2017 MASTER PLAN

Frenchtown Township · Monroe County · Michigan

Master Plan

Frenchtown Charter Township, Monroe County, Michigan

Adopted July 25, 2017

Prepared with the assistance of:

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1. Introduction

The Frenchtown Master Plan is the community's vision for its future. From a technical and legal standpoint, it is the basis for the Zoning Ordinance and the Township's land use decisions. But this is not just a technical and legal document. It is a statement of where we are, where we're going, and where we want to be.

The Master Plan is divided into three sections. The first section, the **Land Use Plan,** discusses the future uses of land throughout the Township, including the character of development that is envisioned, the areas to be preserved as rural farmland, and the layout of the community as it grows.

The second section, the **Transportation Plan,** describes the methods of getting around the community, including the Township's philosophy on Complete Streets. With a wide range of character in the Township, ranging from urban to suburban to rural, the Township's transportation vision covers a broad swath of mobility types and recommendations. In many cases, the Township does not have direct control over its transportation future, and this plan will serve as a written, official policy for the Township to present to the Monroe County Road Commission, Lake Erie Transit, the railroad companies, and the Michigan Department of Transportation.

The third section, **Background Data,** includes the most up-to-date Capital Census information available at the time of the 2016 update, as well as information on public outreach efforts, and the 2013 Resilient Monroe joint planning effort with the City of Monroe and Monroe Charter Township.

The Frenchtown Master Plan and its goals, objectives, and strategies recommend a future vision for the community. This vision is to build upon the Township's existing assets and make the most of opportunities that can attract new development and residents to the community while protecting the Township's natural beauty and resources. To put it simply, the plan for Frenchtown is to create an economically, socially, and environmentally sustainable community where people want to live, work, visit, and play.

2. Land Use Plan

A. Natural Features

Natural characteristics of the land are also important factors that must be considered in preparing a master plan for a community. In Frenchtown Township, the character of the land is very much a product of the glaciers which once covered all of Michigan. The legacy of the glaciers is a very flat landscape with creeks running down to Lake Erie. Typically, areas that have been heavily glaciated have high water tables, a susceptibility to flooding problems, and soils with high clay content that drain poorly and are unsuited to the use of septic systems for wastewater disposal. All of these natural characteristics impact the pattern of development that can be planned and executed in a community.

WETLANDS

The map on the following page shows the wetlands in Frenchtown Township. The largest concentrations of wetlands are near Lake Erie, especially in and around Sterling State Park, the Pointe Aux Peaux area, and the Fermi Complex. It is possible – even likely – that there were more wetlands in the beach communities before they were developed.

There is also a nearly-continuous line of wetlands flanking Stoney Creek. These wetlands impact development, most notably near the I-75/Nadeau Road interchange, where development pressure is high.

Wetland preservation has become a higher priority over the past few decades, as the importance of wetlands to natural ecosystems and water quality has become more clearly understood. Wetlands are one of many legacies of the glaciers that once covered Monroe County, and are important to protect through the Township's planning and zoning, as well as through State and Federal regulation. It should be noted that the wetland locations on Map 1 are general in nature.

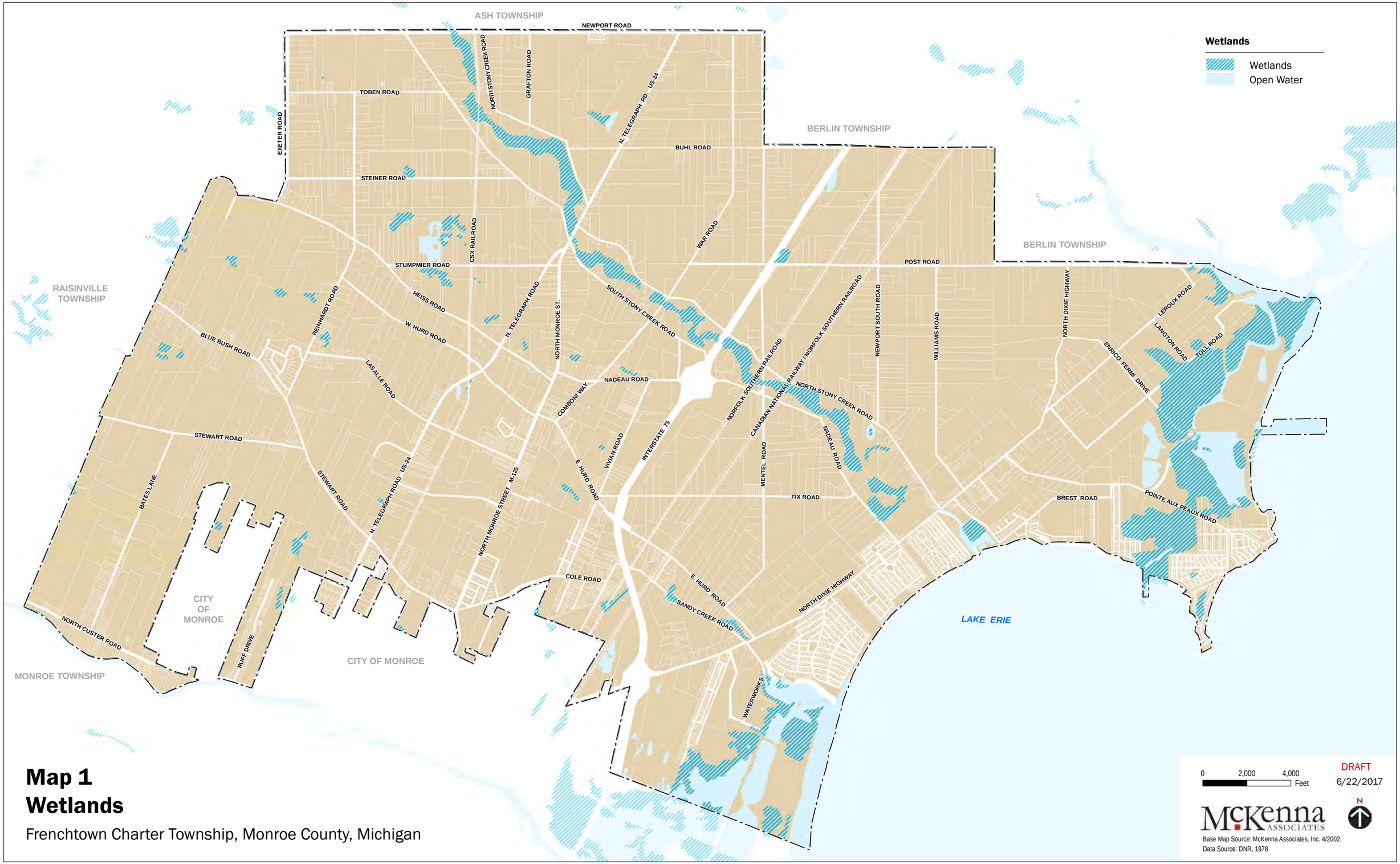
When specific developments are proposed in areas where wetlands are present, state regulations require a detailed onsite investigation to determine the exact extent of the wetlands before a permit can be issued by the Michigan Department of Environmental Quality (DEQ).

FLOOD PLAINS

With numerous bodies of water, a high water table, and flat terrain, Frenchtown, like most of Monroe County, is susceptible to flooding. Map 2 shows the flood plains throughout the Township, used by the Federal Emergency Management Agency (FEMA) in its administration of the National Flood Insurance Program. Flooding is incredibly dangerous to human life and property, and development within the flood plain should be discouraged. The Township has a detailed flood plain ordinance in place in its Zoning Ordinance, and that ordinance must be stringently enforced.

PRIME FARMLAND

Agriculture is a crucial component of society and the economy. A society can thrive only when it can feed itself. Monroe County is blessed with high-quality soils deposited by the glaciers and copious fresh water, a combination that produces fertile agricultural production. Map 3 shows the land in Frenchtown that is considered Prime Farmland, or would be considered Prime Farmland if drained. The vast majority of the Township falls into one of those two categories. Protecting farmland, even as the Township grows in population, is an important goal of this plan.

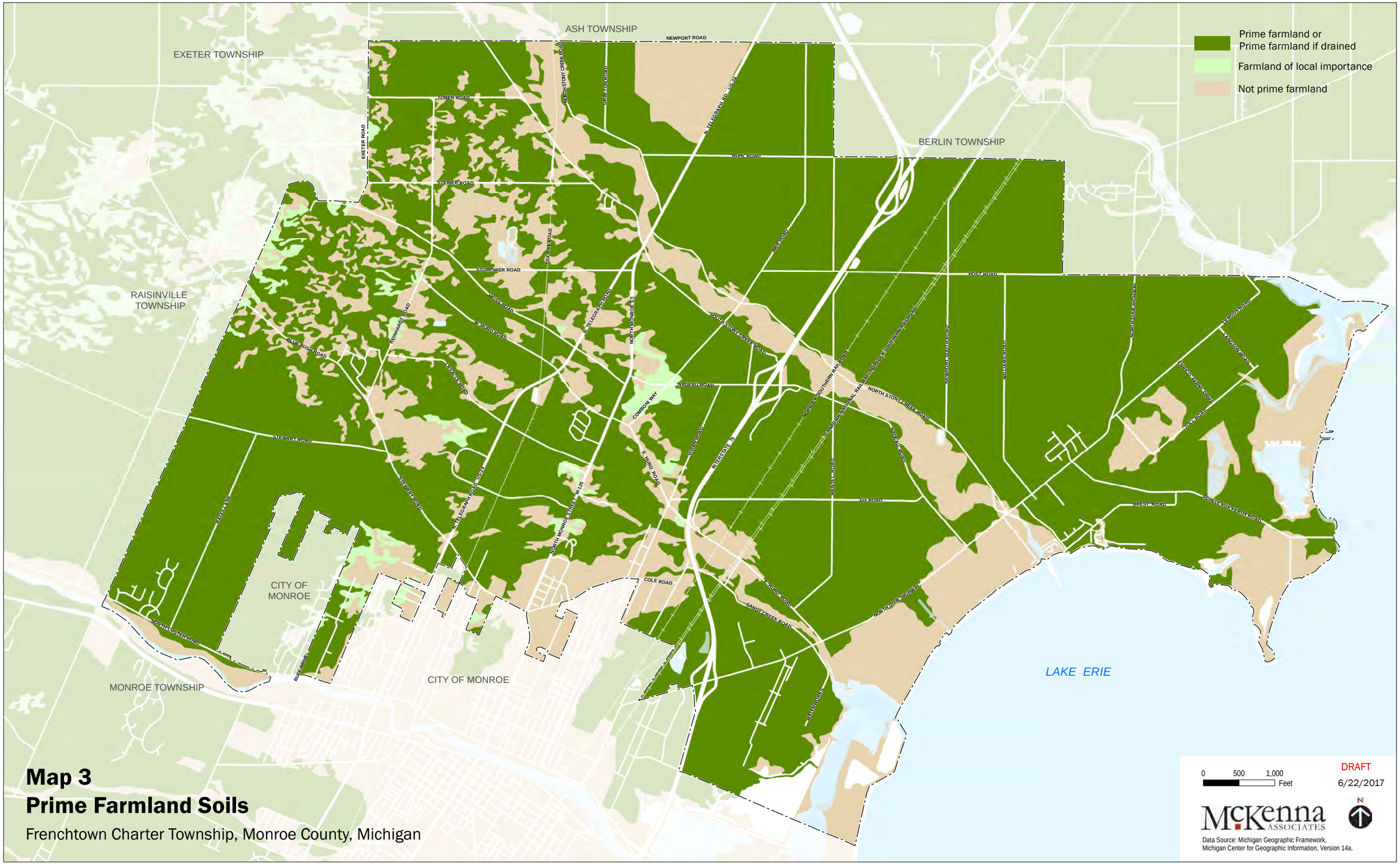


Map 1
Wetlands

Frenchtown Charter Township, Monroe County, Michigan

Map 2
Flood Plain

Frenchtown Charter Township, Monroe County, Michigan



Map 3
Prime Farmland Soils

Frenchtown Charter Township, Monroe County, Michigan

OTHER ENVIRONMENTALLY SENSITIVE AREAS

Frenchtown has some additional areas that have unique environmental concerns that should be taken into account during the planning, zoning, and development process:

Lakefront

The Township's entire eastern boundary is Lake Erie lakefront. Some of the lakefront is sandy or rocky beaches, while other areas have sea walls or other man-made edge treatments. Even the Township's beaches frequently have breakwalls, especially those adjacent to residential property.

The beach communities adjacent to Lake Erie have been in existence for decades, so substantial changes to the lakefront are unlikely. Instead, steps should be taken to mitigate the impact of flooding and reduce potential damage to the ecosystem.

In the small percentage of lakefront land that is not already developed, preserved, or part of the State Park, any development should be carefully designed to protect water quality, ecosystems, and the beauty of the beaches.

Lake Plain Prairie Remnants

Frenchtown has several areas that are classified as Lake Plain Prairie Remnants. These formerly submerged areas host unique habitats. Any development proposed for a Lake Plain Prairie Remnant should include mitigation of the impact on the ecosystem.

Landmark Trees

Portions of the Township are wooded with old growth forests. While identifying every landmark tree in the Township is infeasible, the Planning Commission should use the site plan process to ensure that large, old-growth trees are preserved.

Environmental Areas

There are two items on the Michigan DEQ's list of Environmental Areas that are within Frenchtown Township. They designate parcels located on Stoney Pointe Peninsula. Accordingly, the DEQ Environmental Area designation sets up a review program whereby the affected property owner must make application to the DEQ for any dredging, filling, grading, or another alteration of the soil, natural drainage, or vegetation, or placement of permanent structures. Most of the parcels containing Envrionmental Areas are State and/or Federally owned.

B. Existing Land Use

A basic foundation for any land use planning process is an analysis of how the land is currently being used. This analysis, especially when it incorporates changes from historic data, provides insight into the patterns within an area, the capacity of the area to support or accept future development, and the relationship among the various activities within the community.

The Existing Land Use Map illustrates the current land uses according to Township records. Table 2-1 below shows acreage quantities for various land uses as shown on the map. The table also indicates any land use changes that have occurred in the Township since the last Master Plan updates in 1988 and 2003.

Table 2-1: Existing Land Use Summary

Land Use Category	1988		2003		2016	
	Acres	**Percentage**	**Acres**	**Percentage**	**Acres**	**Percentage**
Residential Land Uses	**2,302**	**8.2%**	**5,413**	**19.5%**	**5,525**	**19.8%**
Single Family	2,118	7.6%	5,015	18.0%	5,109	18.4%
Multiple Family	63	0.2%	118	0.4%	148	0.5%
Mobile Home Park	121	0.4%	279	1.0%	268	1.0%
Non-Residential Land Uses	**21,211**	**76.1%**	**16,705**	**60.1%**	**16,482**	**59.2%**
Commercial/Office	318	1.1%	529	1.9%	574	2.1%
Industrial	145	0.5%	355	1.3%	463	1.7%
Marina	N/A	N/A	N/A	N/A	14	0.1%
Agriculture/Vacant/Wooded	20,748	74.5%	15,821	56.9%	15,431	55.5%
Public and Semi-Public Land Uses	**1,613**	**5.7%**	**1,874**	**6.8%**	**1,968**	**7.1%**
Public-Semi Public (Public Buildings, Schools, and Religious Institutions)	538	1.9%	324	1.2%	249	0.9%
Recreation	1,075	3.8%	1,550	5.6%	1,719	6.2%
Rights of Way	**2,697**	**9.6%**	**3,832**	**13.6%**	**3,849**	**13.8%**
Utilities	358	1.3%	1,917	6.9%	1,917	6.9%
Railroad	452	1.6%	452	1.6%	452	1.6%
Roads and Highways	1,887	6.7%	1,463	5.1%	1,480	5.3%

Source: 1988 and 2003 Frenchtown Township Master Plans, 2016 Data from Aerial Survey by McKenna Associates

The land use patterns in Frenchtown Township are affected by geographic factors including major transportation corridors, the presence of Lake Erie, agricultural history in the Township, land division patterns, and proximity to the City of Monroe. The Township continues to have predominantly agricultural land use, but steady increases in development continue, particularly near Lake Erie and in the southern and central portions of the Township near the City of Monroe. Since the last Master Plan update in 2003, the developed portion of land that is not wooded, agricultural, or vacant has increased from about 43.1% in 2003 to 44.5% in 2016. There are still large areas of the Township that are rural, and it is essential to protect these areas even as the Township anticipates future growth. The following section includes a discussion of trends in each individual category of land use in the Township.

SINGLE FAMILY RESIDENTIAL

This category consists of detached single-family and two-family structures found in either planned subdivisions or on scattered individual lots. Rural non-farm residences are also included in this category. Most of the single-family development in the Township is located in the easterly portion near Lake Erie and the southerly portion near the City of Monroe. Single-family residential uses increased by nearly

3,000 acres between 1988 and 2003, but only increased by 94 acres between 2003 and 2016, due mostly to the "Great Recession" of 2008-2011.

As shown on Map 4, many single family homes are scattered throughout the rural portions of the Township. While "rural estates" are very popular, the Township must consider the implications of this trend regarding the future cost of delivering public services. A general low density scattered residential development pattern is more costly to provide with services than is higher density development that is geographically centralized.

MULTIPLE FAMILY RESIDENTIAL

Multi-family residential developments include three or more dwelling units in a contiguous building or complex. Today, multi-family residential developments occupy 148 acres, less than one percent of the land in the Township. The amount of land devoted to multiple-family development did increase between 2003 and 2016, but only because of the development of the Frenchtown Harbor condominiums, a project that saw only partial buildout before filing for bankruptcy during the Great Recession. As of 2016, construction had re-started with a plan to build-out the complex within 10 years.

In much of the country, as of 2016, multiple family residential housing types are undergoing a renaissance, with young people and retirees opting for smaller housing units in denser configurations. Frenchtown has yet to experience the results of that trend within its borders, but it could see more multiple-family growth in the coming years.

MOBILE HOME PARK

Frenchtown includes several mobile home parks, most notably the neighboring Frenchtown Villas and Elizabeth Woods communities in the far northern reaches of the Township. As of 2016, those communities were planning expansions. However, in the years between 2003 and 2016 the Township saw a decrease in the amount of land used for mobile home parks because the former community at the northeast corner of Nadeau Road and I-75 was removed in anticipation of commercial development.

COMMERCIAL/OFFICE

Frenchtown is the commercial heart of Greater Monroe, featuring the region's largest shopping center (the Mall of Monroe) and largest retailers (Meijer, Target, and Wal-Mart). Commercial growth in the Township slowed between 2003 and 2016, but did not stop, with 45 additional acres of commercial development being added. However, the results of the Retail Surplus/Leakage Analysis in Chapter 5 show that the Township has very little pent-up demand for additional retail, barring future population growth. There is demand for some types of retail region-wide that the Township could capture, but there will be stiff competition for that development with the City of Monroe and Monroe Charter Township. The Township should not anticipate further commercial growth in the near future.

INDUSTRIAL

The industrial category includes an array of industrial uses ranging from light industrial buildings, warehousing and distribution facilities, to heavy manufacturing plants and utility facilities. Despite the Great Recession, the Township added 111 acres of new industrial land from 2003 to 2016, and as of 2016 the industrial market continues to be strong. The planned opening of the Gordie Howe International Bridge in the early 2020s will increase industrial demand even further, as the efficiencies gained by directly connecting I-75 in Detroit to Highway 401 in Windsor will lead to new opportunities

throughout the I-75 corridor. However, steps must be taken to protect the quality of life of nearby residents, who are already impacted by the railways and highways. Sound barriers should be installed along I-75 (especially between exits 15 and 18) and railroad switching and dispatching must be modernized to reduce auto traffic delays and improve safety.

PUBLIC AND SEMI-PUBLIC

Public and semi-pubic land uses include such things as Township facilities, schools, churches, and other similar uses. In general, uses in this category are exempt from property tax. The amount of land dedicated to public and semi-public uses has declined over time but is expected to stabilize.

RIGHTS OF WAY AND UTILITIES

Utility and infrastructure rights-of-way are crucial for quality of life and economic development, but Frenchtown has more than its share due to I-75, several railroad tracks, and the DTE Fermi power plant. Utilities and right-of-way make up almost 14% of the Township's land area.

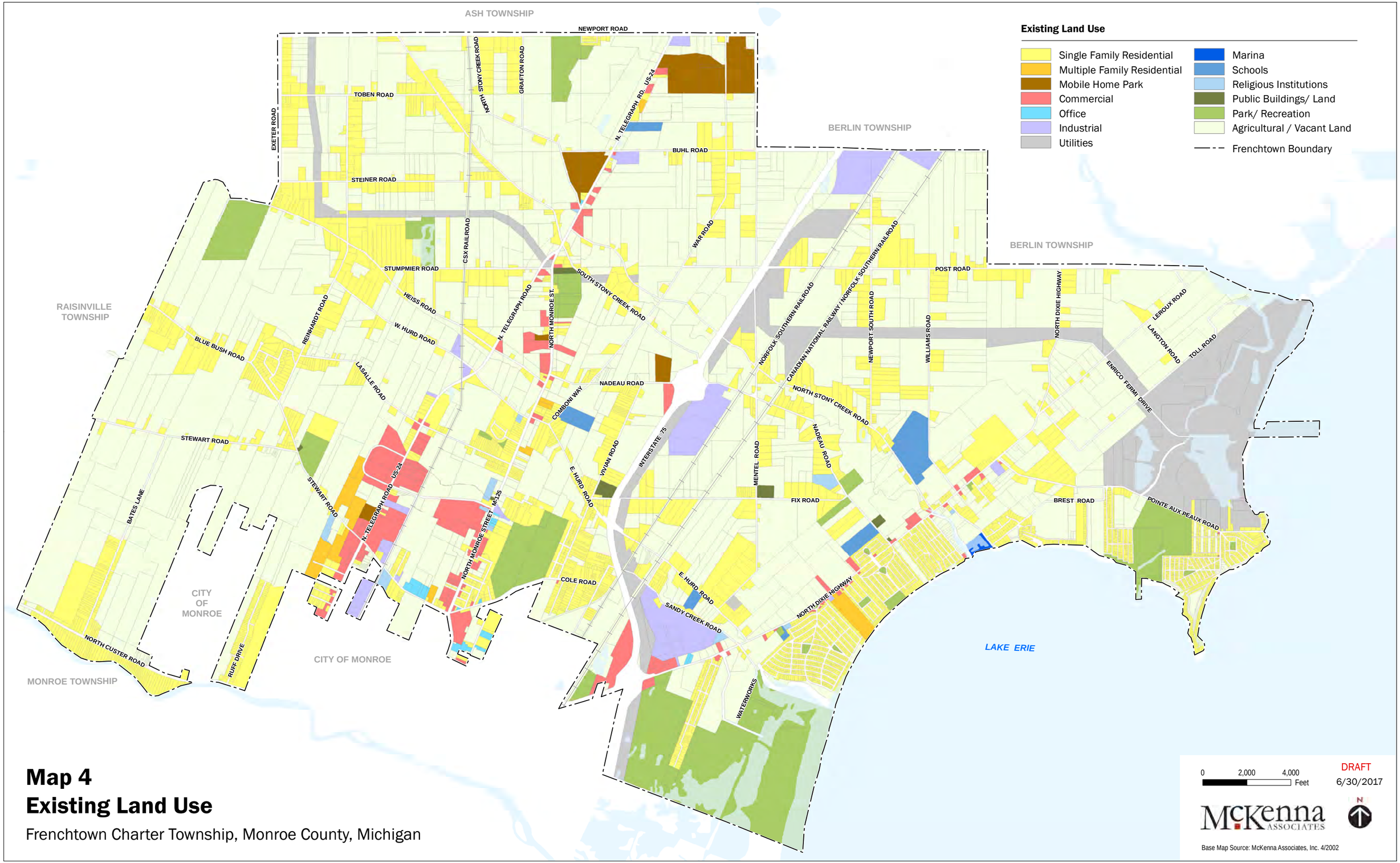
PARKS AND RECREATION

This category includes parks, athletic fields, and other recreational facilities. Some are publicly owned, such as Frenchtown Township Park, Sterling State Park and Nike Park. Others are privately owned. This category makes up a small (6.2%) but increasing percentage of land in the Township. Reserving land for recreation helps protect natural vistas and decreases the impacts of suburban sprawl.

AGRICULTURE AND VACANT LAND

This category still includes more than half (55.5%) of the land in the Township. Historically, much of the land in the Township has been considered to be prime farmland, and agriculture remains an important activity within the Township. In 1988, this category represented 75% of the Township, but over the following 15 years that number dropped to just under 57%. The destruction of farmland has slowed since 2003, but as the regional economy starts to grow again after the Great Recession, Frenchtown should be wary of allowing development to consume farmland at a rapid clip.

If the ratio of development-to-farmland continues to shift, the practice of agriculture will become increasingly difficult. As farm equipment competes for limited road space with the cars of new residents, farmers have to travel farther to reach cropland and other conflicts arise between new residents and farmers. It is common for new residents in areas like Frenchtown Township to object to the noise, dust, odors and road traffic associated with farming.



Map 4
Existing Land Use

Frenchtown Charter Township, Monroe County, Michigan

C. Public Utilities

Aside from transportation facilities, possibly the most important factor in determining development patterns is the presence and condition of the public utility systems that deliver potable water and sanitary sewer service. Development of any significance rarely happens in areas where public utilities, especially sewers, are not available.

