a mix of housing and complementary retail and services.	A	1	CC, CS DDA PC	MC SOM	BO DEV	•	•	•
Create a Telegraph Improvement Authority to improve the corridor. Involve Monroe and Frenchtown Townships if they are willing to participate.	A	1	CC, CS TCIA	MC SOM NC	BO	•	•	•
Establish a business/education roundtable as a regular forum for business owners to discuss educational training needs, program challenges, curriculum options, and resources.	A	1	CC, CS DDA	MC SOM NC	BO	•	•	•
Increase and expand public/private partnerships and incentive programs such as DTE's SolarCurrents program.	A	1	CC CS	MC SOM	BO	•	•	•
Promote expansion of the successful brownfield redevelopment efforts.	A	2	CC,CS BRA PC	MC SOM	BO DEV	•	•	•
Promote tourism through the development of tourist related facilities and services.	B	2	CC CS DDA	MC SOM NC	BO	•	•	•
Target redevelopment initiatives by providing funding assistance for environmental assessments to investigate properties with redevelopment potential.	B	2	CC, CS DDA PC	MC SOM	BO DEV	•	•	•
Develop new and enhance existing partnership programs that promote cooperation among public agencies, industry, labor and community to enhance economic growth throughout the City.	B	2	CC, CS DDA	MC	BO	•	•	•
Facilitate communication between businesses, neighborhoods, development interests, neighborhood associations, community-based groups and other interested parties with respect to economic development and redevelopment.	B	2	CC, CS DDA	MC	BO	•	•	•
Expand the Monroe Farmers Market and increase marketing efforts.	B	3	CC, CS DDA		BO	•	•	•
Maintain and enhance existing legacy manufacturers, particularly by improving energy efficiency to reduce costs and increase profit margins.	C	3	CC CS	MC SOM	BO	•	•	•
Establish an entrepreneurial program for local high school students that provides education, assistance, and support for entrepreneurial ideas.	C	3	CC CS	MPS	BO	•	•	
Investigate opportunities for increasing local government support of small-business financing programs and business development services to encourage entrepreneurs of small-scale urban agriculture.	C	3	CC, CS DDA	MC SOM	BO	•	•	•

PLANNING, ZONING, AND CODE ENFORCEMENT

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Conduct a Technical Review of the Zoning Ordinance, including discussing zoning challenges with City staff, to ensure that the Zoning Ordinance is easy to use, includes necessary and efficient regulations, and pursues the vision of this plan.	A	1	CC,CS PC			•		
Enact a Form Based Code for the portion of the City envisioned in this plan.	A	1	CC,CS PC			•	•	
Enact the Zoning Amendments described in the Zoning Plan in Chapter 5.	A	1	CC, CS PC			•	•	
Rezone vacant or underutilized property in and near neighborhoods to encourage redevelopment that is compatible in use and intensity with the existing neighborhood.	A	1	CC,CS PC			•	•	
Examine local zoning ordinances to see if zoning changes may support entrepreneurial activities.	A	1	CC,CS PC			•		
Evaluate residential zoning categories to ensure the character of the city's neighborhoods is upheld.	A	1	CC,CS PC			•		
Add specific guidelines for signs in historic districts, areas, and sites to Monroe's sign regulations.	A	1	CC,CS PC			•		
Create unifying neighborhood identifiers, including signage, architecture, street lighting or streetscape.	A	1	CC CS	MCRC	HO	•	•	•
Require a reasonable, yet effective setback to protect natural features such as the River Raisin and wetlands from erosion, sedimentation, and pollution.	A	1	CC,CS PC			•		
Adopt ordinance(s) to dictate the physical characteristics of alternative energy infrastructure.	A	1	CC,CS PC			•		
Review regulatory controls on home businesses in the zoning ordinance.	B	1	CC,CS PC			•		
Develop ordinances which preserve the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for their enforcement.	B	1	CC,CS PC			•		
Regulate tree clearing through a tree preservation ordinance to preserve landmark trees and require effective tree preservation methods during construction.	B	1	CC,CS PC			•		
Educate residents about tools such as the City's "Fix Program" and other financial assistance programs that become available.	B	2	CC CS	MC SOM FED	HO	•	•	
Improve property maintenance of existing housing stock for renters and homeowners through enhanced code enforcement and rental inspection.	B	2	CC CS		HO	•	•	
Provide incentives to private property owners to use rain barrels.	B	3	CC CS		HO	•	•	•
Build regional collaboration for managing water resources, including appropriate land-use regulations.	C	3	CC,CS PC	NC, MC SOM FED		•		
Review and update this plan every five years.	C	3	CC,CS PC			•		