WATER

The Frenchtown Township Water Treatment Plant is operated by the Township and has supplied potable water throughout the Township since its construction in 1994. Water is drawn from Lake Erie at a joint intake facility at Point Aux Peaux Road shared with the City of Monroe. The original capacity of the treatment plant was 4 million gallons per day. Since the time of the last Master Plan update very significant extensions have been made in the water distribution system in the Township. Map 5 illustrates the generalized water service area – more or less the parcels that have access to the public water system. The water system currently includes more than 72 miles of distribution main and two 500,000 gallon elevated storage tanks.

In recent years demand for water in Frenchtown Township has increased substantially. This has occurred as a result of a number of factors, including the substantial extension of water lines to new areas of the Township, the addition of several major non-residential customers (for example Spartan Steel), and increasing water use by individual households for such uses as sprinkling systems or pools. In 2001, the maximum daily demand exceeded 93% of capacity. In 2006 the Township dedicated an addition to the water plant, a membrane filter treatment plant with a 6.0 MGD capacity.The addition uses an ultra-filtration system (zenon membranes), adding an additional 6 million gallons per day of capacity. Total current capacity is 10 million gallons per day.

SANITARY SEWER

Public sanitary sewer service in the Township is provided through an operating agreement between the City of Monroe and Frenchtown Township. Wastewater collected in the Township is sent to the City's treatment plant located on the Raisin River on the east side of the Monroe.

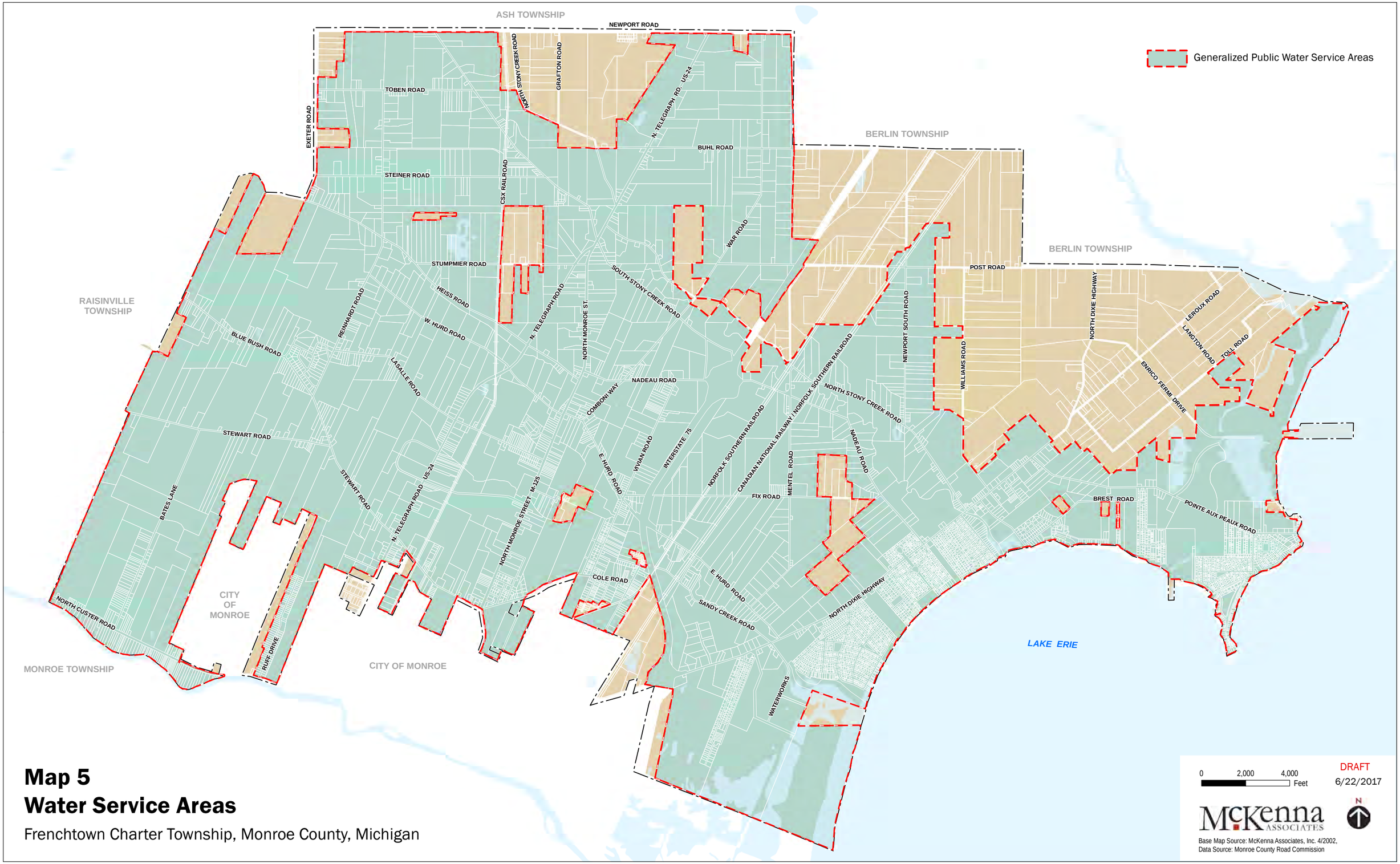
Since the late 1980s, several problems currently exist within the overall wastewater collection and treatment system. As with many older sewer systems, this system has problems with inflow and infiltration (I&I), which simply means that the collection system is not watertight and is subject to overload during storm events. Several studies and projects have been completed that have improved the collection and treatment system capacity. The current treatment capacity at the plant is 45.6 million gallons a day and during a wet weather event flows in excess of that level are diverted to a 7 million gallon equalization basin for storage. However, system-wide flows in excess of 59 million gallons per day have been documented.

Due to size limitations within the collection system and space constraints at the treatment plant adding capacity to the system may be difficult. Other problems in the sanitary sewer collection system have to do with the capacity of the main, trunk and interceptor sewers. In particular, the Mason Run trunk sewer, located along Stewart Road and the Mason Run Drain, experiences surcharge conditions during major storm events, potentially creating a situation which could result in back-up of sewage into basements within the area. This sewer and nearby trunk sewers were designed to service the western areas in the City of Monroe and portions of Frenchtown Township abutting the City. These sewers were

rehabilitated, retrofitted and a backup lift station / forcemain added so as to allow for the system to handle developments to occur further west along Stewart Road in the southwest corner of the Township.

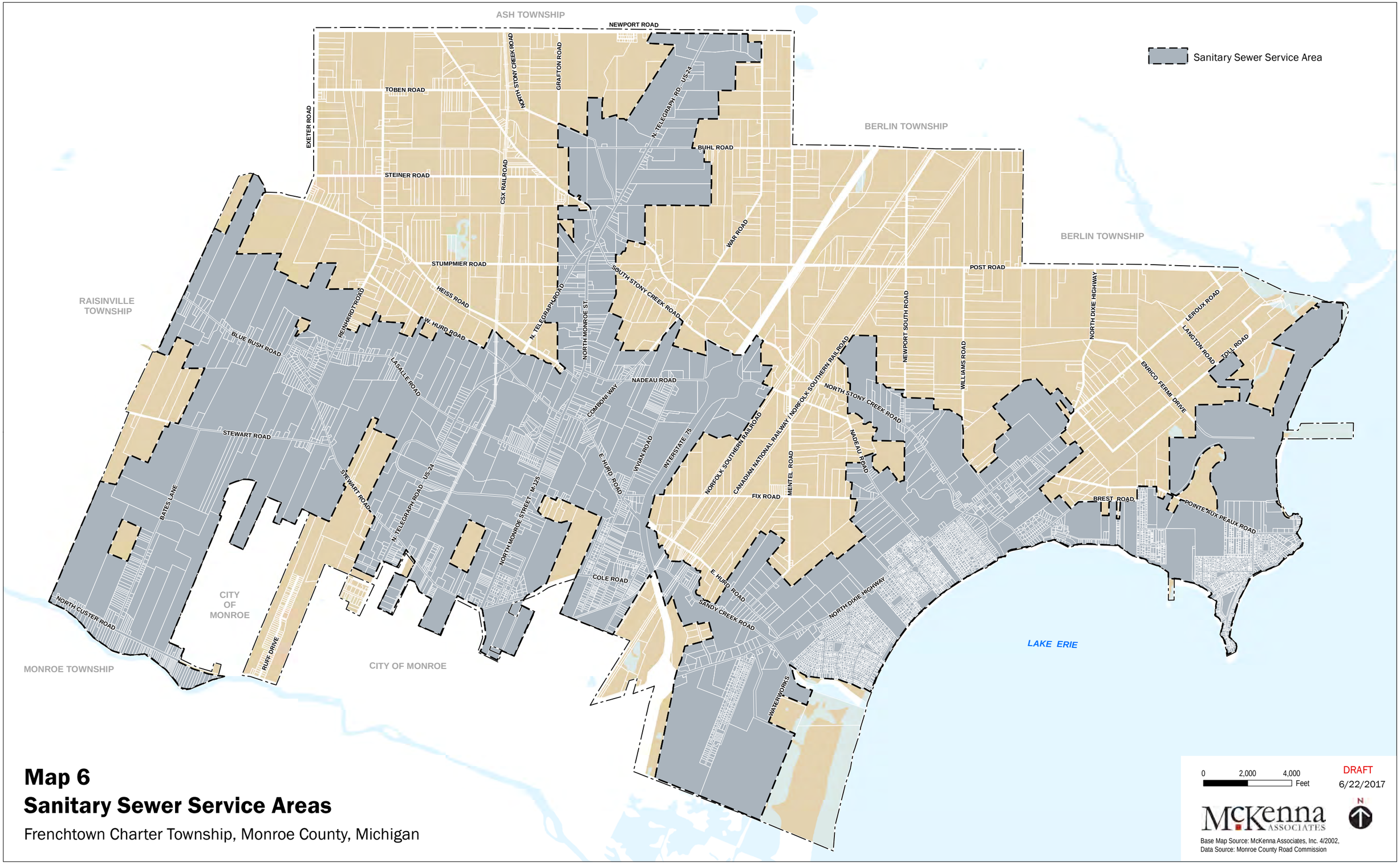
Similar problems have also been reported during heavy storm events at the Sunset pump station, which has also been targeted for upgrades.

The overall best solution to the I&I problem is to maintain ongoing efforts to identify and eliminate sources of storm/clear water I&I, complete collection system improvements to reduce the amount I&I from entering the system to increase the allowable treatment capacity, and continue with footing drain disconnections for eliminating infiltration of clearwater.



Map 5
Water Service Areas

Frenchtown Charter Township, Monroe County, Michigan



Map 6
Sanitary Sewer Service Areas

Frenchtown Charter Township, Monroe County, Michigan

D. Public Facilities

The pride, identity, and desirability of a community are each related in part to the level and quality of public services it can offer, including education, parks and recreation, police and fire services. The responsibility for providing public services to residents of Frenchtown Township is shared by several public entities, including several Monroe County departments, the City of Monroe and Frenchtown Township governments, various State of Michigan agencies, and the Jefferson Public School District. Key determinants of future demand for public services include population, number of households, and types of land uses. With population and land use pressures projected to increase over the next ten years, it is anticipated that public services in Frenchtown Township will have to be expanded.

TOWNSHIP HALL

The Township administration building at 2744 Vivian Road was constructed in 1973 as a 10,000 square-foot, one-story structure. Beginning in 1999, the building was extensively remodeled and expanded by more than 14,000 square-feet of floor area, more than doubling the size of the original building. The building contains Township offices and meeting space for the Township Board.

FIRE PROTECTION

The Frenchtown Township Fire Department currently operates out of four stations, which are listed below in Table 2-2. Station 1 and Station 2 are staffed full time; Station 3 and Station 4 rely on Paid-On-Call (POC) staffing. In the districts with stations not staffed full time, response times are lengthened due to travel distance from the staffed stations and availability of POC to respond. This is of particular concern in the western portion of the Township, serviced by Station 3, where pressure for added development is increasing.

Table 2-2: Frenchtown Township Fire Stations

Fire Station	Address	Year Built
#1	6940 N. Monroe Street	1989
#2	2875 Nadeau Road	1992
#3	2208 Blue Bush Road	1985
#4	6335 Pointe Aux Peaux	1971

Source: Charter Township of Frenchtown

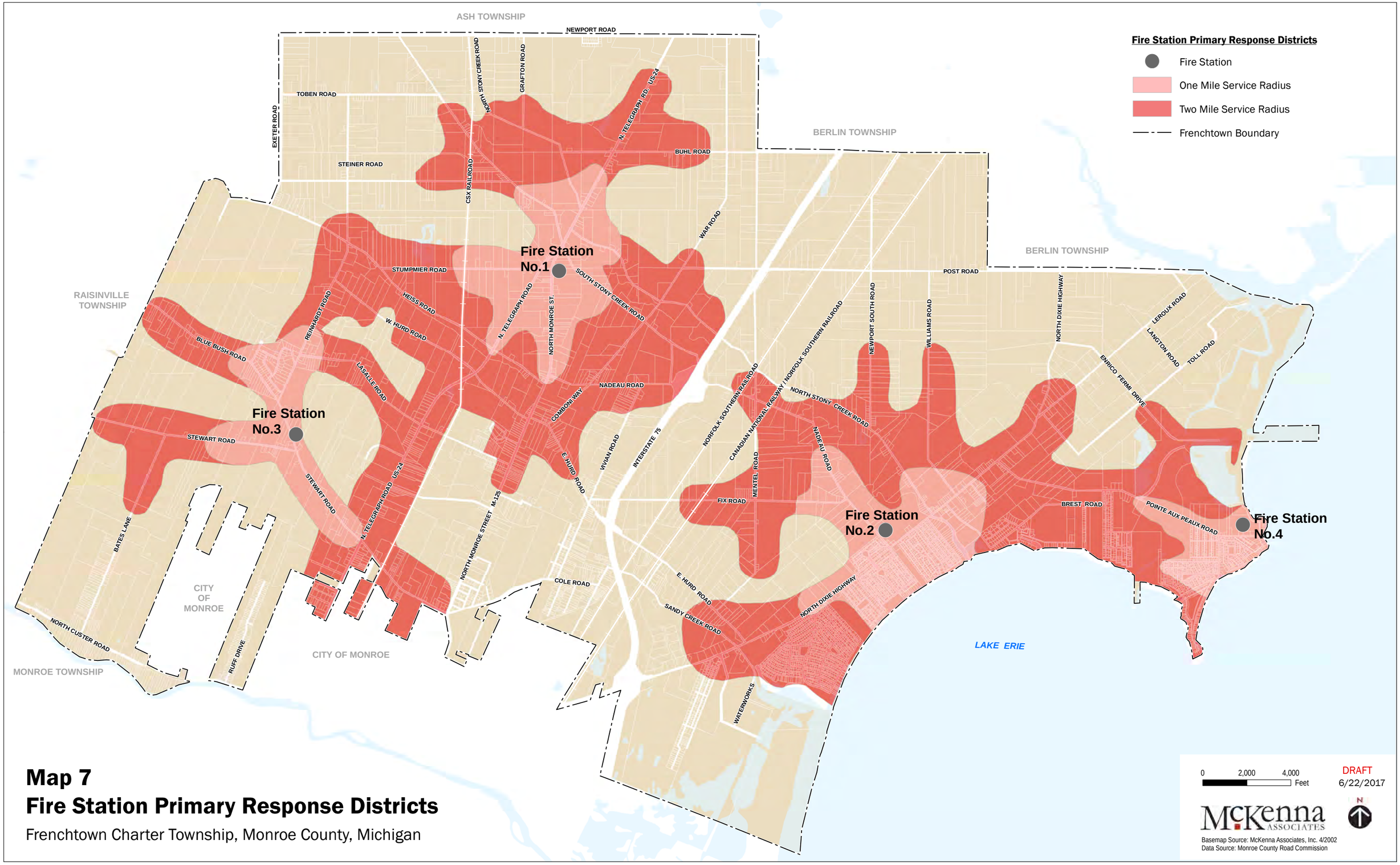
Frenchtown Township has begun an upswing in new home and business development, and this new growth will lead to an escalating need for fire and emergency medical services. These increasing demands will require the addition of fire service personal, including hiring of full time and POC personnel.

Specific areas of likely growth and intensifying development include Dixie Highway near I-75, the Telegraph Road corridor, and the North Monroe corridor.

Future planned improvements to Township fire service include updating and renovations for both Stations 1 and 2, as well as expansion of Station 3 to add living quarters and an additional apparatus bay.

This will allow for additional full-time staffing, which would decrease response times to fire and medical emergencies in the western portion of the Township.

Upgrading enhanced medical response from Basic Life Support to Advanced Life Support would allow the Frenchtown firefighters to utilize their paramedic skill sets to perform life saving interventions upon arrival on scene.



Map 7
Fire Station Primary Response Districts

Frenchtown Charter Township, Monroe County, Michigan

POLICE

The Township provides a substation for Monroe County Sheriff deputies. The Township also contracts with the Sheriff's department for two extra deputies whose principal assignment is in this area. The substation is on Nadeau Road near Dixie Highway. The Resort District Authority also contracts with the Sheriff's Department to provide a Deputy in the beach communities.

Growth of the commercial and multiple-family residential areas of the Township has led to an increasing need for police services. The Sheriff's Office has identified a need for additional contract officers for Frenchtown Township.

LIBRARIES

Three branches of the Monroe County Library System are located in Frenchtown Township (Table 2-3). The Monroe County Library System provides library services at these locations, which are owned by Frenchtown Township and administered by the Frenchtown Library Advisory Board. The branch libraries provide a number of adult and children-focused programs throughout the year, including an adult book club, storytelling and a summer reading program.

Table 2-3: Libraries in Frenchtown Township

Library	Address
Blue Bush Branch	2210 Blue Bush Road
Frenchtown-Dixie Branch	2881 Nadeau Road
Robert A. Vivian Branch	2554 Vivian Road

Source: Charter Township of Frenchtown

POST OFFICES

There is no post office in the Township. Nearby post offices include 210 W. Front Street in the City of Monroe, 8463 Swan Creek Road in Berlin Township, 7580 Mill Street in Maybee, and 12840 Grafton Road in Carleton.

CEMETERIES

There are two small cemeteries in Frenchtown Township, St. Antoine and Calkins (Table 2-4). Primary burial services are provided at cemeteries in the City of Monroe and elsewhere in Monroe County. St. Joseph's Cemetery in the City of Monroe and Roselawn Memorial Park in LaSalle, Michigan are the primary providers of burial services for the Monroe region. Roselawn, located approximately ten miles south of Frenchtown Township, is a large cemetery, with ample undeveloped land reserved for future expansion. St. Joseph's is a smaller, landlocked cemetery with few options for future expansion. Both cemeteries are located south of the Township. As St. Joseph's nears capacity, and with the continued residential growth in the Township, there will likely be a need for a new cemetery in northern Monroe County.

Table 2-4: Cemeteries in Frenchtown Township

Cemetery	Location	Age
St. Antoine Cemetery *(Historic/Inactive)*	N. Custer Road west of DeLafayette Ave	200+ years
Calkins Cemetery	Stoney Creek Road east of Toben Road	150+ years

Source: Charter Township of Frenchtown

EDUCATIONAL FACILITIES

Three Public School districts provide public education services to Frenchtown Township residents: Monroe Public School District, Jefferson Public School District and Airport Community School District. Of these, only the Jefferson Public School District has facilities located in the Township:

- **Jefferson High School, Jefferson Middle School, and Jefferson 5-6 Elementary School** all occupy the same campus on North Stoney Creek Road between Dixie Highway and Newport South Road.
- **Sodt Elementary** is located on Nadeau Road near Dixie Highway.

The district also operates North Elementary, which is located in Berlin Township.

Triumph Academy, a Charter School operated by National Heritage Academies, is located on Vivian Road just north of the Township Hall. The school is tuition-free and serves students from Kindergarten through 8th Grade, but is not part of the Jefferson Public School District.

Lutheran South High School is no longer in operation, but the school building has been considered by several potential operators.

SENIOR CITIZENS CENTER

Frenchtown Senior Citizens, Inc. was incorporated in 1977 as a non-profit agency to provide programs and activities for residents fifty-five (55) years or older. The Frenchtown Recreation Building (2786 Vivian Road) was constructed in 1979 next to the Township Hall in the Civic Center campus. Funding is provided by a number of sources, including a county millage, state grants, Township funding, and community donations. The Center sponsors exercise and social activities, legal services, workshops and day, overnight and extended trips and tours. The center also offers adult day care services to assist caregivers of elderly Township residents.

TOWNSHIP PARKS

Frenchtown Township is served by public parks including eight tot-lots incorporated into individual subdivisions. The major parks include Sterling State Park located on the shore of Lake Erie, which includes nearly 1,000 acres of land. The Township operates three parks directly, one on Nadeau Road at Fix Road, one adjacent to the Township Hall on Vivian Road, and one at Stewart and Blue Bush Roads.

TOWNSHIP RESORT DISTRICT AUTHORITY (RDA)

Historically, the Lake Erie shoreline has been the focal point of recreational activities in Frenchtown Township. The resort district was established in 1986, under the authority of the Resort District Rehabilitation Act (P.A. 59 of 1986), that encompasses the Lake Erie beach neighborhoods from Sunset Boulevard, Detroit Beach, and Woodland Beach northward to Stoney Point Beach and Pointe aux Peaux. This designation permits the Resort District Authority (RDA), a semi-autonomous board made up of two Township Board members, two district residents and a DTE Energy representative (the largest industry), to levy a millage approved by RDA residents for infrastructure improvements, rehabilitation and construction of public facilities. The Resort District is also actively rehabiltating seawalls.

The Authority is responsible for streets, street-lighting and drainage (in conjunction with the Monroe County Drain Commission) in the district. The initial rehabilitation project managed by the Authority involved forty-two miles of paving, six pumping stations and more than eighty miles of storm drains. Issues of concern for the Resort Authority include continuing maintenance of public facilities and cleanliness of the Lake Erie beaches.

JEFFERSON HIGH SCHOOL RECREATION CENTER

Jefferson Public Schools operates a recreation center in Jefferson High School (5707 Williams Road) that is open to members of the public during designated hours. The facility includes racquetball courts, indoor and outdoor tracks, an indoor swimming pool, locker rooms/showers, a weight room and a gymnasium.

ST. MARY'S CATHOLIC CENTRAL/ROSENBROOK FIELD

St. Mary's Catholic Central High School operates Rosenbrook Field, a multi-sport complex on Comboni Way between Hurd Road and Nadeau Road. The facility is used for school activities and is not open to the general public.

E. Land Use Goals

The following pages describe the Township's Land Use goals and objectives. These are the broad policy positions that the Township will follow, using the specific recommendations of the Future Land Use Plan, the Zoning Plan, and the Land Use Action Plan.

Goal 1: Preserve farmland and open space by encouraging growth to happen along the transect model and development to occur adjacent to existing development in a logical, connected pattern.

Objectives:

1. Recognize the essential economic and environmental benefit of preserving prime agricultural land.
2. Strictly enforce the residential densities envisioned in the Master Plan and Zoning Ordinance.
3. Preserve agricultural zoning throughout the Township unless and until property owners request rezoning to a classification specifically envisioned in the Zoning Plan.
4. Design residential neighborhoods to connect to each other in a seamless network of neighborhoods, rather than a series of disconnected subdivisions.
5. Discourage the long, linear neighborhoods that have characterized new development throughout the County.
6. Discourage "leapfrog" development and encourage development to occur adjacent to existing development.
7. Use the Site Plan Approval process to preserve important natural features, such as wetlands, lakefronts, and landmark trees, when new development occurs.
8. Minimize light pollution and preserve dark skies to preserve the rural character of the Township and contribute to the public appreciation of the night sky.
9. Overall, protect the quality of life and health in the Township by considering the impacts of noise and air pollution from intense development. Ensure that development is orderly and concentrated in the areas specifically identified by this plan, rather than haphazard and sprawling throughout the Township.

Goal 2: Develop attractive, vibrant, and economically prosperous commercial districts in the areas envisioned in this plan, maintaining the unqiue identity of each commercial district.

Objectives:

1. Strive for the following identities for the commercial districts in the Township.
    a. Telegraph Road (south of the CSX Overpass): High-quality suburban shopping corridor.
    b. Telegraph Road (north of the CSX Overpass): Quasi-rural retail amenities.

c. North Monroe Street: Gateway to downtown Monroe.

d. Dixie Highway: Nautical and recreational businesses and aesthetics.

e. I-75/Dixie Interchange: Attractive high-intensity gateway, with emphasis on uses complementing Sterling State Park, River Raisin National Battlefield, and the Detroit River National Wildlife Refuge.

f. I-75/Nadeau Interchange: Attractive stop for travellers on I-75, with limited commercial growth to the east or west.

g. Dewey Road (Pointe Aux Peaux): Local retail amenities for the surrounding neighborhood.

2. Encourage access for all modes of transportation to all commercial districts and shopping centers.

3. Require attractive landscaping and signage that reinforces the character of each commercial district.

4. Allow adequate parking without creating a parking-dominated landscape.

5. Carefully plan access drives and service roads to minimize curb cuts on busy thoroughfares and allow cross acess between shopping centers, not only for cars, but for bicycles and pedestrians as well.

Goal 3: Create a network of high-qualty, attractive, connected, and livable residential neighborhoods, following the transect model of high density near existing activity centers and progressively lower density moving out towards farmland and open space.

Objectives:

1. Encourage higher density residential districts near the City of Monroe and near Lake Erie, with lower density neighborhoods in other areas.

2. Require all neighborhoods to have connected internal streets, to facilitate the movement of people, bicycles, and cars through the neighborhood.

3. Require all neighborhoods to connect to thoroughfares and to each other, to create a seamless community, not a series of disconnected subdivisions.

4. Require high-quality neighborhood design for all residential developments, regardless of the unit type or projected price of the housing.

5. Encourage gathering places such as parks, community amenities, and schools to locate within residential neighborhoods to create a sense of place and a walkable or bikeable destination for families.

6. Encourage sidewalks within new neighborhoods, where appropriate.

7. Require street layouts that will not result in odd shaped or leftover areas that serve no particular purpose or are unsuited for future residential development.

8. Encourage new neighborhoods only where infrastructure is sufficient to support them. Do not expand sewer and/or water service or widen roads to support new development while infastructure in other areas is under-utilized.

9. Encourage accessory dwelling units on single family sites where appropriate.

Goal 4: Create mixed-use districts where appropriate to capitalize on the ongoing desirability of walkable neighborhoods and successfully redevelop large sites where the previous use is no longer viable.

Objectives:

1. Work with a developer to create a traditional neighborhood in the "triangle" (bounded by Telegraph, North Monroe, and Heiss), including a variety of housing types, with neighborhood commercial uses along the thoroughfares.

2. Work with the owners of large redevelopment sites to re-imagine the sites as mixed-use districts, including residential units (of various types), office space, retail, and a community gathering place.

3. Work closely with the property owners of major redevelopment sites, and others as they may arise, to develop a redevelopment scenario in accordance with the vision of this plan:

4. Work to ensure that the redevelopment sites become productive and attractive aspects of the community as soon as possible after the previous use ceases.

Goal 5: Encourage industrial development adjacent to existing industry.

Objectives:

1. Direct industrial businesses to existing industrial areas of the Township, including Nadeau Road near I-75, the Frenchtown Business Park, and along the railroad tracks south of Stewart Road (Huber Drive).

2. Allow the scattered industrial businesses in other areas to remain and expand on their present site, but do not encourage new industrial businesses to locate nearby.

3. Require that all new industrial developments comply with sound site planning principals, do not infringe on existing development, and are developed with adequate utilities to meet current and future needs.

Goal 6: Establish a land use pattern and specific site development techniques, which will recognize and build on the significance of Lake Erie.

Objectives:

1. Recognize that the beach and lake are unique natural resources, and regulate the development of the Township - especially the beach communities - accordingly.

2. Establish requirements for architectural and landscape architectural themes related to and normally associated with water, boat areas, etc., along the Dixie Highway corridor.

3. Work with the Michigan Department of Natural Resources concerning the gateway to Sterling State Park.

Goal 7: Promote green energy facilities in appropriate places in the Township.

Objectives:

1. Develop a regulatory framework that encourages residential-scale solar panel installations.

2. Encourage wind energy faciliteis and commercial-scale solar panel installations in locations that meet the following criteria:

   a. Sites that are near long-distance electric transmission lines

   b. Sites that are away from intense development.

   c. Sites that do not conflict with the Township's goal to preserve high-quality farmland.

   d. Sites where setbacks from roadways can be maintained, to preserve rural character.

   e. Sites where energy storage facilites can maintain setbacks from residential, for safety reasons.

F. Future Land Use Plan

The Future Land Use plan is the guide for the future physical development of the Township. It strives to achieve the community's vision for itself and to achieve the stated goals of the plan in a tangible, physical sense. The Future Land Use Map sets forth recommendations for continued use, new development, and reuse of land in the Township over the next two to three decades. The Future Land Use Map is a link between what exists and what Township leaders and citizens would like to have. The land use designations on the Map are a result of deliberations involving the residents, Planning Commission, Township Board, Township staff, and the Township Planner.

The Future Land Use map is based on the planning concept of the "transect" – that communities should naturally flow gradually from areas of high density and high intensity to more rural and tranquil areas. In Frenchtown, the major density centers are:

- Immediately adjacent to the City of Monroe, where the Township should be a continuation of the City's development pattern and density, and also where large retailers and employers should be located.

- Along the Lake Erie waterfront, where the historic beach communities feature dense neighborhoods and retail along Dixie Highway, and where the DTE Fermi nuclear power plant is located.

Land uses gradually decrease in density and intensity from those two areas, culminating in a very rural and agricultural vision for the north and northwest portions of the Township.

On a more specific basis, land uses are planned around infrastructure such as major roads, water, and sewer, as well as existing developments.

The Master Plan and Future Land Use Map together provide a flexible guide to promote informed, intelligent, well-organized public and private action for the betterment of the community. The land use designations on the map are generalized; they are not intended to be site specific or to follow specific property lines. Although the Master Plan and Future Land Use Map form the basis for the zoning Ordinance and other rigid legal controls, the Plan and Map are intended to be flexible policy documents and decision-making guides.

AGRICULTURAL AREAS

Agriculture provided the economic base upon which Frenchtown Township was built. It still plays an important role in the economy, occupying over 55% of the total land area of the Township. Most of the land used for farming is located on prime agricultural soils. County-wide, agriculture is a $200 million industry.

Much of the Future Land Use map envisions development on land that is currently agricultural (or otherwise undeveloped). However, this plan envisions the protection of agriculture in broad swaths of the northern part of the Township. Rezoning any of that land to a category that encourages intensive development is highly discouraged in order to protect the agricultural output and natural beauty of the northern portion of Frenchtown.

Residential densities should remain below one unit per 1.5 acres, although densities as high as one unit per acre may be permitted on land served by public sewer. However, this plan specifically discourages the creation of new subdivisions or neighborhoods, even within the permitted density levels. Housing should only be built fronting existing roads.

The Township should also cooperate with the County's Purchase of Development Rights program where appropriate.

RESIDENTIAL AREAS

The Future Land Use Map identifies seven residential land use classifications which provide for a range of housing types, densities, and neighborhood styles. A description of these residential land use classifications follows.

Rural Residential (One Unit or Less Per Acre)
The areas designated as Rural Residential are intended for low-density single-family type developments with high quality housing in attractive settings, enhanced by the attractive rural landscape. Housing in these areas would be developed at a density of no more than 1.0 dwelling units per acre or less with the option of increasing the density to a maximum of 1.1 dwelling units per acre with an approved Open Space Plan, which permanently preserves 50% of the proposed development.

Rural Residential neighborhoods should strive to preserve the natural landscape to the greatest extent possible, with homes scattered in amongst trees, streams, wetlands, and other natural features. At the same time, connectivity should be a priority, with a network of connected streets featuring sidewalks or bike paths. Walking paths through the natural portions of the neighborhood are also encouraged.

The neighborhood streets should connect to all nearby thoroughfares, preferably more than once. Stub streets at the edge of the neighborhood should be included to create connections to future development.

Low Density Residential (Two Units or Less Per Acre)
Low Density Residential neighborhoods should have similar characteristics to Rural Residential, but may include up to two acres per unit. Natural features should be preserved within the neighborhood, with homes, roads, and amenities located in such a way to protect wetlands, woodlands, and bodies of water. The neighborhood should feature a connected network of streets with sidewalks, and may also feature walking and biking paths through the natural areas. The street network should connect to all nearby thoroughfares, preferably more than once, and stub streets should be included for connections to future development. Efforts should also be made to connect new neighborhoods to existing adjacent neighborhoods.

Low-Medium Density Residential (3 Units Per Acre)
Low-Medium Density Residential neighborhoods should have more urban characteristics than Low Density or Rural Residential neighborhoods, while still maintaining a relatively low density and protecting natural features. Important natural features such as wetlands and water bodies should be preserved in park-like settings within the neighborhood. The neighborhood should feature a connected, or even gridded, network of streets with sidewalks. Cul-de-sacs are discouraged unless made necessary by natural features. The street network should connect to all nearby thoroughfares at least twice, and several stub streets should be included for connections to future development. Every effort should also be made to connect new neighborhoods to existing adjacent neighborhoods in as many places as possible.

Medium Density Residential (4-6 Units Per Acre)
Medium Density Residential neighborhoods should strive to reflect the design of the existing neighborhoods in the beach communities and near the City of Monroe. They should not be lower in density than 4 units per acre, and not higher than 6 units per acre. The housing stock should be high quality, with durable materials on all faces. Front porches are encouraged. Garages should not extend in front of the front façade of the house, and preferably should be behind the home, or even fronting on an alley.

Neighborhoods should center on a park or other gathering place such as a library or school. Neighborhoods are encouraged to develop surrounding existing parks and gathering places.

The neighborhood should be built around natural features such as wetlands and water bodies, and their surroundings should be preserved as parks or nature preserves within an overall framework of dense development. The neighborhood should feature a connected network of streets with sidewalks, in a grid to the extent possible. Cul-de-sacs are highly discouraged and should not be permitted unless physical features, existing infrastructure, or legal impediments require them. The street network should connect to all nearby thoroughfares as often as possible, and every street that reaches the edges of the neighborhood shall be a stub street to connect to future development. Efforts should also be made to connect new neighborhoods to existing adjacent neighborhoods in as many places as possible.

Accessory dwelling units are most appropriate in the Medium Density Residential area, although they could also be built in other density classifications. Accessory dwelling units should generally be encouraged, but they should also be regulated to ensure they do not inadvertantly become duplexes.

Waterfront Residential
The historic beach communities are unique residential districts, which require their own Future Land Use category. They are the most dense single-family neighborhoods, with lot widths in the waterfront subdivisions ranging from 40 feet to 100 feet, and densities as high as six units per acre, despite empty lots remaining throughout the neighborhoods. The minimum lot size in the zoning ordinance is 6,000 square feet, meaning that if the buildable vacant lots are built out, densities could reach over seven units per acre.

In general, the vision for the waterfront neighborhoods is to retain their existing character, while improving the quality of the housing stock and improving access to Lake Erie. Zoning regulations that create non-conformities should be amended to encourage investment in the homes, and the Township should encourage infill building on vacant lots that are large enough to support modern houses.

Multiple Family (High Density)
Multiple-family (high density) housing may include single family attached condominiums, townhouses, and multiple-family apartments. Multiple-family housing should be located near retail, parks, libraries, schools, and other amenities, preferably with a safe and easy walking or biking path to those amenities.

Multiple-family complexes should be designed in a similar fashion to single-family neighborhoods. Important natural features such as wetlands and water bodies should be preserved in park-like settings within the neighborhood. Community amenities, such as recreation centers, playgrounds, and swimming pools, should be located in central, easy-to-access places, with clear, safe, and attractive walking routes to and from the residential units.

The complex should feature a connected, or even gridded, network of streets with sidewalks. “Garden Courts,” where buildings surround a communal green space, are recommended in lieu of cul-de-sacs. Parking areas should be convenient to units, but should be located on the edges of the complex in order to create a more useful focal point, such as green space, in the center. The street network should connect to all nearby thoroughfares as often as possible, and several stub streets should be included for connections to future development. Efforts should also be made to connect new complexes to existing adjacent neighborhoods in as many places as practical.

Multiple-family complexes need not be screened or buffered from single family neighborhoods, although privacy of all residents should be considered in site design and landscaping.

Mobile Home Parks
Mobile home parks should be permitted in the areas shown on the Future Land Use Map, which allows some expansion of the existing parks, but does not provide for any new mobile home communities. Mobile home park design should follow the guidelines described for Multiple Family Residential, above.

COMMERCIAL, OFFICE, AND MIXED USE AREAS

Commercial, office, and mixed land uses are planned for the following parts of the Township, each with their own specific character:

- The Mall of Monroe
- The Telegraph Corridor south of the CSX Railroad Overpass
- The Telegraph Corridor north of the North Monroe split
- The North Monroe Corridor
- The Dixie Highway Corridor
- The I-75/Dixie Highway Interchange
- The I-75/Nadeau Road Interchange
- Stewart Road between Telegraph and North Monroe
- Local Commercial Uses in the beach communities in the Pointe Aux Peaux area.

The Mall of Monroe
The Mall of Monroe is designated as "Mixed Use" on the Future Land Use plan. As long as the mall remains operational, it should be treated as a desirable use.

However, if the mall needs to be redeveloped, the Township envisions a mixed-use redevelopment that would serve as a gathering place and "downtown" for the Township, potentially including retail, offices, and housing. The redevelopment could make use of the existing mall, but likely will not. The redeveloped site should have a connected street pattern that encourages entry to the site from North Monroe, Telegraph, and Mall Road. It should also have a central focal point, such as a "town square", to attract people to gather. Above all, it should have a clear sense of place that allows it to re-invigorate the site as a center of activity in Greater Monroe, the way the mall once did.

The redevelopment could include land outside of the Mall of Monroe property as well, stretching south as far as the medical campus and La-Z-Boy headquarters on Stewart Road, and as far north as LaSalle Road.

The residential neighborhood should be developed with a variety of housing types, including townhouses, small apartment buildings, garden cottages, and conventional single family homes. Homes should line a connected grid of streets, with several connections to Telegraph, N. Monroe, Stewart, and LaSalle, to avoid bottlenecking traffic and to give residents easy access to amenities along those corridors.

Mall Road itself could be redesigned as a more pedestrian-friendly corridor, lined with retail and amenities and easily accessible by foot, bike, or car.

Within the residential portions of the development, roads should be narrow, to discourage high-speed cut-through traffic, and should be lined with trees. All streets should have sidewalks. Garages should be placed in the rear of the lot, making walkable streets and promoting interaction between neighbors.

At various key points in the new neighborhood there should be a park or other community feature, such as a school or library branch. This would give each part of the neighborhood a focal point and gathering place, but one that is compatible with the overall residential nature.

Telegraph Corridor (South of the CSX Railroad Overpass)
Telegraph Road in Frenchtown Township is Monroe County's premier retail destination, with large national retailers (Wal-Mart, Meijer, Lowe's), popular restaurants, and a long list of well-regarded stores. The corridor attracts shoppers from around the county and region.

The vision for the Telegraph Corridor (south of the CSX Railroad Overpass) is to make it a high-image suburban shopping strip, with well-maintained landscaping, attractive signage, quality architecture and building materials, and well-designed access management. Incompatible uses should be phased out to create a continuous commercial environment of offices and retail.

Although the Telegraph Corridor is designed to be auto-oriented, considerations should be made for other modes of transportation. Sidewalks and bike paths should be constructed as envisioned in the Future Transportation Plan, and transit stops for Lake Erie Transit buses should be included in all large-scale shopping centers. Additionally, parking lots and access drives should be designed to be safe for pedestrians, with sidewalks, crosswalks, benches, trash cans, bike racks, bus shelters, and refuge islands placed strategically throughout shopping center sites.

Telegraph Corridor (North of the CSX Railroad Overpass)
North of the North Monroe split, Telegraph Road takes on a more rural character, with commercial uses scattered at irregular intervals along the corridor. It is the intent of this plan for the corridor to retain that character. The existing commercial uses should be encouraged to remain in place, and new commercial uses can be built along the east side of the road, but the non-commercial uses along the corridor (residential, mobile home parks, industrial, etc.) should not be discouraged or considered undesirable. The west side of the road, which has very few commercial uses, should be retained for residential or the preservation of the rural character.

North Monroe Corridor
The North Monroe Corridor is the gateway to Downtown Monroe from the north. It does not currently have the same density or reputation as a retail corridor compared to Telegraph, but that should allow it to create its own identity as it develops. North Monroe should have smaller setbacks, taller buildings, lower-intensity retail, and a more pedestrian-oriented environment than Telegraph, in order to create a seamless transition to the density and historic character of Downtown Monroe.

Decorative light poles and streetscaping should be constructed, as well as sidewalks, benches, trash cans, and other pedestrian-friendly amenities. Parking lots should be separated from the sidewalk by a low wall or landscaping, and all buildings should have a clear path from the front door to the sidewalk.

Dixie Highway Corridor
Dixie Highway is a unique corridor in the region because of its proximity to Lake Erie and the beachfront communities. For this reason, the Township is already implementing its plan for the corridor to have a “nautical theme” with regard to architecture, signage, and landscaping. The Township Zoning Ordinance should be updated to include more stringent requirements in that regard.

This plan continues that vision, expanding it to include not only architecture, but uses as well. Special opportunities exist along North Dixie Highway to develop water-oriented commercial facilities. Dixie’s potential as a recreational corridor should also not be overlooked. Bike lanes have been installed for much of the corridor, and uses and designs should be encouraged to attract passing cyclists and other visitors to lakefront destinations such as Sterling State Park. Entrances to the beach communities, especially Detroit Beach, should be focal points of the corridor, with a cluster of neighborhood retail.

Site designs on Dixie should be respectful of the existing high-density residential beach communities along the lake, including designing landscaping, buffering, access, and parking lot locations to reduce negative impacts and improve accessibility for nearby residents to the retail establishments.

I-75/Dixie Highway Interchange
The I-75 interchange has a different character than the rest of the corridor. Because of the level of truck traffic, the Frenchtown Business Park, and the freeway interchange, the commercial uses along this stretch are more intense. The vision for the interchange area is for it to become an attractive gateway to Frenchtown, Sterling State Park, and the City of Monroe, with high-quality businesses, attractive landscaping and streetscape, clear wayfinding signage, and a welcoming atmosphere.

I-75/Nadeau Road Interchange
The Nadeau Road interchange is planned for lower intensity commercial uses. A Pilot truck stop exists on the southwest corner and a Love's truck stop was approved by Consent Judgment in 2016. Commercial expansion in the area should be limited to sites immediately adjacent to Love's or Pilot. The land at the northwest corner of the interchange should be developed with residential unless adequate access can be built to Nadeau Road, in which case commercial development would be appropriate (see "Areas with Multiple Classifications" below).

Stewart Road
Stewart Road between Telegraph and North Monroe has become a major office center for the Greater Monroe region, including the recently constructed La-Z-Boy Headquaters (which is in the City of Monroe) and the Promedica medical complex. This office character is proposed to remain in place and expand, with new employers encouraged to locate on the corridor. This corridor can and should connect seamlessly to any redevelopment of the Mall of Monroe.

Sidewalks should be built along the entire stretch from Telegraph to North Monroe, as envisioned by the Future Transportation Plan. Office buildings should be built with an attractive street-facing frontage, and a clear pedestrian path to the entrance. Multiple-building complexes (like Promedica) should be built with pedestrian circulation in mind, with a connected network of walkways and streets, and with a central gathering place such as a small park. They should also connect with Stewart Road in multiple places and should have several ouward-facing buildings to make the Stewart corridor part of the complex rather than a mere bypass road.

Neighborhood Commercial Uses (Pointe Aux Peaux)
Dewey Road in the Pointe Aux Peaux area has several commercial uses that are important amenities for the residents of that neighborhood, who live several miles from the nearest large-scale shopping area. This plan envisions those commercial uses remaining in place, and also allows for limited new commercial development, as designated on the Future Land Use Map.

INDUSTRIAL AREAS AND UTILITIES

This plan envisions that industrial development will take place adjacent to areas where industry already exists, including the following:

- The Frenchtown Business Park on Dixie Highway near I-75.
- Nadeau Road east of I-75.
- Huber Drive, south of Stewart Road

In addition, the Meijer Distribution Center at the north end of the Township is planned to remain in place and expand as necessary within its current site. Existing industrial uses on Telegraph near Buhl Road are also planned to remain, but not to expand onto adjacent property.

The DTE Fermi II nuclear power plant and associate ITC substations and power corridors are planned to remain in place and expand within their current sites as necessary to maintain them as crucial infrastructure and economic drivers for the region.

RECREATIONAL AREAS, PUBLIC FACILITIES, AND MARINAS

Existing recreational and public facilities that are envisioned to remain in place are designated on the Future Land Use map. In the event that these facilities close and redevelopment becomes necessary, the redevelopment should be consistent with the adjacent Future Land Use categories.

The Brest Bay Marina is identified specifically on the Future Land Use map, and is envisioned to remain in place. In the event that it closes and needs to be redeveloped, a residential development that makes use of the marina infastructure would be appropriate.

The plan identifies Stoney Creek as a potential route for a "linear park." The Township should seek easements from property owners to build a trail along the creek from Brest Bay to I-75 and beyond, and should endeavor to keep the area immediately surrounding the creek as natural as possible to support the linear park plan.

AREAS WITH MULTIPLE CLASSIFICATIONS

The Future Land Use Map designates the following areas with multiple classifications to indicate a nuanced or conditional vision.

- The site at the northwest corner of the **I-75/Nadeau Road interchange** is designated as both Low-Density Residential and Commercial. It is the intent of this plan that any development on that site be residential, unless adequate access to Nadeau Road can be constructed, in which case commercial development would be appropriate.

- The **Monroe Country Club** is designated as both Medium Density Residential and Recreation/Public. While the Country Club is a valued community asset, its owners may decide to redevelop parts of it in the future. This plan envisions that any redevelopment would include residential neighborhoods that match the character of the surrounding areas.

- The **Frenchtown Business Park** is designated as both Commercial and Industrial to reflect the PUD approval for that site that allows a broad range of business uses. However, future development in the park should be designed to reduce truck traffic.

- The **River Raisin Golf Course** is designated as Commercial/Office. The Golf Course is planned to remain as long as it remains viable, but in the event it sells, the Township's vision is an employment center with retail fronting Dixie Highway and office uses further south. The far south end of the site, which is characterized by wetlands, should remain in a natural or park-like state, except for a trail connection to the River Raisin Heritage Trail. At the time of this plan, a PUD had been approved for Promedica to build a new Monroe Regional Hospital on this site. The PUD required that many of the goals listed above be met as part of the development.

- The **former Nike Base** near Telegraph and Newport Roads is designated as Agricultural and Industrial. It is generally the intent of this plan for that area to remain rural in character, but in the event of a large-scale development plan that would not negatively impact the surrounding area and would have a positive impact on the Township's employment and tax bases, a rezoning

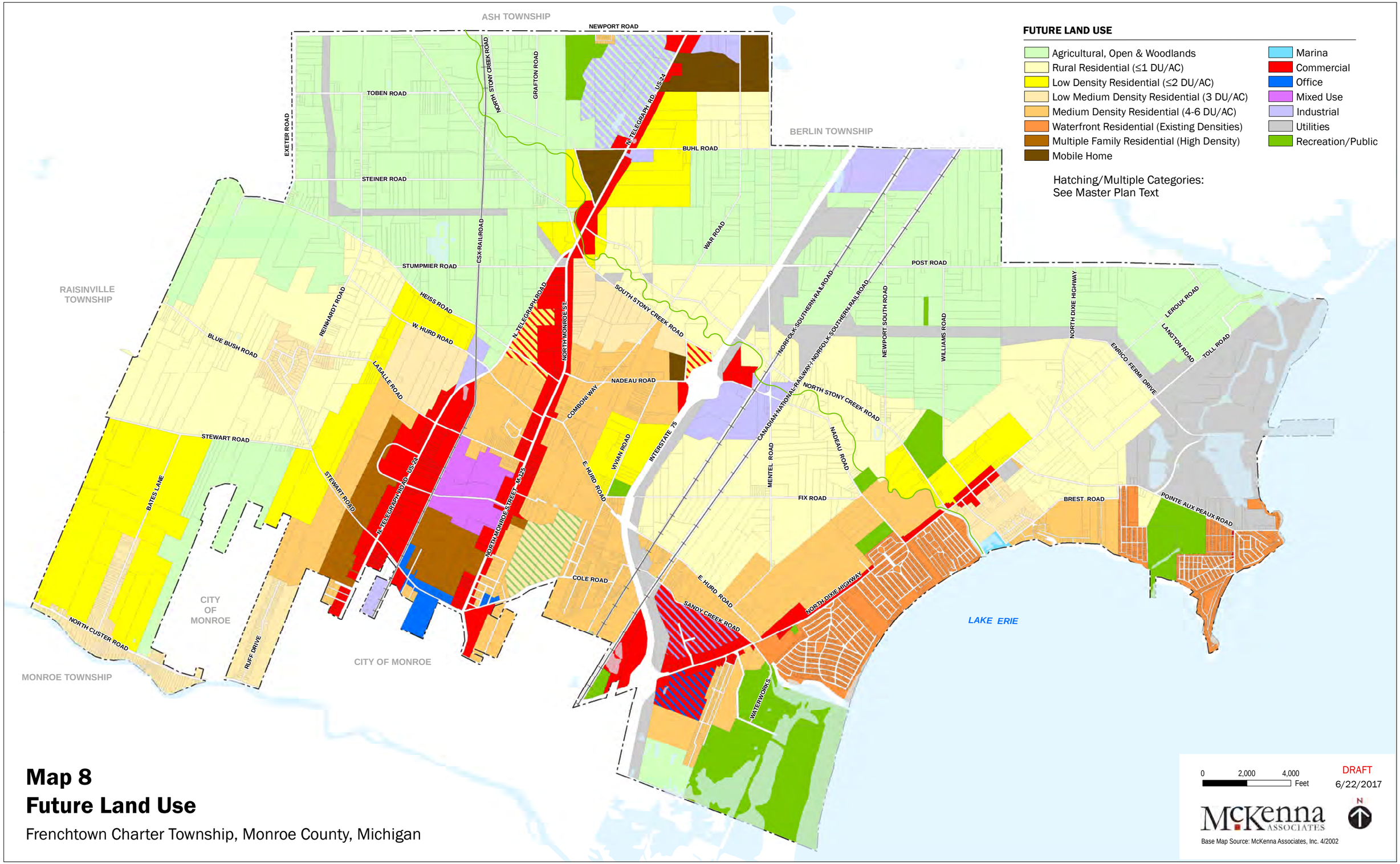
to a more intensive category may be appropriate. However, for any rezoning, PUD, or conditional rezoning to be approved, one of the following must be true:

- The infrastructure and public services in the area are sufficient for the development OR
- The proposed user will pay for all necessary infrastructure and public service improvements

Overall, it is the intent of this plan that any development on the Nike site have a positive net fiscal impact for the Township. In the absence of that assurance, the site should remain undeveloped.