PLACEMAKING AND HISTORIC PRESERVATION

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Continue to pursue funding for implementation of the River Raisin Heritage Corridor-East Master Plan.	A	1	CC CS	MC SOM FED		•		
Pursue National Register listing for those historic areas in Monroe that are not yet listed.	A	1	CC CS DDA	SOM MC	BO DEV	•	•	•
Develop signage for the City's National Register listed historic districts and the River Raisin Battlefield Site.	A	1	CC CS	MC SOM FED	BO	•		
More clearly delineate boundaries of historic residential areas.	A	1	CC CS PC	MC SOM		•		
Create a neighborhood-wide historic district in the Old Village Plat	A	1	CC CS DDA	MC SOM		•	•	•
Conduct a city-wide survey of above-ground historic resources to provide an accurate database for future planning and protection activities.	A	1	CC CS			•		
Improve the identity and sense of place of Telegraph Road using the recommendations in Chapter 5 of this plan.	A	1	CC CS TCIA	MCRC SOM	BO	•	•	•
Continue efforts to preserve and repurpose the former St. Mary's Academy.	A	1	CC CS	SOM MC	BO DEV	•	•	
Upgrade streetscape and street trees along South Monroe Street.	A	2	CC CS DDA	SOM MC	BO DEV	•	•	•
Establish a revolving fund for historic buildings.	B	2	CC CS DDA	SOM MC	BO DEV	•	•	•
Strengthen Monroe's Main Street Program through more active participation in the National Main Street Center.	B	2	CC CS DDA	SOM MC	BO DEV	•	•	•
Expand the historic preservation awards program.	B	2	CC CS DDA		BO DEV	•	•	•
Install street trees on 6th Street	B	2	CC CS		BO DEV	•	•	•
Install street trees on LaPlaisance Road	B	2	CC CS		BO DEV	•	•	•
Upgrade the streetscape on Jones Avenue	B	2	CC CS		BO DEV	•	•	•

TRANSPORTATION

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Explore opportunities for east-west street extensions and non-motorized connections that are compatible with the surrounding neighborhoods.	A	1	CC CS DDA TCIA	MC SOM FED	DEV	•	•	•
Coordinate with MDOT for the reconfiguration of Elm Avenue and Front Street access ramps off I-75.	A	1	CC CS	MC SOM FED		•	•	•
Implement proposed street realignments and closures recommended in the River Raisin Historic Corridor-East Master Plan.	A	1	CC CS	MC SOM FED		•		
Extend the Riverwalk to provide access to other areas of the City along the River Raisin including the River Raisin National Battlefield Park.	A	1	CC CS	MC SOM		•		
Complete the City's greenway plan.	A	1	CC CS DDA TCIA	MC SOM FED	BO	•	•	•
Improve multi-modal service at the Port of Monroe.	A	1	CC CS	MC SOM FED	BO	•	•	•
Undertake education, enforcement, traffic calming, and design programs to reduce speeds and improve pedestrian safety in neighborhood residential and commercial areas.	B	2	CC CS	SOM MC		•		
Continue the sidewalk replacement program and fill in gaps as opportunities arise.	B	2	CC CS DDA TCIA	SOM MC	BO DEV	•	•	•
Develop a system of directional signage to commercial and recreational destinations for cyclists and pedestrians.	B	2	CC CS DDA	SOM MC	BO DEV	•	•	•
Plan and conduct Corridor Design Charrettes for Monroe Street and Dixie Highway.	B	2	CC CS DDA	SOM MC	BO DEV	•	•	•
Work with Lake Erie Transit to improve service and attract more choice rides.	B	2	CS	LET	BO DEV			
Install signalized and marked crosswalks at all major intersections.	B	3	CC CS DDA TCIA	SOM MC	BO DEV	•	•	•

PARKS AND RECREATION

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Improve the administrative process for park maintenance, including communication between recreation programs, park users, and maintenance administrators.	A	1	CC CS			•		
Promote a well-managed heritage tourism program utilizing historic resources such as the French settlement and River Raisin Battlefield Site, and broader assets such as the City's historic neighborhoods and downtown.	A	1	CC CS DDA	SOM MC	BO DEV	•	•	•
Invest in improvements to Mill Race Park.	A	1	CC CS TCIA	SOM MC	BO DEV	•	•	•
Ensure all equipment and facilities meet current ADA standards.	A	2	CC CS	SOM MC FED	DEV	•	•	•
Establish a "Veterans Honor Trail" which links Heck Park, Soldiers and Sailors Park, Veterans Park, Memorial Place, and the River Raisin National Battlefield Park as a commemorative trail with education interpretive stations	A	2	CC CS		BO	•	•	•
Evaluate the potential to use the River Raisin as a kayak adventure course.	B	2	CC CS	SOM MC FED	BO	•	•	•
Initiate an open space acquisition program, concentrating on developing recreation space in underserved and new neighborhoods.	B	3	CC CS	SOM MC FED	DEV	•	•	•
Update the Recreation Master Plan every five years to address the changing population and socio-economic demographics in Monroe.	C	3	CC CS PC			•		