- **The Triangle** is the area bounded by Telegraph Road, North Monroe Street, and Heiss Road, which is designated partially as Commercial and partially as a hatch of Low-Density Residential and Commercial on the Future Land Use map. If the planned re-alignment of Nadeau and Heiss Roads comes to fruition, then the Triangle could become a major commercial intersection, where the Township's major north-south and east-west roads come together.

  However, in its present configuration, The Triangle lacks the infrastructure to be heavily developed, and should retain its quasi-rural character, with commercial uses along North Monroe Street and Telegraph Road where feasible and low density residential along other corridors and in the interior of the "Triangle."



Map 8
Future Land Use

Frenchtown Charter Township, Monroe County, Michigan

G. Zoning Plan

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 Township. 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 Township 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 Township. The zoning districts in the Township 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 DIMENSIONAL STANDARDS

There are 20 zoning districts in the Township, 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 Township.

RELATIONSHIP TO THE MASTER PLAN

This Master Plan establishes the vision, goals, objectives, and policies for growth and development in Frenchtown 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 every five years. This section, along with the rest of the Master Plan, is intended to generally guide future changes to the Frenchtown 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.

Table 2-5: Zoning Plan

Master Plan Future Land Use Designation	Zoning District
Agriculture, Open, and Woodlands	A Agricultural
Rural Residential	R-1-E Single Family Residential
Low Density Residential	R-1-D Single Family Residential
Low Medium Density Residential	R-1-A Single Family Residential
Medium Density Residential	R-1-B Single Family Residential R-1-C Single Family Residential
Waterfront Residential	R-1-R Single Family Residential
Multiple Family Residential	R-3-A Multiple Family Residential R-3-B Multiple Family Residential
Mobile Home	R-M-H Mobile Home Park
Marina	L-E-M Lake Erie Marina
Commercial	C-1 Local Commercial C-2 General Commercial C-3 Highway Commercial
Office	R-1-O Restricted Office OS Office Service
Industrial	LM Light Manufacturing GM General Manufacturing
Utilities	PS Public Service
Recreation/Public	PS Public Service
Mixed Use	*Achieve Desired Development Character Through PUD Process*

RECOMMENDED CHANGES TO ZONING ORDINANCE

It is the intent of the Township to undertake a full update of the Zoning Ordinance. This plan recommends that this process include the following tasks:

- Simplify the Ordinance, including the following:
  - Use tables and charts as appropriate to reduce the amount of text.
  - Reduce the number of standards for specific uses, instead making standards consistent throughout zoning districts.
  - Consolidate general regulations (fences, accessory buildings, etc.) into a single chapter where they can be easily located.
- Revise the R-1-R district to reduce the number of non-conformities in the beach communities.

- Review the Commercial districts (C-1, C-2, and C-3) to ensure that the uses permitted in each one are logical and easy to understand.
- Reduce the number of commercial uses permitted only by Special Use and allow more commercial uses to be permitted by right.
- Review the locations zoned C-1, C-2, and C-3 on the zoning map to ensure that the development character permitted reflects the character envisioned for each commercial area in this plan.
- Require a sidewalk or bike path to be installed in front of any new developments within the corridors identified on the Future Non-Motorized Transportation Plan.
- Review the definitions to ensure all potentially unclear terms are defined and that all definitions reinforce the intent of the ordinance.
- Revise the required street setbacks to reflect the Future Rights-of-Way included in this plan.
- Allow accessory dwelling units, but regulate them so that they do not become duplexes in areas where duplexes are not allowed.
- Review the RUD process and standards to ensure that it is designed to create the types of neighborhoods described in this plan.
- Bring the ordinance into compliance with Federal and State law, especially the Michigan Zoning Enabling Act.

RECOMMENDED CHANGES TO THE ZONING MAP

The Township should continue its policy of keeping land zoned A Agricultural unless the land is proposed to be developed or the property owner otherwise requests a rezoning. Rezoning requests should only be approved if the request is compatible with the table above.

The Township should also revise the zoning of commercial sites after a review of the C-1, C-2, and C-3 districts, to achieve the vision for each commercial area as described in this plan.

H. Land Use Action Plan

This section identifies and describes actions and tools available to implement the Land Use 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
MCRC	Monroe County Road Commission
BO	Business Owners
MDOT	Michigan Department of Transportation
SM	State of Michigan
FCT	Frenchtown Charter Township
RR	Railroads
HO	Home Owners
CM	Community Members
TB	Township Board
SEM	SEMCOG
TS	Township Staff
LET	Lake Erie Transit
PC	Planning Commission
ZOC	Zoning Ordinance Committee
DEV	Developers
NC	Neighboring Communities

FUNDING

Public	Includes public funds from the Township 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.

LAND USE ACTION PLAN

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Re-write the Zoning Ordinance to simplify the regulations and organization of the document, and bring it into compliance with Federal and State law	A	1	TB PC ZOC			●		
Review the R-1-R District to reduce the number of non-conformities in the beach communities	A	1	TB PC ZOC			●		
Review the Commercial districts to ensure that the uses permitted in each one are logical and easy to understand, and that the locations of each district on the map fit the vision articulated by the Master Plan	A	1	TB PC ZOC			●		
Reduce the number of commercial uses permitted only by Special Use and allow more commercial uses to be permitted by right	A	1	TB PC ZOC			●		
Review the definitions in the Zoning Ordinance to ensure that all potentially unclear terms are defined and that all definitions reflect the intent of the Ordinance.	A	1	TB PC ZOC			●		
Review the RUD process and standards to ensure that it is designed to create the type of neighborhoods envisioned by this plan	A	1	TB PC ZOC			●		
Create a Telegraph Corridor Improvement Authority in conjunction with the City of Monroe, Monroe County, and Monroe Charter Township	A	1	TB TS	NC MC	BO	●		●
Work with the property owner to redevelop the River Raisin Golf Course	A	2	TB TS		DEV BO	●	●	
Work with a developer to compile land and create a mixed-use traditional neighborhood in "The Triangle"	B	2	TB PC TS	SOM MC	DEV	●	●	
Monitor the financial condition of the Mall of Monroe and be prepared to be pro-active in its redevelopment if the indoor mall fails	B	3	TB PC TS	SOM MC	DEV	●	●	●
Review and update this plan every five years.	C	3	TB PC		CM	●		

3. Transportation Plan

Land use patterns and transportation systems are inherently interconnected. Proximity to efficient and connected transportation networks is a primary factor in determining where new development occurs. However, the traffic generated from new development often exceeds the capacity of transportation systems and traffic becomes more congested. Traffic congestion is often the largest complaint of residents in growing urban fringe communities such as Frenchtown Township, so it is important for land use planning and transportation planning to be coordinated, and for the transportation system to allow individuals to get around not only by car, but also by walking, bicycle, or public transportation. This section is an analysis of the current transportation system in the Township.

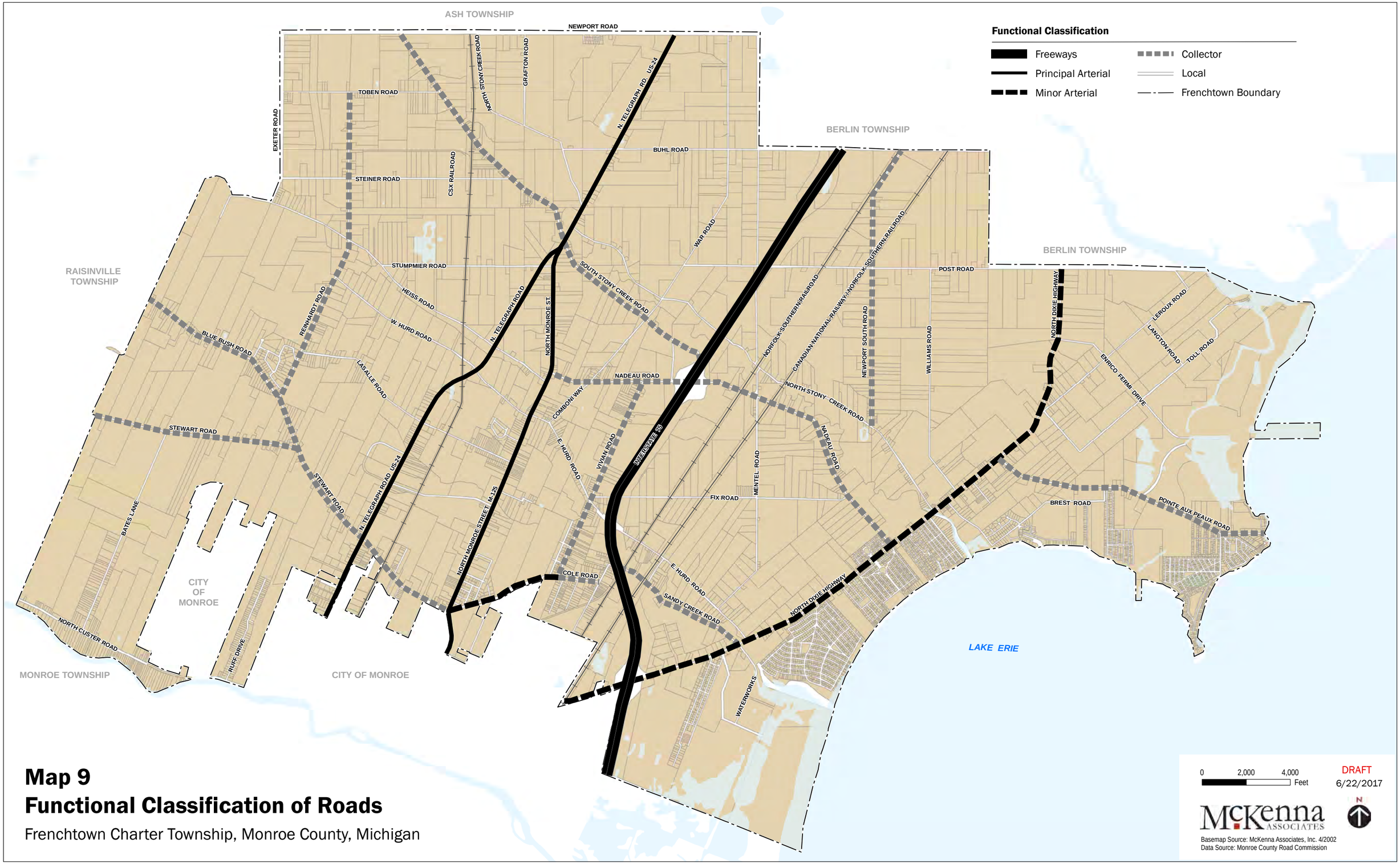
A. Existing Transportation Analysis

The existing road network in the Township is under the jurisdiction of the Monroe County Road Commission and the Michigan Department of Transportation (MDOT). The major roadways that pass through Frenchtown Township are Interstate 75 (I-75), US-24, and M-125. Interstate 75 is the primary north-south link from Detroit to Toledo and extends as far south as Florida, linking the region to other parts of the country. I-75 is a major industrial corridor and has become well known for the manufacturing plants that dot its length. US-24 and M-125 provide local and regional traffic flow between Toledo and Detroit via Monroe County and Wayne County's Downriver communities. In general, the Township's road system includes adequate north-south roadways. There are numerous east-west roads but none traverses the entire width of the Township.

FUNCTIONAL CLASSIFICATION OF ROADWAYS

Regional planning and transportation agencies classify roadways based on their function using the standards in the Highway Functional Classification Concepts, Criteria and Procedures Manual (U.S. Department of Transportation, Federal Highway Administration, 2013), which follow the guidelines of the Federal-Aid Highway Act of 1973 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The manual outlines a system of functional classification of streets for rural areas, small urban areas, and urbanizing areas. Road classifications identify the appropriate type and volume of traffic for each segment of the road network, and establish expectations among residents, Township officials, and transportation engineers for the operational characteristics of each road.

Map 9 identifies the functional classification of the roadways in Frenchtown Township. The various classifications included in the Township's road system are described below. The Township's transportation system includes the road classifications in the tables that follow. Map 10 illustrates available recent traffic volume data for the Township. Following is a discussion of the individual roads within each classification and trends in traffic volume that are evident. The tables include average daily traffic (ADT) counts and their dates. The Monroe County Road Commission, MDOT, and SEMCOG provided the traffic count data.



Map 9
Functional Classification of Roads

Frenchtown Charter Township, Monroe County, Michigan

FREEWAYS

Freeways are designed to handle large volumes of traffic moving at high speeds over long distances. As noted, the principal freeway serving Frenchtown Charter Township is Interstate 75; the segments through the Township carry between 64,000 and 76,000 vehicles per day, including commercial traffic. Interstate 75, which is the primary north-south link from Detroit to Toledo, saw a large increase in traffic between 1996 and 2001, but the 2014 traffic levels are similar to those of 2001 with only a slight increase in total. In 2015 and 2016, MDOT undertook a reconstruction of I-75 through the Township. The project was mainly designed to fix deterioration in the roadway, but some minor capacity improvements were included, such as longer merge lanes at interchanges.

Table 3-1: I-75 Traffic Volumes

Portion of I-75	1996 Average Daily Traffic	2001 Average Daily Traffic	2014 Average Daily Traffic	Percentage Increase (1996-2014)
I-275 to Nadeau Road	66,900	74,100	75,500	12.9
Nadeau Road to N. Dixie Hwy	57,500	66,700	66,800	16.2
N. Dixie Hwy to Southern Township Boundary	34,300	65,700	64,700	88.6

Source: MDOT

Interstate 75 carries a large volume of commercial truck traffic, as it is the primary southern gateway into Metro Detroit and the primary north-south link from Detroit to Toledo. The portions of I-75 within the Township saw a commercial average annual daily traffic count of 22,900 in 2000 and 2001. This count was roughly 15,000-17,000 commerical vehicles from 2002 to 2008. The count was roughly 12,000-14,000 commerical vehicles from 2009 to 2014, most likely due to the economic recession and slower recovery. This count was 19,545 in 2015, indicating increased traffic due to greater economic activity. Truck traffic will continue to increase with the planned opening of the Gordie Howe Bridge between Detroit and Windsor in early 2020s. Noise barriers are needed along the freeway, especially between exits 15 and 18.

Table 3-2: I-75 Truck Traffic Volumes

Portion of I-75	2000 Commercial AADT	2005 Commercial AADT	2010 Commercial AADT	2015 Commercial AADT	Percentage Increase (2000-2015)
Dixie Hwy to Nadeau Road Nadeau Road to I-275	22,900	16,297	12,793	19,545	-14.7

Source: MDOT

PRINCIPAL ARTERIALS

Principal arterial roads and highways serve the major centers of activity, the highest traffic volume corridors, and the longest trips. Principal arterials serve major traffic movements within the Township and region. Telegraph Road (US-24) and North Monroe Street (M-125) south of LaSalle Road serve as a principal arterials for Frenchtown Charter Township. Both US-24 and M-125 saw large traffic increases on their segments between LaSalle/Mall Roads and Stewart Road between 1996 and 2001, which have

remained through 2014. This area is home to the commercial Town Center area of the Township. The segment of US-24 between Stumpmier and LaSalle/Mall Roads saw a large traffic increase between 2001 and 2014. The segment of M-125 between Stumpmier and LaSalle/Mall Roads was analyzed in two segments split at Nadeau Road. The portion between LaSalle/Mall Roads and Nadeau Road has a larger traffic volume, possibly due to traffic from I-75 heading to the commercial Town Center area.

Table 3-3: Telegraph Road and North Monroe Street Traffic Volumes

Roadway	Section	1996 Average Daily Traffic	2001 Average Daily Traffic	2014 Average Daily Traffic	Percentage Increase (1996-2014)
US-24 Telegraph Road	Stumpmier Road to LaSalle/Mall Roads	12,000	12,600	18,600	55.0
US-24 Telegraph Road	LaSalle/Mall Roads to Stewart Road	12,000	23,800	21,200	76.7
M-125 N. Monroe Street	Stumpmier Road to LaSalle/Mall Roads	9,000	9,500	8,700*	-3.3
				13,300**	47.8
M-125 N. Monroe Street	LaSalle/Mall Road to Stewart Road	16,100	22,000	20,000	24.2

Source: MDOT (*Stumpmier Road to Nadeau Road; ** LaSalle/Mall Roads to Nadeau Road)

MINOR ARTERIALS

Minor arterial roads interconnect with the principal arterial system and provide access to destinations of moderate distance with a lower level of traffic mobility. Minor arterial roads place more emphasis on land access than do principal arterials. Minor arterials in Frenchtown Charter Township include North Dixie Highway and Cole Road (Table 3-4). The Cole Road segment between N. Monroe Street and Vivian Road was analyzed in two portions split at Macomb Street. Macomb Street carries traffic into the City of Monroe and has a hospital located on it south of Cole Road. The higher ADT was observed in the portion between N. Monroe Street and Macomb Street, indicating that a significant amount of traffic from the west is heading south rather than continuing on Cole Road.

Table 3-4: Minor Arterial Traffic Volumes

Roadway	Section	1988 Average Daily Traffic	2000 Average Daily Traffic	2009 Average Daily Traffic	Percentage Increase (1988-2009)
N. Dixie Highway	Stoney Creek Road to Nadeau Road	9,323	12,506	8,670	-7.0
N. Dixie Highway	Nadeau Road to Grand Blvd	9,554	10,302	10,580	10.7
N. Dixie Highway	Grand Blvd to Hurd Road	12,610	14,515	11,410	-9.5
Cole Road	N. Monroe Street to Vivian Road	7,030	12,200	10,200*	45.1
				7,415**	5.5

Source: SEMCOG (*N. Monroe Street to Macomb Street: 2008 data; **Macomb Street to Vivian Road: 2012 data)

COLLECTOR ROADS

Collectors provide both access to abutting properties and traffic circulation within residential, commercial, industrial, and agricultural areas. The purpose of a collector road is to collect traffic from the Township and channel it to the arterial system. The existing collector roads in the Township are: Blue Bush Road, Nadeau Road, Newport Road, Pointe Aux Peaux Road, Reinhardt Road, Sandy Creek Road, South Stoney Creek Road, Stewart Road, and Vivian Road. The figures in Table 3-5 reflect significant increases in ADT on most collector road segments since the previous Master Plan update. The most significant change in ADT was on Vivian Road, which saw increases of 11% and 116% on two segments respectively. Vivian Road is located near I-75 and also serves the Township offices.

Table 3-5: Collector Road Traffic Volumes

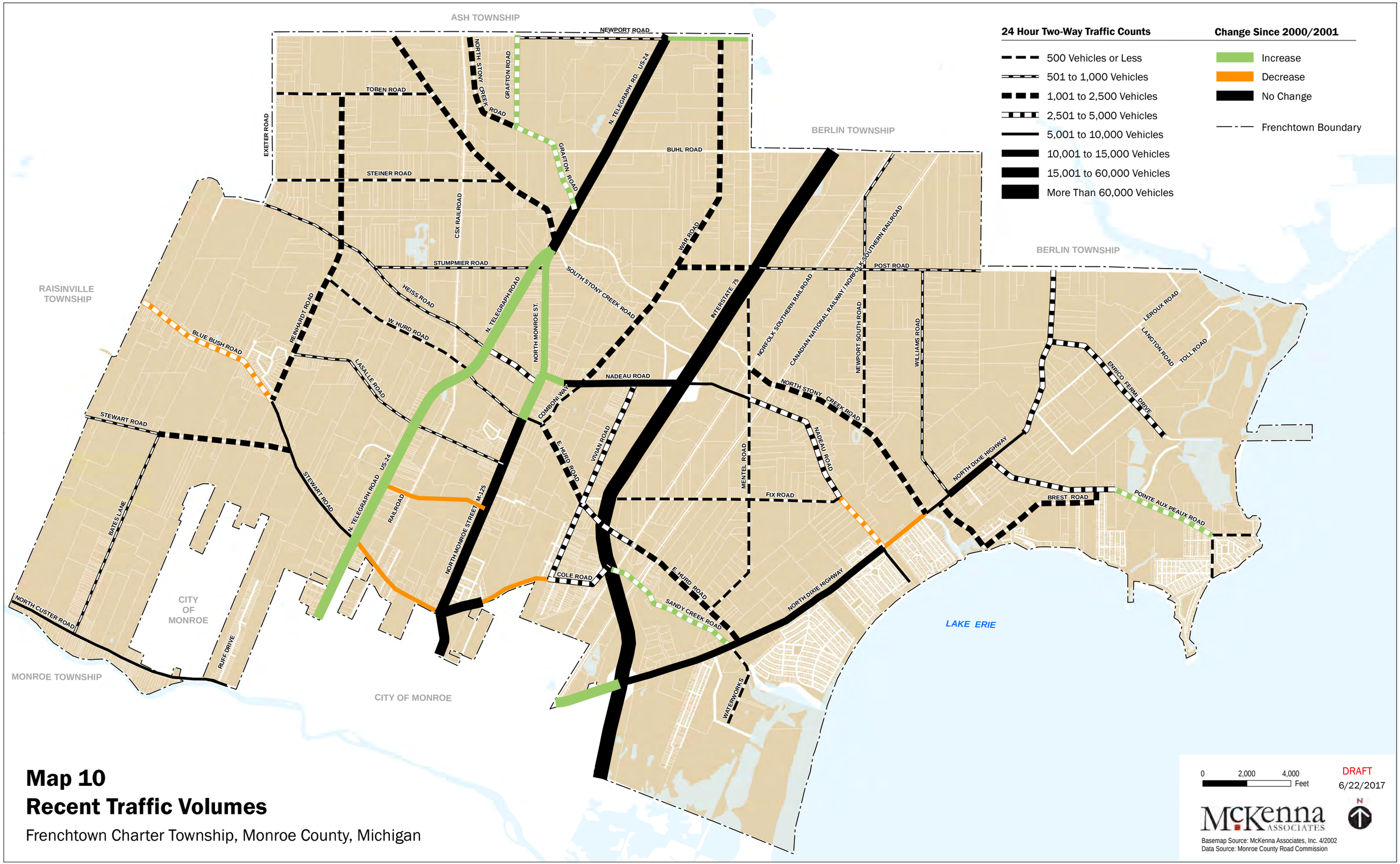
Roadway	Section	1988 Average Daily Traffic	2000 Average Daily Traffic	2009 Average Daily Traffic	Percentage Increase (1988-2009)
Stewart Road	Blue Bush Road to Telegraph Road	5,182	7,202	6,840	32.0
Stewart Road	Telegraph Road to N. Monroe Street	12,330	14,590	8,160*	-33.8
Vivian Road	Cole Road to Hurd Road	3,500	4,199	3,896**	11.3
Vivian Road	Hurd Road to Nadeau Road	1,665	3,173	3,598**	116.1

Source: SEMCOG (*2010 Data, **2012 Data)

COUNTY ROAD IMPROVEMENTS

The basic source of revenue for road maintenance and improvements is the gas and weight tax collected by the State through Act 51. Most of these funds are collected through gas/diesel fuel purchases and vehicle registration fees. MDOT is ultimately responsible for routine maintenance on all state highways. MDOT contracts with the Monroe County Road Commission to maintain the state highways located in Monroe County. The Road Commission currently inventories the capacity and classification schedules of all roads and conducts maintenance and reconstruction based on these characteristics.

Most of the Monroe County Road Commission road improvement projects involve basic repairs and maintenance including paving, patching, sealing, and drainage improvements. Very few projects involve adding capacity to the roadway system or providing for greater connectivity. No capacity or connectivity projects are planned in the Township as of 2016, with the Monroe County Road Commission limiting their work to maintenance on several primary and local County roads. However, the Future Automobile Transportation Plan describes the Township's "wish list" for road improvements, as well as the Future Rights-of-Way that the Township reserves for increased capacity through its zoning power ("Street Setback" requirements). The Township also budgets $750,000 - $1,000,000 per year for road improvements, which could be used to implement this plan.



Map 10
Recent Traffic Volumes

Frenchtown Charter Township, Monroe County, Michigan

WALKING AND BIKING

The map on the following page shows the existing sidewalks, paths, and other non-motorized infrastructure in Frenchtown Township. The existing sidewalks are mostly located in new subdivisions and other new developments, as the main roads in the Township do not have a sidewalk system, and Frenchtown only recently began to require sidewalk in new residential developments. However, a number of thoroughfares do have paved shoulders, allowing for safe bicycling. Unfortunately, the paved shoulders are, in some areas, disconnected from each other and do not form a coherent network.

The public input survey for the Master Plan revealed that many residents are concerned about the ability and safety of people walking and biking around the Township. Additions to the non-motorized infrastructure should be considered as opportunities arise, especially during the reconstruction of roadways, to provide non-motorized access to major destinations and create a more connected system. Planned improvements to the waking and biking infrastructure of the Township are included in the Future Transportation Plan.

PUBLIC TRANSPORTATION

Lake Erie Transit (LET) was established in 1975 to provide transportation service to the residents of Monroe County with special attention to senior citizens and physically challenged residents of the County. Fix route service is provided in Frenchtown on the following routes:

- **Route 5 (Telegraph)** inbound runs north from LET's Telegraph Station at Telegraph and Fredericks, then goes east on Mall Road to North Monroe Street, and then heads south to downtown Monroe. Outbound follows the same route in the opposite direction. Service is provided approximately every 40 minutes between 7 AM and 6 PM Monday-Friday and between 10 AM and 5 PM on Saturdays.

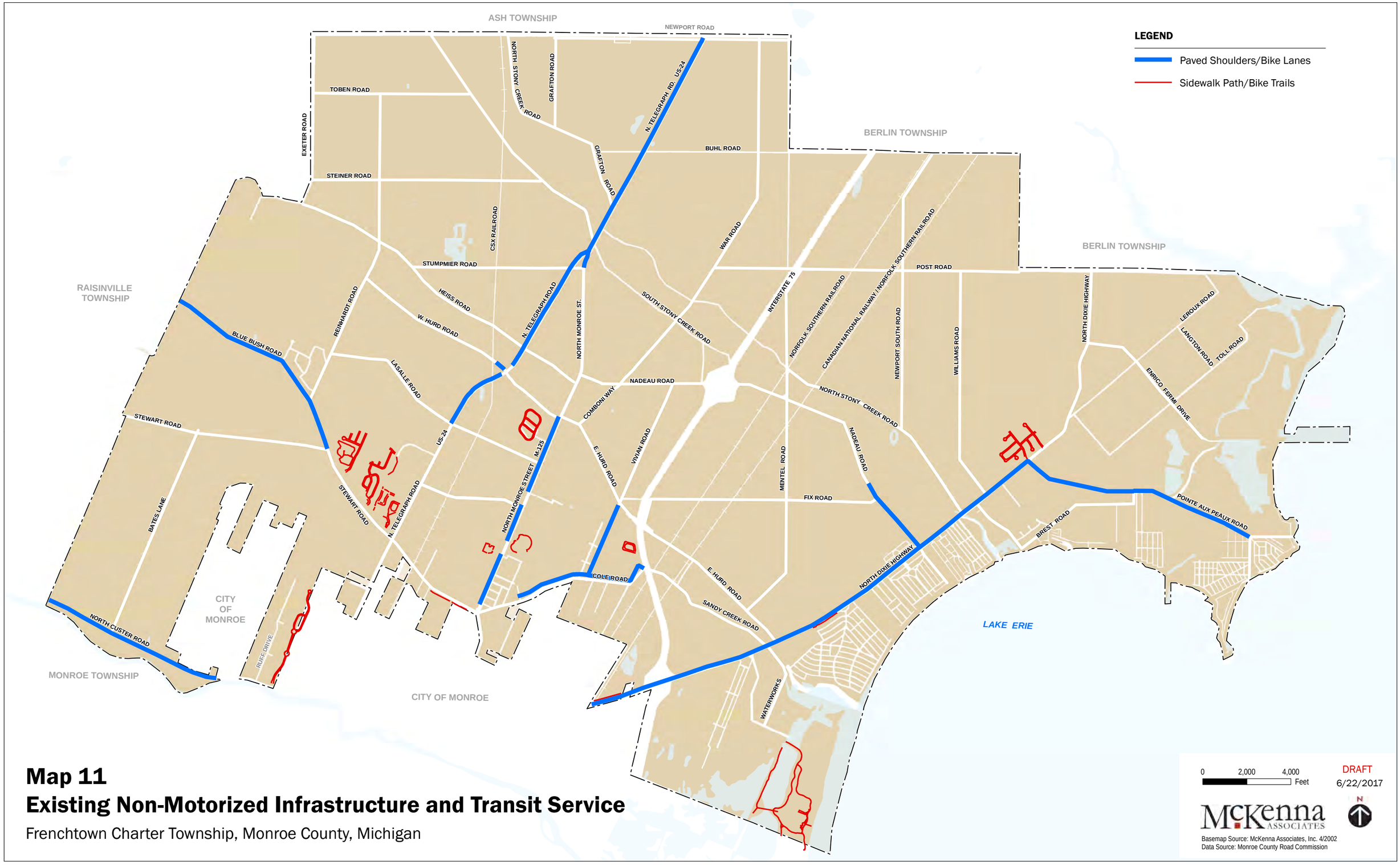
- **Route 6 (Macomb)** inbound runs from the Kmart at North Monroe Street and Cole Road east along Cole, then south on Macomb Street to Orchard Street. After looping down Riverview Avenue and Maple Boulevard, it returns to Macomb Street and then runs south to downtown Monroe. Service is provided approximately every 40 minutes between 7 AM and 6 PM Monday-Friday and between 10 AM and 4 PM on Saturdays.

- **Route 8 (North Monroe)** inbound runs from the Village Green Apartments at Telegraph, then loops through the parking lot of the shopping center at Telegraph and Stewart to Stewart Road, then back to Telegraph. After continuing north, it goes east along Mall Road to North Monroe Street, and then south to Downtown Monroe. Service is provided approximately every 40 minutes between 7 AM and 6 PM Monday-Friday and between 10 AM and 5 PM on Saturdays.

Lake Erie Transit also offers dial-a-ride service to Frenchtown Township residents along North Dixie Highway, North Monroe Street, and North Telegraph Road.

Although LET provides generally adequate service for a community of Frenchtown's population and density, the Township's priorities for expanded transit service are included in this Plan.

Lake Erie Transit's funding relies on a voter-approved millage that must be renewed at regular intervals.



Map 11
Existing Non-Motorized Infrastructure and Transit Service
Frenchtown Charter Township, Monroe County, Michigan

RAILROADS

Good rail service is an advantage in attracting industrial users who find this service increasingly difficult to find as railroads abandon smaller and unprofitable lines. Three major railroad lines traverse Frenchtown Township in a southwest to northeast direction. CSX runs parallel to and near Telegraph Road (US-24) in the western half of the Township. Norfolk Southern and the Canadian National Railroads are both located in a narrow corridor parallel to and just east of I-75. These lines are connectors between Toledo and the Northwest Ohio area to the Detroit area and other destinations further north.

While the railroads are an important economic driver, they also present problems for connectivity and public safety in the Township. Long waits for motorists at grade crossings are common throughout the day and night, including for trains that have come to a complete stop for switching operations. The Township will work with the railroads to improve safety and efficiency at grade crossings.

There is no passenger rail service through Frenchtown Township. In the event that service between Detroit and Toledo re-starts on the existing rail infrastructure, it is likely that there would be a station in downtown Monroe that would serve Frenchtown residents, but not a station in Frenchtown. While there are no plans to create a passenger rail system on that corridor as of 2016, the possibility exists that service will resume some day due to increasing interest in non-automobile transportation. Amtrak, SEMCOG, MDOT, and the Southeast Michigan RTA are all organizations that could one day seek to re-instate a passenger rail line through Monroe County.

In the meantime, Amtrak service is available from the Detroit, Dearborn, and Ann Arbor stations on the Wolverine Line, with service to Chicago, as well as from the Toledo Station with service to Chicago, New York, and Boston.

AIRPORTS

Custer Airport is located in the City of Monroe on the boundary with Frenchtown Township. The airport has one (1) five thousand foot long lighted asphalt runway, and multiple hangars and tie-down locations for private aircraft. Custer Airport averages sixty take-offs and landings per day, with 75% being locally based traffic and 25% transient general aviation. Approximately fifty-five aircraft are based at the airport, consisting of single-engine, multiple-engine and jet airplanes, and a helicopter. Monroe Aviation provides flight training, aircraft rental, maintenance, fuel services and charter services at the airport. The Civil Air Patrol (CAP) and Experimental Aircraft Association (EAA) also have operations at Custer Airport. Issues of concern for the airport include the encroachment of the airport onto nearby residential development.

Commercial passenger airline services for the Monroe region are provided by Detroit Metropolitan Airport, located approximately twenty miles north of Frenchtown Township in the City of Romulus. Toledo Express aerial service, located in Swanton, Ohio is approximately forty miles southwest of the Township.

B. Transportation Goals

The following pages describe the Township's Transportation goals and objectives. These are the broad policy positions that the Township will follow, in conjunction with the Monroe County Road Commission, SEMCOG, and MDOT, using the specific recommendations of the Future Transportation Plan and the Transportation Action Plan.

Goal 1: Establish a hierarchy of roads, which will support, reflect and enhance the existing and future land use patterns of the Township. This aspect must be paramount when evaluating circulation needs for residential uses. "Quality of Life" aspects must take precedence.

Objectives:

1. Classify all existing and proposed streets by their function and develop a circulation system, which recognizes these functions. The functions should include consideration of emergency routes for the Enrico Fermi Nuclear Generating Station.

2. Work toward the development of an overall circulation system for the Township, which is coordinated with the transportation systems of the region, and which includes a connected network of residential streets designed to connect residents to each other by walking, cycling, or driving.

3. Require street setbacks which allow adequate room for improvements and expansion of the present road system to meet the future needs of the Township, as envisioned by this plan.

4. Require that all land developments be designed in a manner that reduces the number of potential traffic conflicts (curb cuts), particularly along streets that serve as Township-wide or regional traffic carriers. Require connections for both cars and pedestrians between adjacent sites on commercial thoroughfares. New developments should not adversely affect the safety, efficiency, and function of streets.

5. Require street layouts of contiguous residential areas to be coordinated and connected. Residential street patterns should provide access for emergency vehicles and smooth and safe flow of pedestrians, bicycles, and cars through the neighborhood.

6. Provide a street system that will carry community traffic to and from I-75,US-24 (Telegraph) and M-125 (North Monroe Street).

7. Require that new roads or improved roads intersect railroads at a right angle where possible. In the event that they do not, provide for protective measures to assure public safety.

8. Work with the railraods, the MCRC, and MDOT to improve safety at railroad crossings, including grade separation where possible.

9. Provide street layouts and street design and paving standards in industrial areas which are appropriate for the heavier truck traffic associated with such uses and which facilitate peak-hour smooth traffic flows with minimum disruption to the general traffic flow of the community.

10. Provide an overall circulation system, which will facilitate efficient movement of fire and emergency vehicles to all sections of the Township.

11. Recognize the need for proper traffic signal and sign control and enforcement. Work with developers to share the cost for said devices that are required as a result of proposed developments.

12. Work with the Monroe County Road Commission to establish effective east-west circulation routes.

13. Give particular attention to areas designated as major and minor entry points into the community to give a positive impression of Frenchtown and the Greater Monroe area to people entering the community.

14. Ensure that the two public agencies responsible for public roads in the Township (the Monroe County Road Commission and the Michigan Department of Transportation) are periodically advised of local conditions that are adversely affecting the Township, and work with them to correct the problem.

15. Ensure that the detailed standards and specifications found in the Township Zoning Ordinance and Subdivision Rules and Regulations reflect the community policies established in this section.

16. Continue to support Lake Erie Transit and other public transportation options, to give mobility options to those who cannot drive.

17. Add a new extension to Mall Road looping north to LaSalle Road, in order to promote development in that area of the Township.

18. Add noise barriers along I-75 between Exits 15 and 18.

19. Improve the safety of the Telegraph/Grafton intersection and the Telegraph/North Monroe "split."

Goal 2: Create a seamless network of pedestrian and bicycle infrastructure, appropriate to the surrounding character and road design, throughout the more developed portions of the Township.

Objectives:

1. Require developments along the following targeted corridors to install sidewalk, with an eye toward a fully connected system:

    a. Stewart Road/Cole Road between Blue Bush Road and Vivian Road.

    b. Telegraph Road between LaSalle Road and the City of Monroe boundary.

    c. North Monroe Street between LaSalle Road and the City of Monroe Boundary.

2. At a certain point, consider supplementing developer-installed sidewalks with Township-installed sidewalks to fill gaps. Pursue grants such as Safe Routes to School and use funding systems like TIF and SADs to spread the cost.

3. Create new bike paths, separated from auto traffic and connecting to regional bike systems, along Telegraph Road and North Monroe Street where sidewalks are not envisioned.

4. Maintain a continuous system of bike lanes along Dixie Highway from the City of Monroe boundary to Pointe Aux Peaux Road, and along Pointe Aux Peaux Road to Dewey Road.

5. Create a network of paved shoulders throughout the low-density and rural portions of the Township, to allow safe bike riding.

6. Build a pedestrian and bicycle bridge over Stoney Creek near the Jefferson High/Middle/5-6 Schools campus, in order to facilitiate kids getting to school. Pursue the use of Safe Routes to School funds to build the bridge.

7. Require new residential developments to provide sidewalks where appropriate.

8. Aggressively target any abandoned railroad or utility corridors for conversion to non-motorized trails.

C. Complete Streets Philosophy

Frenchtown Township subscribes to the philosophy that public streets should be safe and efficient for all legal users, a concept known as “Complete Streets.” It is further Frenchtown’s philosophy that Complete Streets improvements should be implemented in a fashion that is consistent with the surrounding character of an area. In urban areas, wide sidewalks, on-street parking, and dedicated transit lanes are appropriate, while in suburban areas, separated bike-paths and off-street transit stops are more practical. In rural areas, simple interventions like paved shoulders can make traveling by bicycle safer and more appealing, but expensive infrastructure installations are not practical given the low number of non-automobile trips.

Frenchtown Township seeks to implement its Complete Streets philosophy across the Township in ways that are appropriate and practical for each particular roadway and its surroundings.

D. Future Transportation Plan

ROAD NETWORK

Unlike many communities in Michigan, the Township’s road network is not a grid system. The roads are laid out somewhat haphazardly, based on a number of historic factors, such as French colonial land claims, trade routes, railroad rights-of-way, Federal highways, the routing of I-75, topography, creeks, and the Lake Erie shoreline. These many factors combine for a street network that can be confusing for newcomers and sometimes ineffiecient. However, traffic congestion is not common in the Township,

and significant overhauls to the system are not possible or desirable. Therefore, Frenchtown must work with the road system it has, with a few exceptions as detailed in this plan, to create an economically dynamic community with high quality of life.

FUTURE RIGHTS-OF-WAY

For several decades, Frenchtown has used its zoning power to require additional setbacks along certain corridors in order to facilitiate the eventual widening of the roads, if necessary. As part of the 2016 Master Plan update, the Planning Commission evaluated the Future Right-of-Way priorities, and made revisions, generally to allow narrower roads than previously envisioned. With population growth slowing and compact development becoming more popular, wider roads are not as important as envisioned in previous plans. However, some road widenings will be necessary in the future, either to accommodate automobile traffic or to accommodate bike paths or sidewalks. Therefore the plan envisions the following Future Rights-of-Way along major corridors:

120 Feet:

- Dixie Highway
- Grafton Road
- Nadeau Road
- North Custer Road
- North Monroe Street
- Stewart Road (between Telegraph and North Monroe)
- Telegraph Road

86 Feet:

- Bates Lane
- Blue Bush Road
- Cole Road
- Exeter Road
- Heiss Road
- LaSalle Road
- Newport South Road
- North Stoney Creek Road (east of Newport South Road)
- Post Road
- Reinhardt Road
- Sandy Creek Road
- South Stoney Creek Road (west of Telegraph)
- Stewart Road (west of Telegraph)
- War Road

66 Feet:

- Brest Road
- Buhl Road
- Comboni Way
- Enrico Fermi Drive
- Fix Road

- Hurd Road
- Langton Road
- LeRoux Road
- Mall Road
- Mentel Road
- North Stoney Creek Road (west of Newport South Road)
- Pointe Aux Peaux Road
- South Stoney Creek Road (east of Telegraph)
- Steiner Road
- Stumpmier Road
- Toben Road
- Toll Road
- Waterworks Drive
- Williams Road

PLANNED STREET CONNECTIONS

New thoroughfares are difficult to construct and therefore must provide an important benefit to the community in order to justify the time and expense. However, Frenchtown will work with the Monroe County Road Commission to fix the following missing connections:

- Employees from the DTE Fermi plant frequently queue at the stop sign at Post Road and War Road. By **extending Post Road to Telegraph**, traffic pressure on rural War Road would be lessened.

- **Hurd Road** jogs slightly at North Monroe Street, creating an awkward situation for crosstown east-west traffic. This plan envisions a re-alignment to allow traffic on Hurd to continue straight across the intersection.

- Similarly, **Nadeau Road** and **Heiss Road** do not connect directly across North Monroe Street, leading to traffic inefficiencies. This plan envisions either a re-alignment to allow them to connect directly to each other, or an extension of either road across North Monroe to loop around and connect to the other.

- An extension of **Mall Road** should be created to loop up to LaSalle Road, in order to spur an expansion of the Telegraph Road business corridor. The County Road Commission should consider renaming the Mall Road loop and the new extension, because the resulting winding "Mall Road" (which crosses Telegraph Road twice) would be confusing.

RAIL GRADE CROSSINGS

Although there are three railraods running through Frenchtown (CSX, CN, and Norfolk Southern), there are only two grade-separated rail crossings: Telegraph Road and I-75. (Dixie Highway also has an underpass below the CN and Norfolk Southern tracks just south of the Township boundary in the City of Monroe.

Rail grade crossings create traffic inefficiencies and public safety concerns. However, they are expensive and difficult to replace. Therefore, where grade separation is not possible, the rail crossings should be

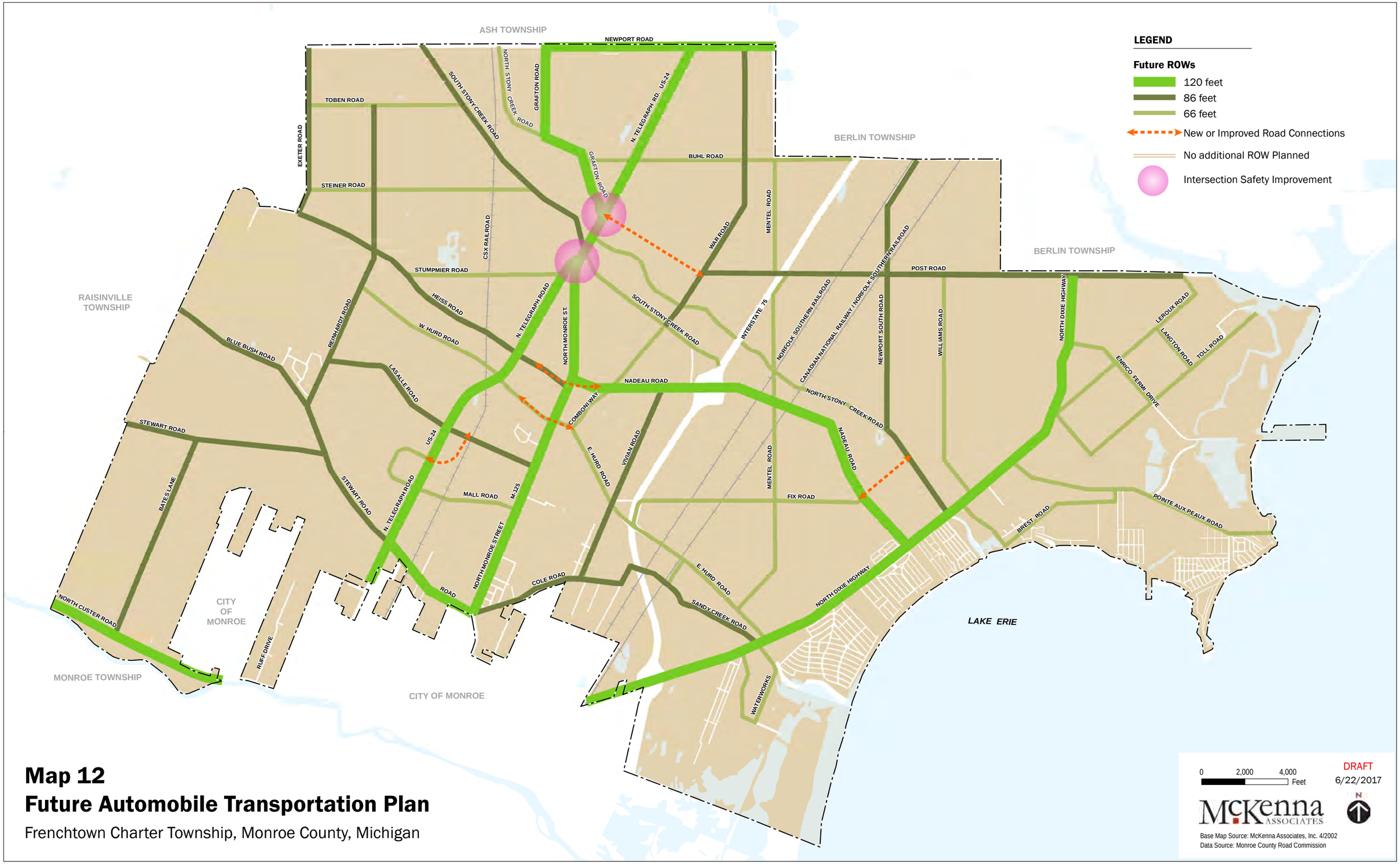
upgraded and maintained to provide the highest level of service for railroads, motorists, bicyclists, and walkers. The following improvements should be pursued:

- Re-paving at all crossings to ensure they are safe and smooth.
- Continuous sidewalks or bike paths across the tracks, with pedestrian safety markings.
- Upgraded safety signage.
- Reduction in number and length of rail crossing blockages.

ROAD UPGRADES

The lack of traffic congestion in the Township (except in specific areas such as Telegraph near Stewart and Dixie near I-75) indicates that capacity improvements to the road network are not needed, except potentially to support particular developments that may substantially increase in truck traffic or overall traffic volumes.

The Township will continue its support of the Monroe County Road Commission in its ongoing review of the condition of the Township's roads, and in the maintenance and rehabilitation of the roads as necessary.



Map 12
Future Automobile Transportation Plan

Frenchtown Charter Township, Monroe County, Michigan

0 2,000 4,000 Feet

DRAFT
6/22/2017

McKenna ASSOCIATES

Base Map Source: McKenna Associates, Inc. 4/2002
Data Source: Monroe County Road Commission

Frenchtown Township envisions three types of new infrastructure to improve safety for those walking and biking in the Township. In some areas, sidewalks on both sides of the street are the most appropriate, while in others a bike path is more practical. In the rural parts of the Township, and on lower-priority corridors, paved shoulders or on-stret bike lanes are the recommended improvements.

SIDEWALKS

The Township has almost no sidewalks outside of a few neighborhoods and multi-family housing complexes. Because of the rural and suburban nature of most of the Township, sidewalks are only practical on some specific thoroughfares. Those roads are as follows:

- Telegraph Road between LaSalle Road and the City of Monroe boundary.
- North Monroe Street between LaSalle Road and the City of Monroe boundary.
- Stewart Road from Blue Bush Road to North Monroe Street.
- Cole Road from North Monroe Street to Vivian Road.

This plan recommends updating the Zoning Ordinance to require sidewalks in front of all new developments along those corridors. Additionally, this plan recommends requiring sidewalks in new residential developments where appropriate.

BIKE PATHS

Bike paths are typically eight feet wide (or wider), compared to five feet for a sidewalk, and are designed to carry cyclists travelling several miles, rather than pedestrians walking only a few blocks. However, they are also an asset for pedestrians. Because bike paths envision longer distance travel and more cyclists than walkers, they are more practical along suburban thoroughfares than sidewalks. This plan envisions bike paths in the following locations:

- Telegraph Road from LaSalle Road to the Berlin Township boundary. This path could eventually connect to the regional system planned by SEMCOG.

- North Monroe Street from Telegraph Road to LaSalle Street.

In the event that a traditional mixed-use neighborhood is built in The Triangle, as envisioned in the Future Land Use Plan, then sidewalks should be built on Telegraph, Heiss, and North Monroe to serve that neighborhood.

This plan also envisions the following:

- The completion of the I-275 Metro Trail to its planned end point at Post Road. Connections to the Metro Trail will be made through paved shoulders (see below).

- Although not necessarily a bike path, this plan also envisions a trail running along Stoney Creek throughout the Township. The trail may be unpaved and designed for hikers rather than cyclists.

- Finally, this plan envisions a pedestrian and bicycle bridge over Stoney Creek near the Jefferson High/Middle/5-6 School campus, in order to help students get to school by bike or on foot.

The Township should also aggressively target any rail corridors that are abandoned for conversion to non-motorized pathways. This plan also supports the efforts described in the Township's Parks and Recreation Plan to bring more walking and biking paths to Frenchtown.

PAVED SHOULDERS AND BIKE LANES

Paved shoulders are a common method of improving safety for pedestrians and cyclists in rural areas. Some roads in the Township already have paved shoulders for some or all of their lengths, such as Stewart Road, Blue Bush Road, North Custer Road, and parts of North Monroe Street, Telegraph Road, Vivian Road, Hurd Road, Nadeau Road, and Cole Road.

Additionally, there is a bike lane along Dixie Highway from Elm Street in the City of Monroe all the way to Pointe Aux Peaux Road, and then continuing along Pointe Aux Peuax Road to Dewey Road. The bike lane has a few disconnected areas (most notably at the interchange with I-75). It is the intent of this plan to continue the installation of the bike lane and continue to improve the atmosphere for cyclists on Dixie Highway, due to its proximity to recreational destinations and its inclusion in regional networks.