COMMUNITY SERVICES

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Re-evaluate capacity plans for sewer and water based on the new Future Land Use Plan.	A	1	CS			●		
Continue on-going planning efforts and studies of storm water infrastructure to ensure it is meeting demands and that adequate capacity is provided.	A	1	CS	SOM MC		●		●
Institute recycling services to multi-family housing.	A	1	CC CS			●	●	
Work with the community to expand construction and demolition waste recycling opportunities.	A	1	CS		DEV	●	●	
Convert all city streets lights and traffic lights to low energy demand LED lighting.	B	2	CC CS	MCRC SOM		●	●	●
Update facilities to accommodate improvements and changes in technology.	B	3	CS			●		
Monitor the efficiency of the various City departments and offices to prevent duplication of work and miscommunication.	C	3	CS			●		

ACKNOWLEDGMENTS

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- Sabah KeerGIS Specialist / Mapping
- Carrie LeitnerSenior Graphic Designer / Document Layout

**RESOLUTION TO
ADOPT MASTER PLAN**

WHEREAS, the Michigan Planning Enabling Act, Public Act 33 of 2008, (MPEA) authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the City; and

WHEREAS, the Planning Commission prepared a proposed Master Plan, *Resilient Monroe*, and submitted the plan to the City Council for review and comment; and

WHEREAS, on May 15, 2017, the City Council received and reviewed the proposed Master Plan prepared by the Citizens Planning Commission and authorized distribution of the Master Plan to the Notice Group entities identified in the MPEA; and

WHEREAS, notice was provided to the Notice Group entities as provided in the MPEA; and

WHEREAS, the Planning Commission held a public hearing on August 14, 2017, to consider public comment on the proposed Master Plan and to further review and comment on the proposed Master Plan; and

WHEREAS, the Planning Commission finds that the proposed Master Plan, *Resilient Monroe*, is desirable and proper and furthers the use, preservation, and development goals and strategies of the City; and

WHEREAS, the MPEA authorizes the Planning Commission to assert by resolution its right to approve or reject the proposed Master Plan.

NOW THEREFORE BE IT RESOLVED, AS FOLLOWS:

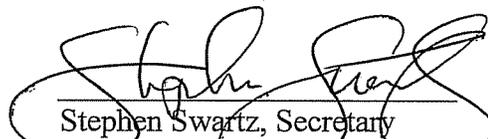
1. **Authorization to prepare and adopt the *Resilient Monroe* Master Plan.** On December 5, 2016, the Monroe City Council took formal action adopting a resolution authorizing the Monroe Citizens Planning Commission to prepare and adopt the Resilient Monroe Master Plan in accordance with Public Act 33 of 2008.
2. **Adoption of the *Resilient Monroe* Master Plan.** The Planning Commission hereby approves and adopts the Master Plan, *Resilient Monroe*, including all of the chapters, figures, maps and tables contained therein. Pursuant to MCL 125.3843, the Planning Commission has by resolution approved the proposed Master Plan. The approval granted herein is the final step for adoption of the plan as provided in MCL 125.3843.
3. **Distribution to Legislative Body and Notice Group.** The Secretary of the Planning Commission shall submit a copy of the Master Plan to the legislative body and to the Notice Group entities as provided in the MPEA.
4. **Findings of Fact.** The Planning Commission has made the foregoing determination based on the review of existing land uses in the City, a review of the existing Master Plan provisions and maps, input received from the Planning Commission, Notice Groups, the public hearing, and with the assistance of professional planners and finds that *Resilient Monroe* will accurately reflect and implement the City's goals and strategies for the use, preservation, and development of lands in City of Monroe.

4. **Effective date.** The City of Monroe's Master Plan, *Resilient Monroe*, shall be effective as of the date of adoption of this resolution.

This Resolution was offered by Commissioner Reisig, and supported by Commissioner Reisig, with the roll call vote being as follows:

YEAS: 8
NAYS: 0
ABSTAIN: 0
ABSENT: 1

This Resolution declared adopted on the 14th day of August, 2017.


Stephen Swartz, Secretary
Citizens Planning Commission