To create a connected system of safe biking and walking routes through the Township, the following corridors are planned for paved shoulders:

- Bates Lane
- Brest Road
- Comboni Way
- Dixie Highway (north of Pointe Aux Peaux Road)
- Fix Road
- Heiss Road
- Hurd Road
- LaSalle Road
- Mentel Road (south of Post Road)
- Nadeau Road
- Post Road (War Road to I-75/future Metro Trail)
- Reinhardt Road
- Sandy Creek Road
- Stewart Road (Bates Lane to Blue Bush Road)
- Stumpmier Road
- War Road (Post Road to Comboni Way)
- Vivian Road

PUBLIC TRANSPORTATION

Frenchtown Township is one of the communities that financially supports Lake Erie Transit (LET). The fixed route bus routes that serve the Township were described in the Existing Transportation Analysis. The Township also has accessed to LET's robust dial-a-ride service, provided that voters continue to support it.

The Township will continue to support LET and will welcome future expansions of service as they become necessary. This plan, however, envisions only one service expansion in the near term – **Route 8** should extend further down Stewart Road to serve all of the multi-family complexes in that area.

RAILROADS

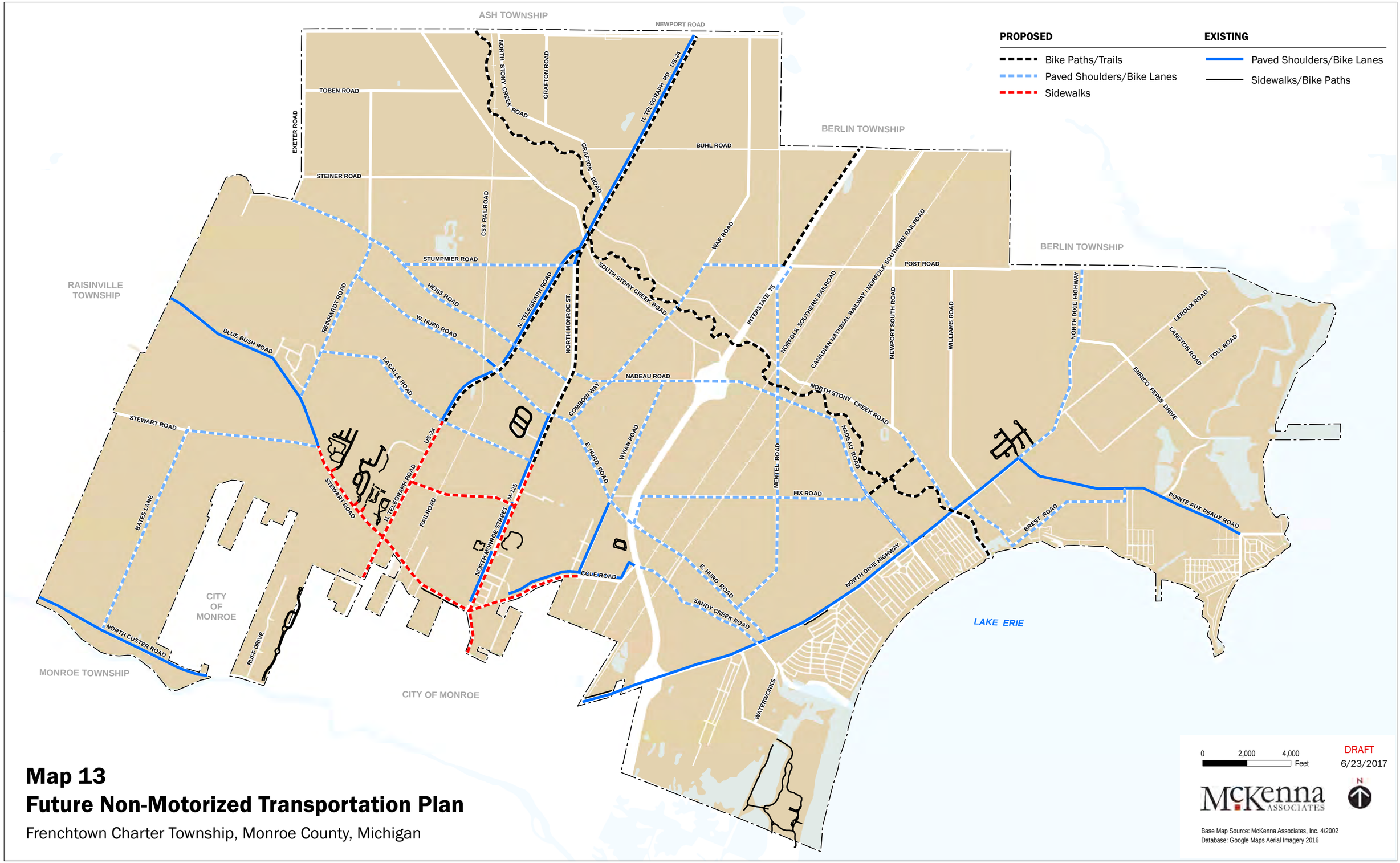
The Township will continue to work with the several freight rail companies that operate service through Frenchtown to ensure that freight rail service does not negatively impact public safety or any other

aspect of life for Township residents. Frenchtown will also continue to market the railroad connections as an economic development strategy.

In the event that the Southeast Michigan Regional Transit Authority, SEMCOG, Amtrak, or another organization begins passenger rail service between Detroit and Toledo, Frenchtown would be served by the Monroe station, or possibly by a station in Newport, and would be unlikely to have a dedicated stop. However, passenger rail between Detroit and Toledo is not currently envisioned by any of the entities that would potentially run such a service.

AIRPORT

Frenchtown will continue to recongize the operation of Custer Airport and will enforce the safety area surrounding it using its land use controls and other Township policies.



Map 13
Future Non-Motorized Transportation Plan

Frenchtown Charter Township, Monroe County, Michigan

E. Transportation Action Plan

This section identifies and describes actions and tools available to implement the Transportation vision created in this Plan.

KEY

Priority		Timeframe		Responsibility (Color)	
A	Most Important	1	Within one year		Project Lead
B	Very Important	2	1-3 years		Key Participant
C	Important	3	3+ years		Contributor

RESPONSIBILITY (ABBREVIATION)

MC	Monroe County
MCRC	Monroe County Road Commission
BO	Business Owners
MDOT	Michigan Department of Transportation
SM	State of Michigan
FCT	Frenchtown Charter Township
RR	Railroads
HO	Home Owners
CM	Community Members
TB	Township Board
SEM	SEMCOG
TS	Township Staff
LET	Lake Erie Transit
PC	Planning Commission
ZOC	Zoning Ordinance Committee
DEV	Developers
NC	Neighboring Communities

FUNDING

Public	Includes public funds from the Township 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.

TRANSPORTATION ACTION PLAN

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Revise the Zoning Ordinance to reflect the amended Future Rights-of-Way for corridors in the Township, and to remove the Future Right-of-Way requirement for residential side streets.	A	1	TB PC ZOC			●		
Revise the Zoning Ordinance to require sidewalks and bike paths in front of new developments on the corridors envisioned in this plan.	A	1	TB PC ZOC			●		
Revise the Zoning Ordinance to require sidewalks in new residential neighborhoods where appropriate.	A	1	TB PC ZOC			●		
Work with Lake Erie Transit to extend Route 8 down Stewart Road to Cedar Creek Drive.	A	1	TB TS	LET	DEV	●	●	
Work with the Monroe County Road Commission to develop the series of paved shoulders and bike paths envisioned by this plan.	B	2	TS	MCRC	CM	●		
Work with the Monroe County Road Commission to develop the road connections envisioned by this plan.	C	3	TS	MCRC	CM	●		
Work with the railroads and Monroe County Road Commission to determine the feasibility of additional grade-separated crossings.	C	3	TB TS	RR MCRC MDOT		●		
Work with the railroads and Monroe County Road Commission to improve safety and efficiency at grade crossings.	C	3	TB TS	RR MCRC MDOT		●		
Target railroad corridors for non-motorized trails, if the railroads abandon the corridors.	C	3	TB TS	RR SEM MDOT		●	●	

4. Background Data and Analysis

A. Demographics

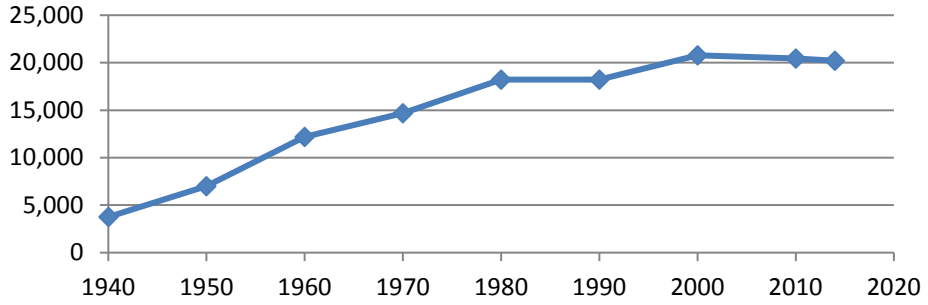
As it has been for many years, Frenchtown Township continues to maintain its status as the third most populous community in Monroe County. Bedford Township and the City of Monroe are larger. The Township population decreased by 349 persons in the ten year period between 2000 and 2010, a rate of decrease of roughly 2% over ten years. This is in comparison to a rate of increase in Monroe County as a whole of 4% during the same period (as of 2014, the population of Monroe County was approximately 152,000). The 2014 population estimate for the Township shows a decrease of 213 people from 2010 to 2014, a decrease of about 1% over four years. The 2014 population comes from the 2010-2014 American Community Survey 5-year Estimates, which provide estimates for all geographic areas based on data collected over five years.

Table 4-1: Frenchtown Township Total Population

	Population	Numeric Change	Percent Change
1940	3,757	-	-
1950	6,996	3,239	**+86%**
1960	12,199	5,203	**+74%**
1970	14,685	2,486	**+20%**
1980	18,204	3,519	**+24%**
1990	18,210	6	**+0%**
2000	20,777	2,567	**+14%**
2010	20,428	-349	**-2%**
2014	*20,215*	*-213*	***-1%***

Source: US Census Bureau: 2010 Census and 2010-2014 American Community Survey 5-year Estimates

Figure 4-1: Frenchtown Township Population History

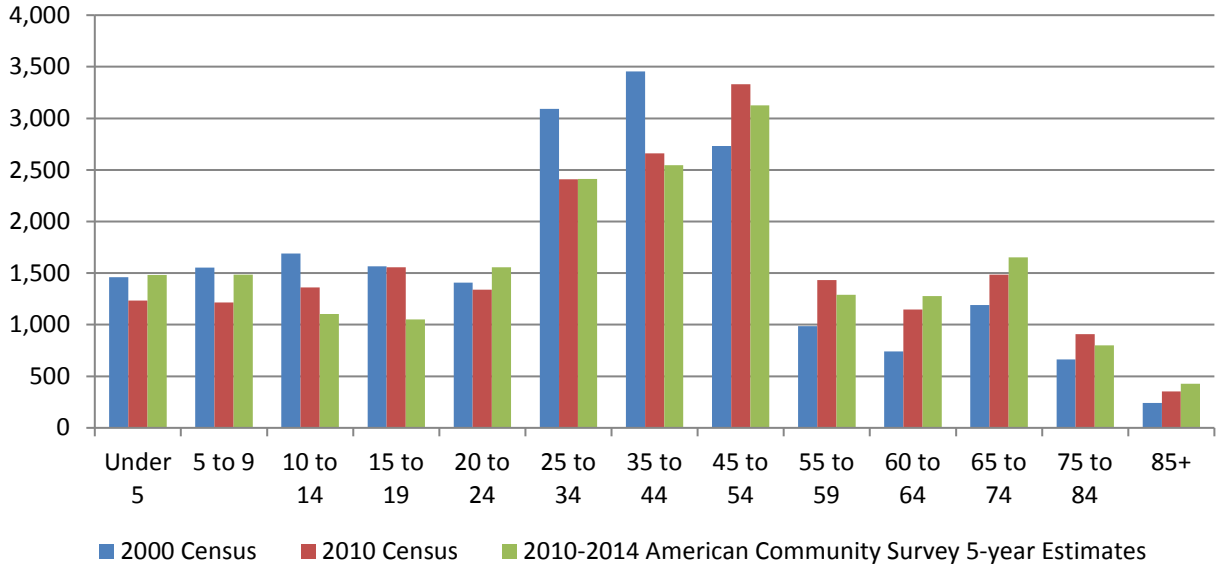


Source: US Census Bureau: 2010 Census and 2010-2014 American Community Survey 5-year Estimates

AGE COMPOSITION

As with other areas of the nation and the metropolitan Detroit region as a whole, the population of Frenchtown Township is aging. At the time of the last Master Plan for Frenchtown Township (2004) the median age of the population was 33.8 years. In 2010 it was 39.3 years and in 2014 the estimate is 39.4 years. Figure 4-2 illustrates the age distribution in Frenchtown Township in the 2000 Census, the 2010 Census, and the 2010-2014 American Community Survey 5-year Estimates.

Figure 4-2: Frenchtown Age Distribution 2010-2014



Source: US Census Bureau: 2000 and 2010 Census and 2010-2014 American Community Survey 5-year Estimates

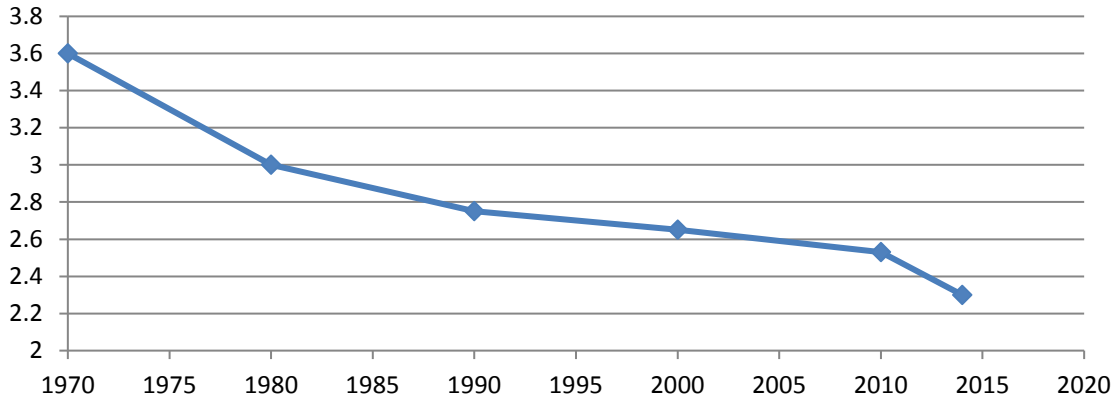
In 2000, the difference between the median age of Frenchtown Township and Monroe Township was 1.4 years, 33.8 compared to 35.2, with Frenchtown Township having a younger median age. In 2010, the difference had increased to 3 years, 39.3 compared with 36.3, with Monroe Township now having the younger median age. The median age of Frenchtown of 39.4 remains lower than in other communities in the metropolitan Detroit region. The median age in 2010 in Livonia for example was 44.5, 42.0 in Southfield, and 44.2 in St. Clair Shores.

For planning purposes, two age ranges are particularly note worthy. For the past thirty years, the number of children in Frenchtown Township has been declining. For example, in 2010 there were 225 fewer children under the age of 5 in the Township. However, the 2010-2014 American Community Survey 5-year Estimates shows an increase in both the Under 5 and 5 to 9 populations. Also, the populations of the 60 to 64, 65 to 74, and 85+ age groups have all shown increases in the most recent estimates. These trends have implications regarding housing types that will be in demand for residents of the Township in the coming years and for other types of community facilities that will be needed.

HOUSEHOLD SIZE AND COMPOSITION

Another important demographic trend of note is the change in household size. In 2014, the average household in the Township was 2.3 people, down from 2.74 in 1990. The trend is illustrated in Figure 4-3. As can be seen, this trend has been ongoing for many years and has continued since the last update to the Master Plan in 2004. The significance of this trend is that the number of households is increasing at a faster pace than the population, and that fewer people use larger amounts of land.

Figure 4-3: Frenchtown Township Household Size 1970-2014



Source: US Census Bureau: 2010 Census and 2010-2014 American Community Survey 5-year Estimates

The change in household size is caused by several factors. Families today generally include fewer children than was common in the past. Single person and single parent households are also more also common today than in the past. One consequence of this trend is that fewer people take up more living space. Again, this trend has implications regarding the types of housing units that will be in demand in the coming years, which in turn has implications for property values. If this trend continues, there likely will be a reduced demand for large single family homes and greater demand for condominiums, apartments and other smaller living arrangements.

HOMEOWNERSHIP AND HOUSING

According to the 2010 Census, 70% of the dwelling units in Frenchtown Township are owner-occupied. This is a decrease of 7% over the ownership levels in 2000, but is only 3% below 1990 levels. According to the 2010-2014 American Community Survey 5-year Estimates, about 74% of dwelling units are owner-occupied.

The mix of single family and multiple family housing units has stayed roughly the same in the Township over the past 25 years, with estimates from the 2010-2014 American Community Survey showing the

distribution as 84% single family dwelling units and 16% multiple family dwelling units. Single family detached housing units are the most common housing type at 65% of units in the Township. Mobile homes make up 17% of the housing units.

The 2014 estimates suggest a higher homeownership rate and higher share of single family housing than in 2010, and closer to the levels for both in 2000. This suggests a trend toward recovery in the housing sector, as the 2010 data reflects the national recession and lagging housing market. The 2014 estimates still contain some data from 2010 but trends of that time appear to have changed. The 2014 data also show a net loss of nearly 500 housing units between 2010 and 2014. The 2010-2014 American Community Survey 5-year estimates contain samples of data from 5 consecutive years, and the decline in number of housing units may be attributable to errors with the estimates. Any findings related to current housing in the Township should take into account the fact that data for housing depends on estimates or came from the 2010 Census, when the national recession impacted the housing market throughout the country.

Table 4-2: Frenchtown Township Housing Types, 1990-2014

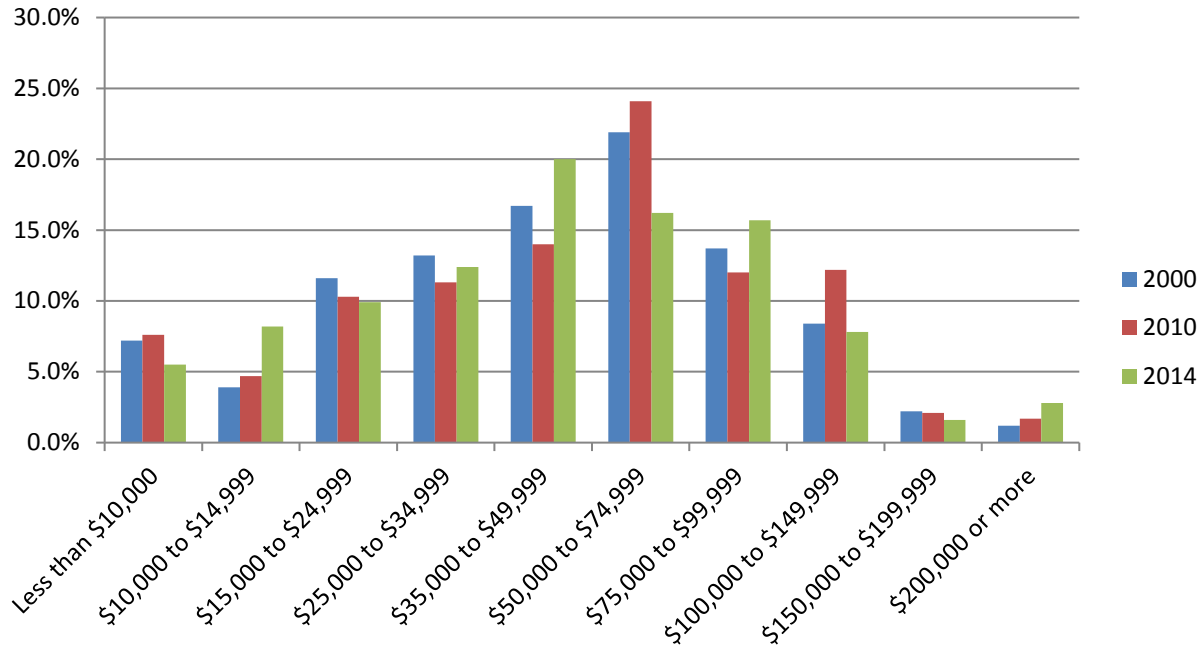
	1990		2000		2010		Percentage Change (1990-2010)	*2014*	
	Number	**Percentage**	**Number**	**Percentage**	**Number**	**Percentage**		***Number***	***Percentage***
SF: Detached	4,591	67%	5,204	63%	5,841	63%	**+27%**	*5,698*	*65%*
SF: Attached	30	0%	96	1%	215	2%	**+617%**	*159*	*2%*
Mobile Home	1,125	16%	1,664	20%	1,453	15%	**+29%**	*1,501*	*17%*
Single Family	*5,716*	*83%*	*6,868*	*84%*	*7,509*	*80%*	***+31%***	*7,358*	*84%*
2-4 Units	137	2%	230	3%	268	3%	**+96%**	*133*	*2%*
5-9 Units	212	3%	350	4%	704	8%	**+232%**	*490*	*6%*
10+ Units	786	12%	703	9%	774	9%	**-1.5%**	*808*	*9%*
Multiple Family	*1,165*	*17%*	*1,379*	*16%*	*1,746*	*20%*	***+50%***	*1,431*	*16%*
Overall Total	**6,881**		**8,247**		**9,285**		**+35%**	***8,789***	

Source: US Census Bureau: 2010 Census and 2010-2014 American Community Survey 5-year Estimates

HOUSEHOLD INCOME

Figure 4-4 shows data for the distribution of income groups in Frenchtown Township based on the 2000 Census, the 2010 Census, and the 2010-2014 American Community Survey 5-year estimates. According to the 2014 ACS estimates, the median household income in the Township was $45,562 and the mean household income was $58,068. (Note: The mean is calculated by adding up all of the household incomes in the Township and dividing by the number of households. The median is determined by ordering the household incomes in the Township from highest to lowest and determining the number in the middle). Half of all households in Frenchtown earned more than $45,562, while half earned less.

Figure 4-4: Household Income Distribution Comparison, 2000 vs 2010 vs 2014

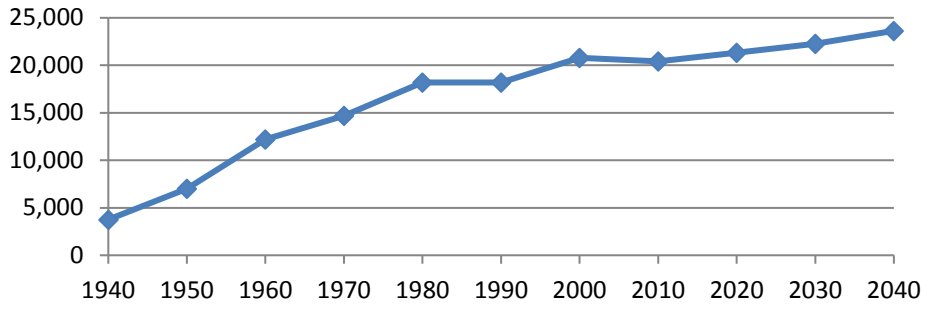


Source: US Census Bureau: 2010 Census and 2010-2014 American Community Survey 5-year Estimates

FUTURE POPULATION GROWTH

The Southeast Michigan Council of Governments (SEMCOG) projects the Township to grow in population by just under 16% by 2040. As shown in Figure 4-5, based on the current projections it is expected that the population of Frenchtown Township will reach almost 24,000 by 2040, an increase of roughly 3,200 people from 2010 population levels.

Figure 4-5: Frenchtown Township Population Projection



Source: SEMCOG 2040 Forecast

Table 4-3 shows future population and household projections for Frenchtown Township based the SEMCOG 2040 Forecast. Based on typical household sizes, these trends suggest a demand for least an additional 1,771 dwelling units in the Township by the year 2040. In addition, the population growth and households increase assumptions that were used as the basis of the 2004 Master Plan suggested the population would grow much faster than what is now forecasted. The current projections indicate 9,729 households by the year 2040.

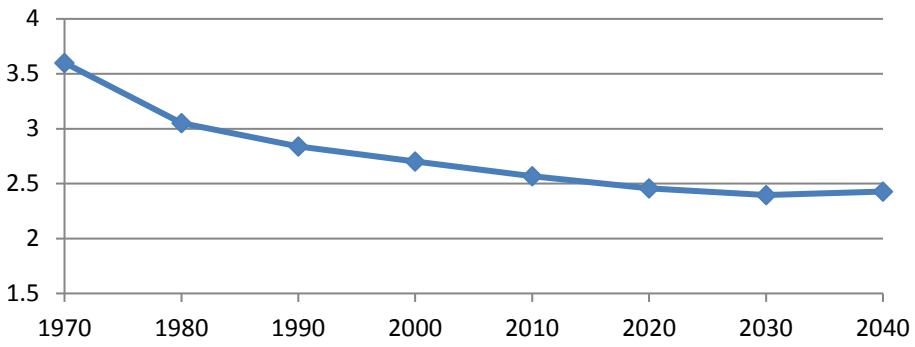
Table 4-3: Population and Household Projections

	Historical				Projected		
	1980	**1990**	**2000**	**2010**	**2020**	**2030**	**2040**
Population	18,204	18,210	20,777	20,428	21,319	22,266	23,633
Households	5,965	6,412	7,691	7,958	8,679	9,293	9,729

Source: SEMCOG 2040 Forecast

Future population and household projections allow the average future household size to be estimated. Figure 4-6 illustrates the projected trend in household size for the next twenty-five years in Frenchtown Township. As can be seen, the expectation is that average household size will drop slightly from 2010 to 2040, and will roughly level off after several decades of declining household size. The average household size is expected to be roughly 2.43 people in 2040, a decrease from 2.57 people in 2010.

Figure 4-6: Frenchtown Township Projected Household Size Trend



Source: SEMCOG 2040 Forecast Economic Analysis

EMPLOYMENT

According to data from SEMCOG, there were 13,380 jobs in Frenchtown Township in 2015, which is 6% more than the number of jobs in 2010. There are projected to be 14,176 jobs in the Township in 2040, a further 6% increase in the number of jobs. The table below shows the forecasted employment by industry through 2040, and shows the same data by percentage of the total number of forecasted jobs.

The education and healthcare category will see the largest increase in its share of the job market from 2010-2040. This reinforces the trend of an aging population throughout the country and a greater demand for healthcare services in the future. Knowledge-based services will also see an increase in share of the job market over this time. Retail trade, wholesale trade, transportation, warehousing, utilities, and manufacturing are all forecasted to see the number of jobs and the share of the job market decrease in each of those sectors. Other employment sectors will keep roughly the same job market share over this time.

Table 4-4: Forecasted Employment by Industry 2010-2040

Forecasted Jobs by Industry	2010	2015	2020	2025	2030	2035	2040	Change 2010-2040
Natural Resources, Mining, & Construction	1,759	2,005	2,010	1,989	2,007	1,988	1,978	+219
Manufacturing	398	365	332	304	300	291	270	-128
Wholesale Trade, Transportation, Warehousing, & Utilities	2,308	2,327	2,262	2,191	2,096	2,066	2,091	-217
Retail Trade	2,834	2,833	2,729	2,725	2,697	2,770	2,753	-81
Knowledge-based Services	1,665	1,949	2,046	2,100	2,127	2,176	2,181	+516
Services to Households & Firms	581	600	623	601	651	684	741	+160
Education & Healthcare	1,416	1,625	1,851	1,973	2,078	2,203	2,323	+907
Leisure & Hospitality	1,277	1,315	1,248	1,265	1,331	1,406	1,443	+166
Government	378	361	368	370	381	385	396	+18
Total	**12,616**	**13,380**	**13,469**	**13,518**	**13,668**	**13,969**	**14,176**	**+1,560**

Source: SEMCOG Community Profile for Frenchtown Township

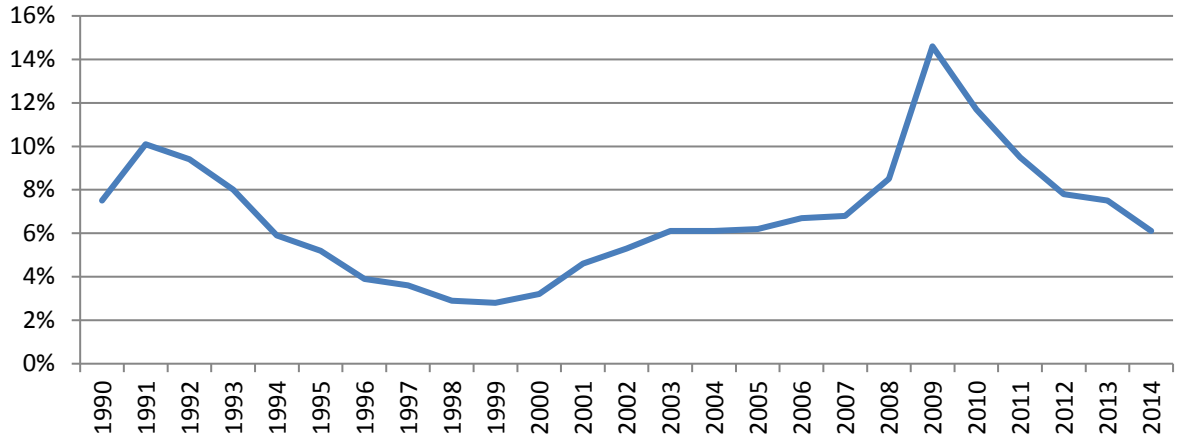
Table 4-5: Forecasted Employment by Industry 2010-2040 (Percentage)

Forecasted Jobs by Industry	2010	2015	2020	2025	2030	2035	2040	Change 2010-2040
Natural Resources, Mining, & Construction	13.9%	15.0%	14.9%	14.7%	14.7%	14.2%	14.0%	0.1%
Manufacturing	3.2%	2.7%	2.5%	2.2%	2.2%	2.1%	1.9%	-1.3%
Wholesale Trade, Transportation, Warehousing, & Utilities	18.3%	17.4%	16.8%	16.2%	15.3%	14.8%	14.8%	-3.5%
Retail Trade	22.5%	21.2%	20.3%	20.2%	19.7%	19.8%	19.4%	-3.1%
Knowledge-based Services	13.2%	14.6%	15.2%	15.5%	15.6%	15.6%	15.4%	2.2%
Services to Households & Firms	4.6%	4.5%	4.6%	4.4%	4.8%	4.9%	5.2%	0.6%
Education & Healthcare	11.2%	12.1%	13.7%	14.6%	15.2%	15.8%	16.4%	5.2%
Leisure & Hospitality	10.1%	9.8%	9.3%	9.4%	9.7%	10.1%	10.2%	0.1%
Government	3.0%	2.7%	2.7%	2.7%	2.8%	2.8%	2.8%	-0.2%
Total	**12,616**	**13,380**	**13,469**	**13,518**	**13,668**	**13,969**	**14,176**	

Source: SEMCOG Community Profile for Frenchtown Township

The Bureau of Labor Statistics reports annual average unemployment rates by county. For Monroe County, there was an annual average unemployment rate of 6.1% in 2014, down from 7.5% in 2013 and a peak of 14.6% in 2009 during the recession. Figure 4-74-7 shows the annual average unemployment rate for Monroe County since 1990.

Figure 4-7: Unemployment Rate



Source: Bureau of Labor Statistics

COMMUTING

Table 4-6 shows the commute times for workers living within Frenchtown Township. According to the 2010-2014 American Community Survey (ACS) 5-year estimates, the mean commute to work time was 23.2 minutes. The SEMCOG Community Profile for Frenchown Township shows that residents are most likely to work in Frenchtown Township (21.2%), the City of Monroe (20.5%), and Monroe Township (7.2%). People who commute into the Township are also most likely to come from Frenchtown Township (25.5%), the City of Monroe (16.7%), and Monroe Township (10.1%). These data suggest that the economic and labor market is very localized within Monroe County, despite being close to larger job centers in the Detroit and Toledo metropolitan areas.

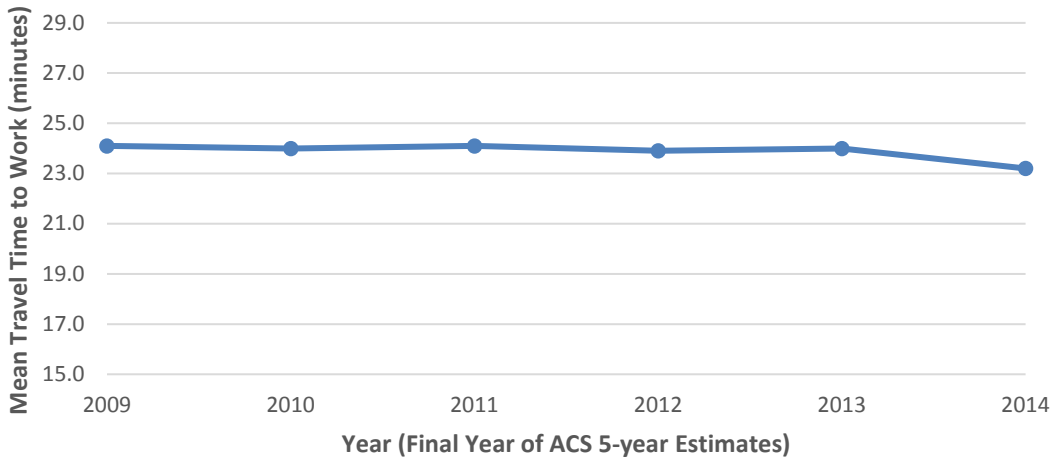
Table 4-6: Commute Times from Frenchtown Township

Commute Time Range	2000 Census	2005-2009 ACS	2010-2014 ACS
Less than 10 minutes	14.9%	14.5%	14.0%
10 to 14 minutes	17.0%	17.9%	16.7%
15 to 19 minutes	18.7%	13.6%	15.3%
20 to 24 minutes	11.8%	12.8%	14.2%
25 to 29 minutes	4.7%	6.1%	8.0%
30 to 34 minutes	11.4%	12.7%	10.5%
35 to 44 minutes	7.6%	9.0%	8.3%
45 to 59 minutes	9.4%	8.2%	9.2%
60 minutes or more	4.5%	5.2%	3.8%

Source: US Census Bureau: 2000 Census; 2005-2009 and 2010-2014 American Community Survey 5-year Estimates

Figure 4-8 shows mean commute times from Frenchtown from each of the past six years, according to American Community Survey 5-year estimates ending in those years. The mean commute time has remained at about the same time of 24 minutes, dipping to 23.2 minutes in 2014.

Figure 4-8: Commute Times from Frenchtown Township



Source: US Census Bureau: American Community Survey 5-year Estimates

INCOME

Table 4-74-7 lists median household income estimates from 2009 to 2015. American Community Survey 5-year Estimates include five years of data, so these estimates all include data from during the recession. The 2015 ESRI Demographic and Income Profile includes only estimates for 2015. This estimate shows a rebound in the median household income, which is more likely reflective of current trends in the Township.

Table 4-7: Median Household Income, 2009-2015

ACS 5-year Estimates	Median Household Income (Unadjusted)	Median Household Income (2016 Dollars)
2005 to 2009	$55,036	$60,776.97
2006 to 2010	$52,111	$56,618.16
2007 to 2011	$50,654	$53,351.10
2008 to 2012	$49,287	$50,858.82
2009 to 2013	$46,518	$47,308.55
2010 to 2014	$45,562	$45,596.64
2015 ESRI Estimate	$51,344	$51,322.12

Source: US Census Bureau: American Community Survey 5-year Estimates and 2015 ESRI Demographic and Income Profile

HOUSING COSTS

Table 4-8 shows the estimates for median home value from 2010 to 2015, and Table 4-94-9 shows the estimates for median rent from 2010 to 2014. The ACS 5-year Estimates include five years of data, so these estimates all include data from the recession and after the national housing market collapse. This estimate shows a rebound in median home value, which is more likely reflective of current trends in the Township.

Table 4-8: Median Home Value, 2010-2015

ACS 5-year Estimates	Median Home Value (Unadjusted)	Median Home Value (2016 Dollars)
2006 to 2010	$142,900	$155,259.64
2007 to 2011	$125,700	$132,392.97
2008 to 2012	$119,900	$123,723.74
2009 to 2013	$113,500	$115,428.88
2010 to 2014	$111,300	$111,384.63
2015 ESRI Estimate	$124,470	$124,416.96

Source: US Census Bureau: American Community Survey 5-year Estimates and 2015 ESRI Housing Profile

Table 4-9: Median Rent, 2010-2014

ACS 5-year Estimates	Median Rent (Unadjusted)	Median Rent (2016 Dollars)
2006 to 2010	$796	$864.85
2007 to 2011	$788	$829.96
2008 to 2012	$772	$796.62
2009 to 2013	$769	$782.07
2010 to 2014	$774	$774.59

Source: US Census Bureau: American Community Survey 5-year Estimates

RETAIL SURPLUS/LEAKAGE

Frenchtown is the retail heart of the Greater Monroe region. The Township includes large retailers such as Meijer and Wal-Mart, as well as The Mall of Monroe, the region's largest shopping center. Retail corridors such as Telegraph Road, Dixie Highway, and North Monroe Street link to other regional destinations. But with national and local retail trends changing, Frenchtown must address what the future of its shopping districts will look like.

This section will analyze the market for additional commercial space in Frenchtown Township 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 Township can hope to attract.

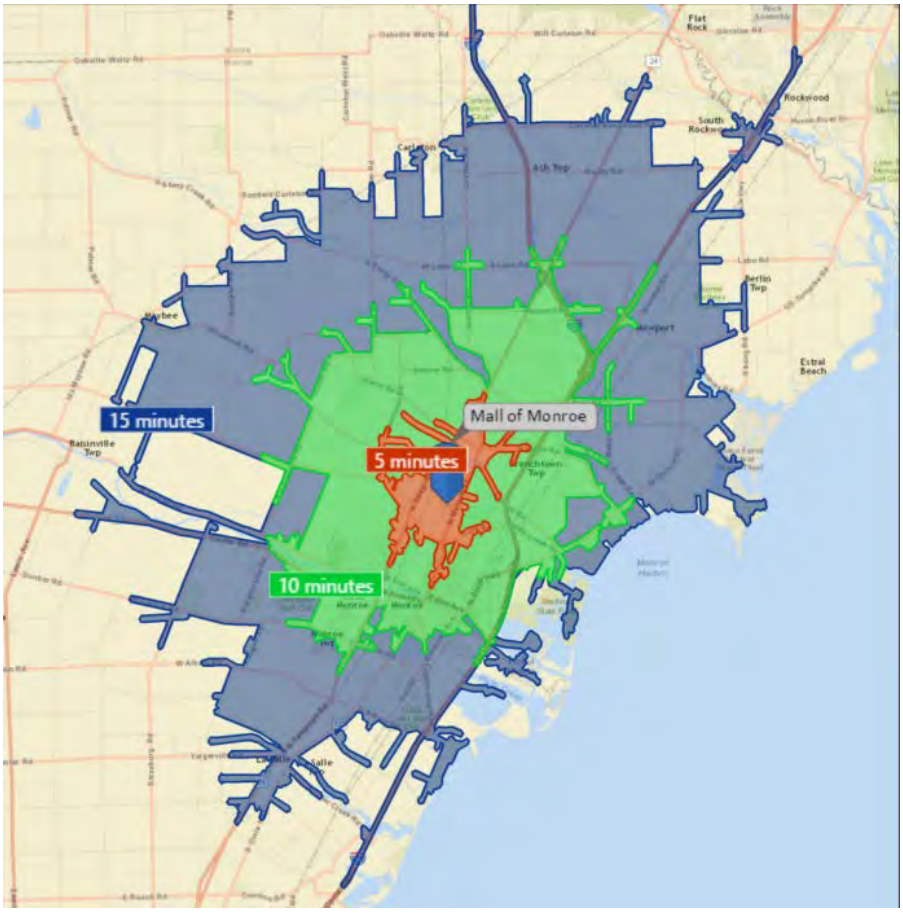
Trade Area

Customers and potential customers for Frenchtown businesses come approximately from the three "rings" surrounding the Township. For purposes of analysis, they are measured from the Mall of Monroe, the commercial heart of the Township. The first ring, within a five minute drive, covers the south-central part of Frenchtown and the north-central part of the City of Monroe, from approximately Reinhardt Road in the west to Vivian Road in the east, and from just north of Elm Street in the south to North Stoney Creek Road in the north.

The second ring, within a 10 minute drive, covers the northern, southern, and western parts of Frenchtown, but not the beach communities. It also covers most of the City of Monroe, although not portions of the East Side.

The third ring, within a 15 minute drive, covers the entire Greater Monroe area – from Maybee on the west to Lake Erie in the east and from LaSalle in the south to Carleton in the north. The 15 Minute Drive area is considered the complete Trade Area for Frenchtown – the vast majority of the customers and competing businesses will come from within that area.

Map 14: Retail Trade Area



Source: ESRI Business Analyst 2016

Gap Analysis

Once the trade areas for the community are established (in this case, approximately estimated as the 15 minute drive around the Mall of Monroe, with sub-areas at 5 and 10 minutes for more detailed analysis), a gap analysis can be performed. This analysis consists of comparing the demand for a particular good to the supply of that good in the trade area and then computing the difference, or "gap" between demand and supply.

A positive gap indicates that there is more demand than supply and that a new store may be necessary to fill a particular need. A negative gap indicates that there is more supply than demand, 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 can be used to project the demand for new stores in various retail categories. The gap will be divided by the average sales per square foot for each type of retail, and the resulting figure will be compared to the approximate size in square feet of an establishment that could open in Frenchtown.

Because Frenchtown competes with other regional shopping destinations, it will not be able to attract all of the new stores that are demanded within the trade area. This analysis will not seek to put an exact number on the proportion of regional retail demand that will be absorbed in Frenchtown, because that will be based on other factors described by this plan, such as transportation improvements, land use policies, and economic development strategies. Instead, this chapter shows the total demand base that Frenchtown can tap into as it grows in the future.

Table 4-104-10 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 4-10: Percentage Retail Gap, 2016

Category	5 Minute Drive	10 Minute Drive	15 Minute Drive
Automobile Dealers	-473.5%	-103.0%	-98.4%
Other Motor Vehicle Dealers	-1,219.1%	+11.5%	+39.9%
Auto Parts Stores	-246.1%	-40.6%	+14.9%
Furniture Stores	-195.7%	+23.9%	+52.4%
Home Furnishings Stores	-673.9%	-27.3%	+29.4%
Electronics and Appliance Stores	+47.4%	+13.2%	+50.2%
Building Materials and Supply Stores	-220.0%	-65.4%	-0.2%
Lawn and Garden Equipment Stores	+68.7%	+87.6%	+54.0%
Grocery Stores	-37.6%	+15.3%	-82.4%
Specialty Food Stores	+100.0%	+48.1%	+67.5%
Beer, Wine, and Liquor Stores	-836.6%	-235.7%	-136.5%
Health and Personal Care Stores	-271.4%	-79.7%	-10.3%
Gas Stations	-60.7%	-245.8%	-126.4%
Clothing Stores	-829.2%	-1.6%	+36.5%
Shoe Stores	-2,804.1%	-39.3%	+21.5%
Jewelry and Luggage Stores	-445.6%	-38.1%	+28.6%
Sporting Goods, Hobby, and Music Stores	-154.8%	-88.3%	+4.5%
Book Stores	-2,944.8%	-18.8%	-2.2%
Department Stores	-216.2%	-143.8%	-27.2%
General Merchandise Stores	-2,830.8%	+58.1%	+72.4%
Florists	-216.2%	-128.8%	-35.8%
Office Supply Stores	-683.1%	-68.7%	+3.0%
Used Merchandise Stores	-157.0%	-36.6%	+15.7%
Full Service Restaurants	-312.7%	-27.1%	-0.1%
Fast Food Restaurants	-804.7%	-98.4%	-19.4%
Bars	+72.6%	+9.4%	+45.8%

Source: ESRI Business Analyst 2016

Because Frenchtown's retail core is the region's shopping hub, it attracts customers from around Monroe County. Therefore, there is very little demand for new retail generated by the buying power in the 5 and 10 minute drive areas. The 15-minute area, however, shows demand for additional stores in several categories.

Table 4-114-11 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 4-11: Number of New Stores Demanded, 2016

Category	5 Minute Drive	10 Minute Drive	15 Minute Drive
Automobile Dealers	0	0	0
Other Motor Vehicle Dealers	0	0-1	1-2
Auto Parts Stores	0	0	1-2
Furniture Stores	0	0-1	1-2
Home Furnishings Stores	0	0	0-1
Electronics and Appliance Stores	0-1	0-1	3-4
Building Materials and Supply Stores	0	0	0
Lawn and Garden Equipment Stores	0-1	0-1	0-1
Grocery Stores	0	1-2	0
Specialty Food Stores	0-1	1-2	3-4
Beer, Wine, and Liquor Stores	0	0	0
Health and Personal Care Stores	0	0	0
Gas Stations	0	0	0
Clothing Stores	0	0	3-4
Shoe Stores	0	0	0-1
Jewelry and Luggage Stores	0	0	0-1
Sporting Goods, Hobby, and Music Stores	0	0	0-1
Book Stores	0	0	0
Department Stores	0	0	0
General Merchandise Stores	0	2-3	6-8
Florists	0	0	0
Office Supply Stores	0	0	0-1
Used Merchandise Stores	0	0	0-1
Full Service Restaurants	0	0	0
Fast Food Restaurants	0	0	0
Bars	0-1	0-1	0-1

Source: ESRI Business Analyst 2016, McKenna Associates Calculation

Conclusions: The following conclusions can be drawn from the data regarding retail demand in Frenchtown and the Greater Monroe area.

- Pent-up demand for new retail comes from regional spending power, not from within Frenchtown. Therefore, Frenchtown will face strong competition from other communities, most notably the City of Monroe and Monroe Charter Township, when it comes to attracting new retail.

- The types of stores with the highest demand from within Frenchtown are General Merchandise Stores, Grocery Stores, and Speciality Food Stores. However, demand for each is only mild.

The types of stores with the highest regional demand are Electronics Stores, Specialty Food Stores, Clothing Stores, and General Merchandise Stores. Demand in these categories is robust, and Frenchtown is well positioned to attract new stores due to its existing retail infastructure and reputation. However, the spending power generating the demand is generally not located within Frenchtown.

B. Public Input

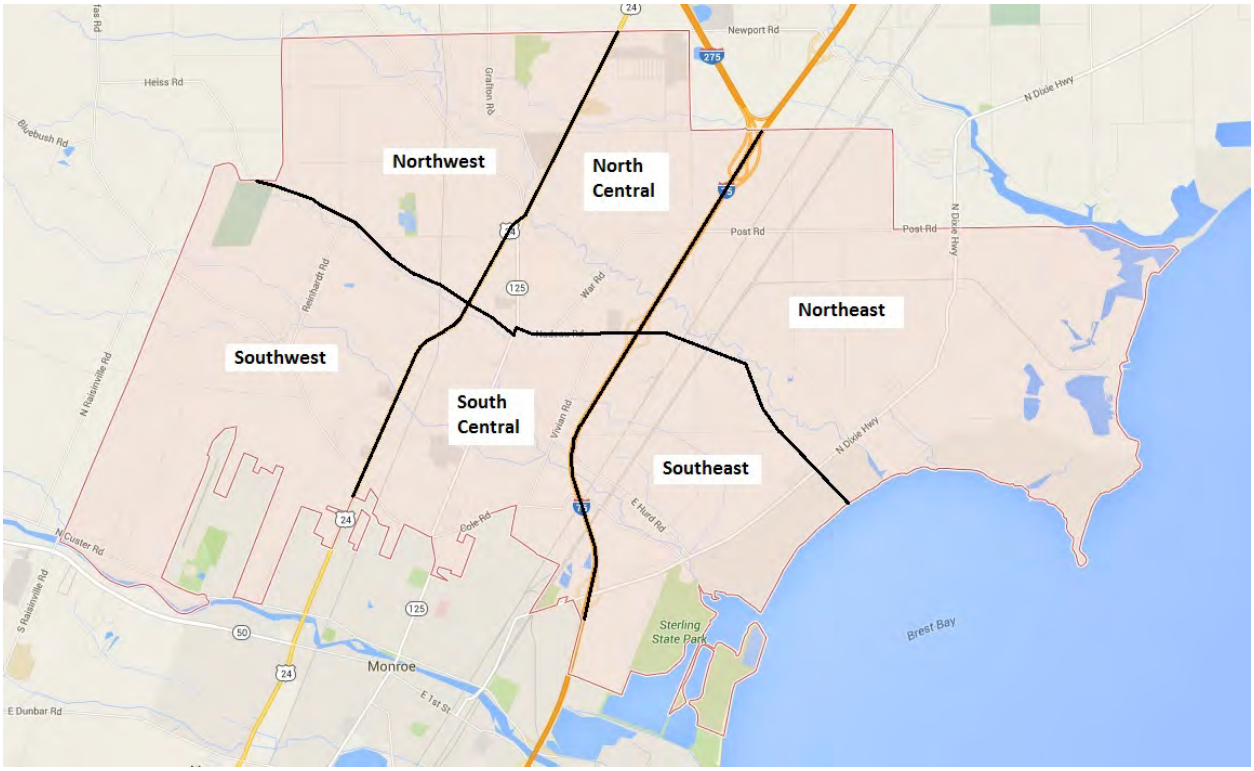
COMMUNITY SURVEY

As part of the development of the Master Plan, Frenchtown Township conducted a survey of property owners and residents in the community. The results of the survey were used to guide the planning process and create a shared vision for the community. Survey responses were gathered in December 2015 and January 2016.

CHARACTERISTICS OF RESPONDENTS

There were 353 responses to the survey. Survey respondents were asked in which part of the Township they live: either north or south of Nadeau and Heiss Roads, and east of I-75, between I-75 and Telegraph Road, or west of Telegraph Road. This method divided the respondents into six areas of the Township as shown in Map 15 below.

Map 15: Areas of Frenchtown Township for Public Input Survey



SUMMARY

Respondents were asked about their favorite and least favorite aspects of both Frenchtown overall and their own neighborhood. Respondents also participated in a visual preference survey asking for feedback on different types of development patterns for housing, commerce, and industry. Table 4-12 shows the results of questions posed to the entire Township, and Table 4-13 shows respondents' feedback on their favorite and least favorite things about the Township by each of the six areas of the Township in Map 15. The feedback from open-ended responses was used to create a word cloud for

each of these questions, and the word clouds are included with the summaries in Figure 4-9 and 4-10 below.

FAVORITE AND LEAST FAVORITE THINGS ABOUT FRENCHTOWN

Among the open-ended responses on their favorite things about Frenchtown, the people cited Township services (21%), taxes (14%), the rural character (14%), good schools (10%), parks (7%), and the Jefferson Recreation Center (7%) as their favorite things. These responses show that in addition to the available answer choices, the Township services and the schools are also attractive qualities for living in Frenchtown.

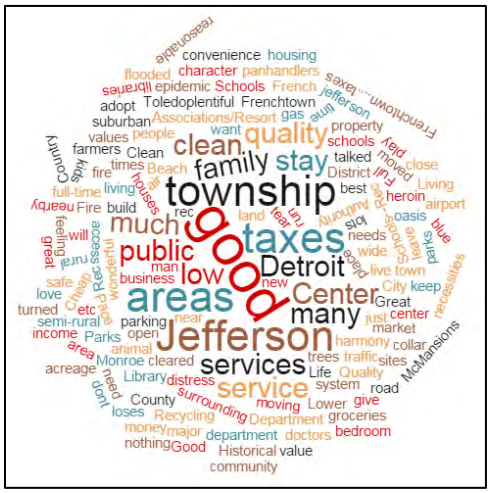
Among the open-ended responses on their least favorite things about Frenchtown, the people cited various traffic issues (21%), blight (14%), taxes (9%), lack of restaurants (9%), trains and railroad crossings (5%), sprawl (5%), and crime (5%). Traffic issues included neeeded road maintenance, conflict with truck traffic from industrial sites, and noise from heavy traffic. The attention to blight and crime indicate that there is a desire in the community for the consistent enforcement of ordinances and for the cleanup of highly visible signs of blight.

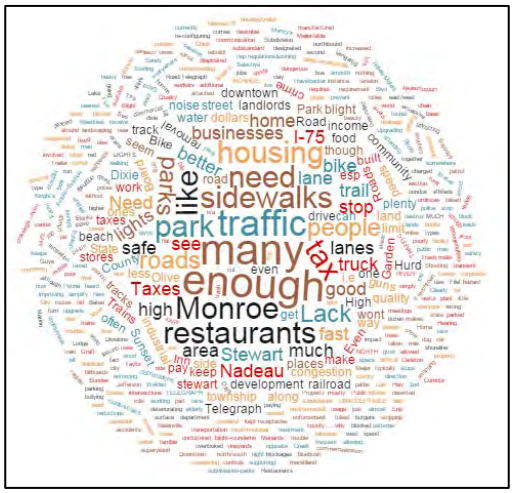
Table 4-12: Overall Survey Responses

Question	Responses	
In which part of the Township do you live?	Northwest: 8% North Central 3% Northeast 23%	Southwest: 26% South Central: 13% Southeast: 27%
What is your age?	0-17: 0% 18-24: 1% 25-44: 23%	45-64: 47% 65-84: 27% 84+: 2%
What are your favorite things about Frenchtown?	**Popular Responses** Rural Character (66%) Location btwn. Detroit/Toledo (56%) Lake Erie (53%) Easy to get around by car (48%) Plenty of open space (48%) Proximity to Downtown Monroe (39%) Cost of Living (32%) Quality Parks (28%)	**Unpopular Responses** Quality of Housing Stock (12%) Entertainment and Shopping (13%) Easy to get around by bike/walk (14%) Sense of community (20%)
What are your least favorite things about Frenchtown?	**Popular Responses** Not enough restaurants (43%) Not enough fun things to do (43%) Not enough shopping (41%) Hard to get around by bike/walk (39%)	**Unpopular Responses** Hard to get around by car (9%) Not enough parks (13%) Not enough quality homes (14%) Too many people (17%)

Source: Frenchtown Township Master Plan Survey, December 2015 and January 2016

Figure 4-9 Word Clouds for Favorite (left) and Least Favorite (right) Things about Frenchtown

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much
Telegraph
development
railroad
downtown
noise street
landlords
Park blight
businesses
I-75
food
bike
lane
trail
stop
plenty
land
drive
lanes
truck
good
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quality
safe
see
beach
stores
State
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parks
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better
Dixie
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road
Bike
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Table 4-13: Survey Responses by Geographic Area

Area	Favorite Things	Least Favorite Things
Northwest	Rural Surroundings (72%) Proximity to I-75 (50%) Proximity to Downtown Monroe (33%) Near Parks (28%) Near Shopping (17%)	Not near entertainment (27%) Too much congestion (20%) Nowhere to walk or bike (13%) Not near Lake Erie (7%) Not near my job (7%)
North Central	Proximity to I-75 (100%) Rural Surroundings (75%) Proximity to Lake Erie (50%) Near My Job (25%) Proximity to Downtown Monroe (25%)	Too much noise (25%) Nowhere to walk or bike (25%) Too much congestion (13%) Not near entertainment (13%)
Northeast	Proximity to Lake Erie (76%) Rural Surroundings (60%) Proximity to I-75 (53%) Near Parks (35%) Easy to Walk or Bike (33%)	Housing Stock is Not High Quality (22%) Not near my job (13%) Not near entertainment (11%) Nowhere to Walk or Bike (9%) Too Much Congestion (7%)
Southwest	Proximity to I-75 (53%) Rural Surroundings (53%) Proximity to Downtown Monroe (39%) Near Shopping (34%) Quality of Housing Stock (31%)	Nowhere to Walk or Bike (21%) Not Near Entertainment (10%) Not Near Shopping (8%) Not near Lake Erie (6%) Too Much Congestion (6%)
South Central	Proximity to Downtown Monroe (57%) Rural Surroundings (57%) Proximity to I-75 (51%) Near Shopping (40%) Quality of Housing Stock (34%)	Nowhere to Walk or Bike (37%) Too Much Noise (7%) Lack of High Quality Housing Stock (7%) Not near Parks (7%) Too Much Congestion (7%)
Southeast	Proximity to Lake Erie (67%) Proximity to I-75 (64%) Rural Surroundings (50%) Near Parks (40%) Proximity to Downtown Monroe (30%)	Lack of High Quality Housing Stock (14%) Too Much Noise (13%) Nowhere to Walk or Bike (13%) Too Much Congestion (11%) Not Near Shopping (9%)

Source: Frenchtown Township Master Plan Survey, December 2015 and January 2016

VISUAL PREFERENCE SURVEY

Table 4-144 shows the six most highly rated and six least highly rated pictures for the visual preference survey. The highly rated images show that repsondents want to preserve open space, provide parks and recreation amenities such as trails, and preserve agriculture and farming land. The lowly rated images show that respondents want to discourage the expansion of industrial and factory uses, and do not want high density housing developments.

Table 4-14: Visual Preference Survey Responses

Highest Rated Images		
4.78	4.63	4.62
4.59	4.46	4.40
Lowest Rated Images		
1.42	1.53	1.91
2.25	2.30	2.35

Source: Frenchtown Township Master Plan Survey, December 2015 and January 2016

C. Resilient Monroe

Note: In 2013, the Land Information Access Association (LIAA) conducted a thorough public engagement process and developed regional planning recommendations for Frenchtown, the City of Monroe, and Monroe Charter Township. This planning process was known as "Resilient Monroe." Their recommendations have been included throughout this document. The following pages include a summary of the process and fidings of "Resilient Monroe."

Early in 2013, the City of Monroe, Frenchtown Charter Township and Monroe Charter Township agreed to pool their resources and work together in reviewing and revising their respective master plans under the project name ***Resilient Monroe.*** Each of these local governments conducts land-use planning and community development separately under Michigan's planning and zoning laws. However, when taken together, the three jurisdictions include the geographic area most people think of as the greater Monroe Community.

The ***Resilient Monroe*** project is designed to serve the whole community by supporting the work of all three planning commissions and the elected officials. Together, these public officials have formed the *Community Planning Committee* to review and consider the planning documents developed by the project. Research, planning and process facilitation services are being provided by the Land Information Access Association (LIAA) with support from the Community Foundation of Monroe County, Michigan Municipal League (MML), Michigan Townships Association (MTA), Michigan Association of Planning (MAP) and the Urban Planning division of the University of Michigan. Funding for this effort has been provided by the City of Monroe, Frenchtown Charter Township, Monroe Charter Township, the Kresge Foundation and the Americana Foundation.

Ultimately, the ***Resilient Monroe*** project is about helping the leaders and citizens of the greater Monroe Community refine their land use and development plans. This effort will support the City of Monroe in rewriting its existing Master Plan and assist the participating townships in reviewing their master plans — working toward greater resilience. In all cases, this community planning effort is following the requirements of the *Michigan Planning Enabling Act* (Public Act 33 of 2008) including the five-year plan review.

COMMUNITY PLANNING COMMITTEE

To manage and oversee this project, a *Community Planning Committee* (CPC) was formed by bringing together the appointed planning commissioners and many elected officials from the City of Monroe and Frenchtown and Monroe Charter Townships. Meeting monthly in open public forums, the CPC is responsible for evaluating and recommending changes and updates to local government master plans. However, this is only one part of the public process for Resilient Monroe. Project staff members have reached out to people across the community for their vision and goals for Monroe. By holding public meetings and focused discussions with people from across the community, project leaders hoped to build a greater public understanding of climate and economic resilience. By engaging citizens in working sessions for visioning and goal setting, project leaders hoped to inform the local government planning process while building citizen leadership. By conducting an extensive community survey of opinions on development and change in Monroe, project leaders hoped to inform and encourage a far-reaching community planning discussion.

PUBLIC DISCUSSIONS AND FORUMS

Throughout the early spring of 2013, Resilient Monroe project team members worked to gather information from state and local government agencies, community organizations and nonprofit groups, public schools, and business leaders. Project leaders also met with community leaders individually and in focused discussion settings to help identify shared issues of concern and opportunities for cooperative community development.

Public Gatherings – During April and May of 2013, the Resilient Monroe project team distributed 1,000 project brochures and dozens of posters announcing the project and encouraging public participation. 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 hopes for the future.

Leadership Summit – In April, 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 asked community leaders to better understand and come to grips with the challenges of climate change and our changing global economy. Presentations were made by the experts from the University of Michigan, Michigan State University, Michigan Municipal League, Michigan Association of Planning, Michigan Department of Community Health, the Huron River Watershed Council and LIAA. At the end of the day, participants broke up 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 Community Action Teams.

YOUTH INITIATIVES

Early in the Resilient Monroe project, the CPC asked project staff members to engage young people in this discussion about the future of their community. They wanted to learn more about what young people thought would help make their community a vibrant and attractive place to live.

The *Youth Initiative* was designed as a two-day asset mapping, community visioning, and goal setting project involving approximately 60 students from Monroe High School and Jefferson High School. The *Resilient Monroe* project team spent half-days with the students on two consecutive weeks. Because of school transportation difficulties, the process was duplicated at each high school separately.

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 listing of their recommended community development projects. Then, the students conducted a survey to find out how highly the proposed projects would be rated among their peers. Approximately 100 participants at these schools were asked to rate the importance of each proposed development project to the community using a scale of 1 for not-at-all important to 5 for

extremely important. Results from the student input can be found in the Resilient Monroe Resource Atlas.

COMMUNITY ACTION TEAMS

As part of the Resilient Monroe project, citizens from throughout the community were invited to join a set of working sessions to develop topic-specific community planning recommendations for the City of Monroe, Frenchtown Charter Township and Monroe Charter Township. Participants were asked to select one of six topics to examine and discuss together in groups known as *Community Action Teams (CATs).* The topics were (1) Access and Transportation, (2) Business and Economy, (3) Buildings and Neighborhoods, (4) Agriculture and Food, (5) Human and Social, and (6) Natural and Environmental. Each team had the opportunity to learn about the workings of the topic or system, as well as its strengths and weaknesses.

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, nonprofit 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 out to the larger group. Each team had a discussion leader (sometimes two), a facilitator for note-taking, 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 CAT participants have submitted a full report, including a complete list of goals, objectives and tasks, as their community planning recommendations to the City of Monroe, Frenchtown Charter Township and Monroe Charter Township. A full listing of the overall goals developed by the CAT participants can be found in the Resilient Monroe Resource Atlas.

COMMUNITY PLANNING AND DEVELOPMENT SURVEY

The *Community Planning Committee (CPC)* worked with staff members to develop a public opinion survey for the residents of the City of Monroe, Frenchtown Charter Township and Monroe Charter Township. Our goal was to learn more about what residents like most about the Monroe Community and what cultural and natural features are most important. We also wanted to learn what residents thought about key land-use planning and development concerns identified by the CPC.

To obtain opinions from a representative sample of community residents, we selected a random sample of names and addresses from the lists of registered voters maintained by each of the three participating jurisdictions. At that time, there were a total of 40,639 voters registered in the three jurisdictions. With help from the U.S. Postal Service, we were able to select a total of 10,870 voter names with valid addresses at random from the lists. To achieve a statistically significant, representative sample for each jurisdiction, a response rate of about 10% was needed.

A total of 1,578 surveys were returned, yielding a very respectable 14.5% response rate and a good representative sample of all registered voters in the Monroe Community. The survey yielded a large

number of responses from a broad cross-section of the population (based on the demographic data), providing valuable information about the preferences of voting citizens with an active interest in the community. A full survey report can be found in the Resilient Monroe Resource Atlas in Chapter 10.

TELEGRAPH ROAD CHARRETTE

A three-day planning *charrette* was conducted for the Telegraph Corridor as part of the Resilient Monroe project. A charrette is a collaborative planning event that engages local officials, state and regional agencies, business owners, local stakeholder groups, and interested citizens to create and support a feasible and transformative plan for a specific issue or area of the community. The focus of our charrette was on a seven-mile portion of Telegraph, roughly bound by Dunbar Road to the south and Stewart Road to the north. See the Telegraph Final Report for a full overview of the process and detailed community recommendations.

BUILDING COMMUNITY RESILIENCE

Most communities across Michigan are wrestling with difficult economic, social and environmental challenges. The shifting global economy and statewide recession is forcing big changes in business practices and employment. State and federal funding is declining and new long-term assistance appears unlikely. Further, paying for basic energy supplies continuously siphons off community resources. Making matters worse, the harmful impacts of extreme weather events on agriculture, infrastructure and human health are being felt almost everywhere across Michigan.

These are turbulent times for many Michigan communities. However, with planning and preparation, communities can weather the storms and recover, becoming even better places to live and thrive. Through community-wide planning, resilient cities and townships actively cultivate their abilities to recover from adverse situations and events, working to strengthen and diversify their local economies and communications networks, increase social capital and civic engagement, enhance ecosystem services, improve human health and social systems, and build local adaptive capacity.

Resilience can be described as the capability of a person or community to withstand and recover from a shock or serious misfortune without permanent disruption. According to the Rand Corporation, community resilience is *a measure of the sustained ability of a community to utilize available resources to respond to, withstand, and/or recover from adverse situations*. 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: (1) strong and meaningful social connections, (2) social and economic diversity, (3) innovation and creative problem solving capacity, and (4) extensive use of ecosystem services.

Resilience includes adaptive capacity. Adaptation is a critically important part of resilience because it allows us to prevent further harm from disasters and disruptions while making the most of the new conditions. By adapting rapidly to changing circumstances, our communities may not only survive challenges, but thrive.

Communities interested in becoming more resilient assess their vulnerabilities and make action plans to reduce their sensitivities and exposures to hazards of all kinds. Improvements in social cohesion and civic engagement also improve community resilience, by increasing the capacity of volunteer organizations and providing more secure neighborhoods, among other things. 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, communities can work to encourage and support local production of goods and supplies, increasing self-reliance and reducing the flow of funds out of the community. Programs to encourage local investing and entrepreneurship have been helpful in building both employment and production capacity. Local investments, consumption of locally produced products, and locally owned businesses all help to diversify the community's economy, giving it greater resilience.

ECONOMIC TRENDS AND CHALENGES

Over the past 20 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 anywhere else, increasing global competition. As a result, many manufacturing jobs have been and are being moved to countries with the lowest labor and related costs.

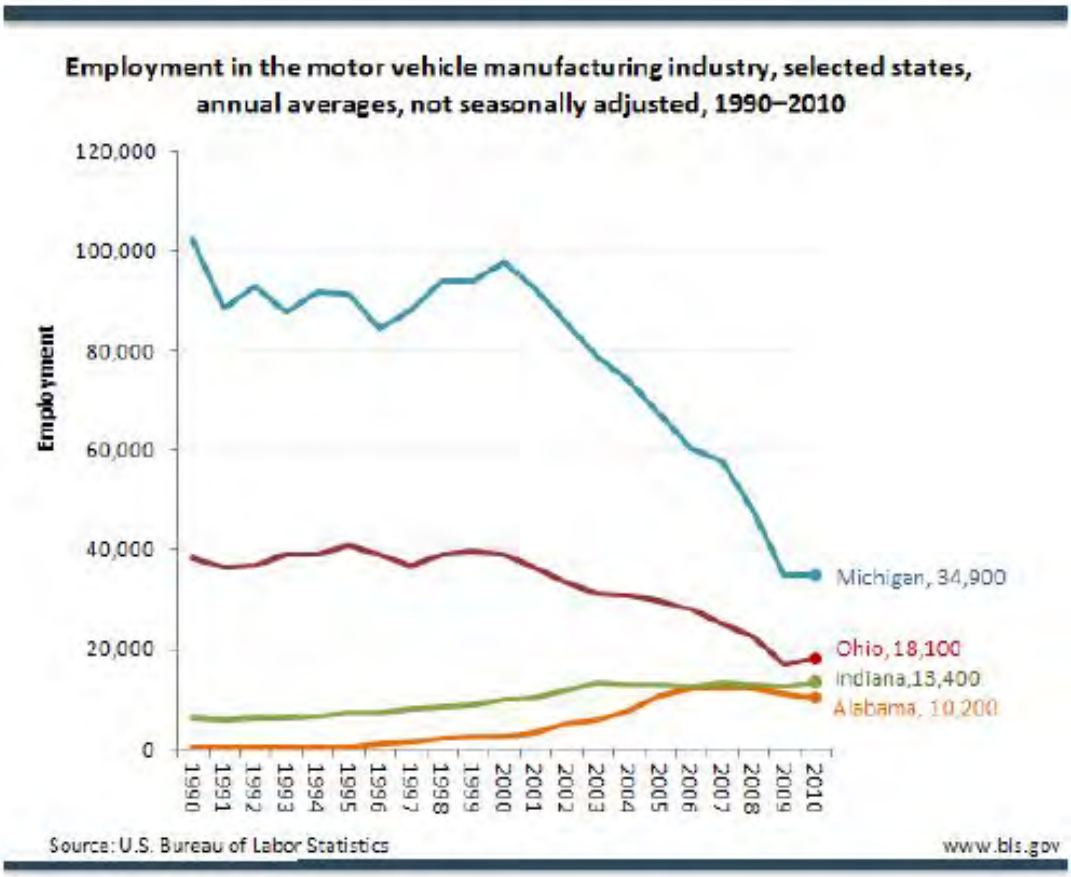
The trend toward moving jobs to other, lower-cost countries together with the continuing automation of processes has resulted in the nation, as a whole, losing manufacturing jobs. The impact of this changing trend has been particularly hard on Michigan's economy which has relied more heavily on manufacturing than most other states' economies. In the vehicle manufacturing sector alone, Michigan lost 65,100 jobs from 1990 to 2010. Overall, between 2000 and 2010, Michigan lost 367,000 manufacturing jobs.

Over the past decade, most communities across Michigan have faced severe economic challenges due in part to a statewide loss of manufacturing jobs combined with a severe national recession. Along with the harsh economic downturn has come a loss in population and a significant loss in real estate values as many people moved to other locations. Ranked 17th of all states in 1970, Michigan was ranked 34th in average household income by 2007.

According to many experts, most of the future economic growth in Michigan will come in the high-technology and services sectors, including health care, 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, the experts say, communities and regions should embrace this *New Economy*.

The *New Economy* 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.

There are a number of things that communities and regions can do to improve their economic outlook. Economic development actions recommended by many experts reflect on the characteristics of the *New Economy*. For example, the following list presents some of the actions suggested by Michigan State University's Land Policy Institute's (MSU LPI) 2010 training course. All of these actions could, if properly focused, increase community resilience.



Actions We Could Take to Restore Prosperity

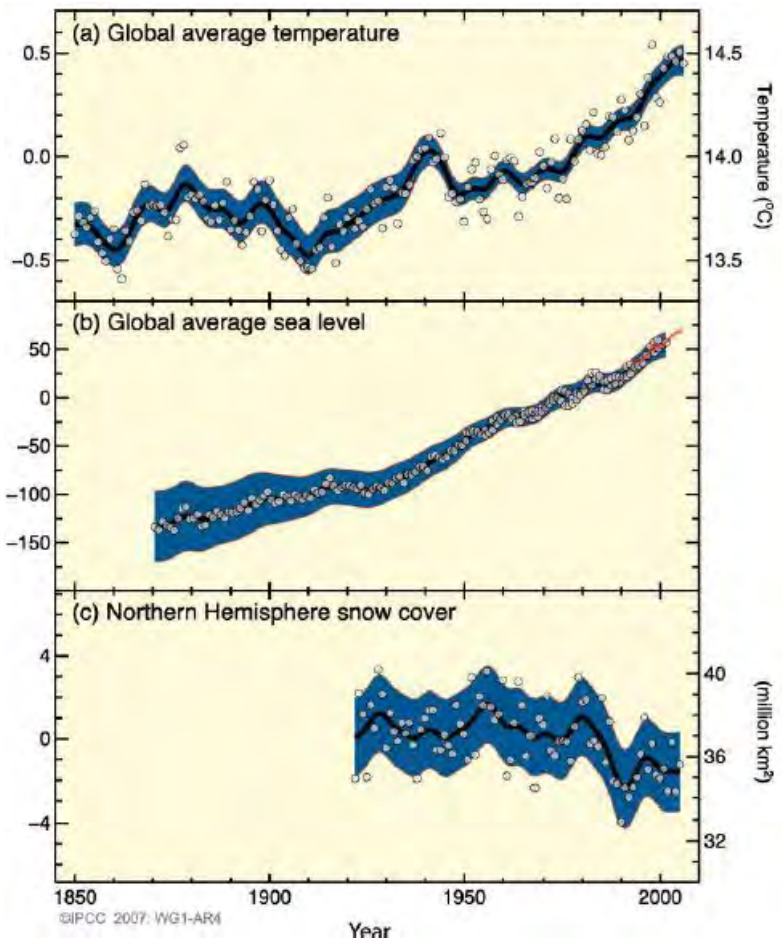
1. Diversify our economy.
2. Expand our markets.
3. Embrace the Green Economy and its focus on alternative energy.
4. Promote and support entrepreneurialism.
5. Focus on talent retention and attraction.
6. Focus on population retention and attraction.
7. Focus on effective *placemaking* and place-based strategies.
8. Right-size and maintain our infrastructure.

CLIMATE CHANGE AND VARIABILITY

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 figure belowprovides 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.



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:

1. Increases in winter and spring precipitation
2. Less precipitation as snow and more as rain
3. Less winter ice on lakes
4. Extended growing season (earlier spring/later fall)
5. Greater frequency and intensity of storms
6. More flooding events with risks of erosion
7. Increases in frequency and length of severe heat events
8. 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. 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 cold water 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.

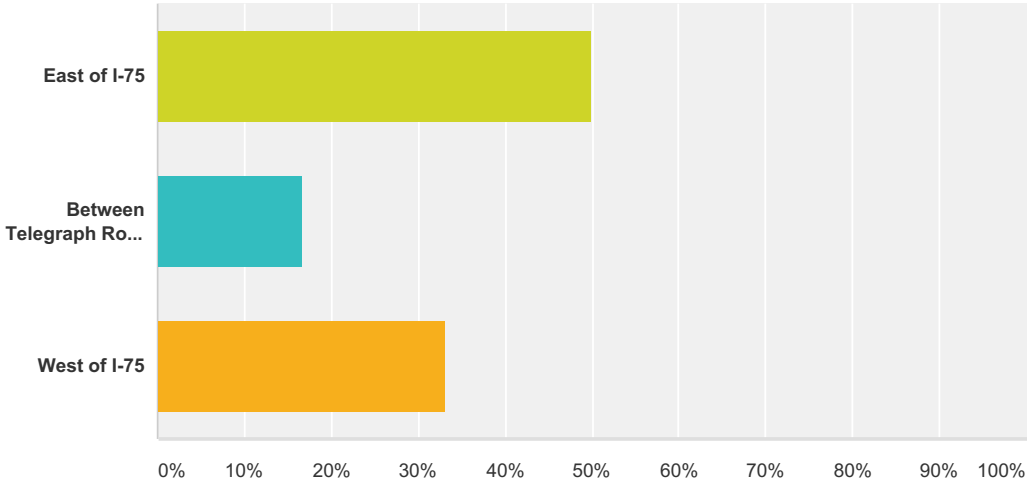
- **Public Health Risks**
  Increased risk of illness and death due to high heat and humidity. Increased risk of water contamination from flooding events. Increased risk of disease spread by mosquitoes, ticks and other vectors.

Model projections of summer average temperature and precipitation changes in Illinois and 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.

5. Appendix – Survey Results

Q1 Where in Frenchtown do you live, relative to these north-south corridors?

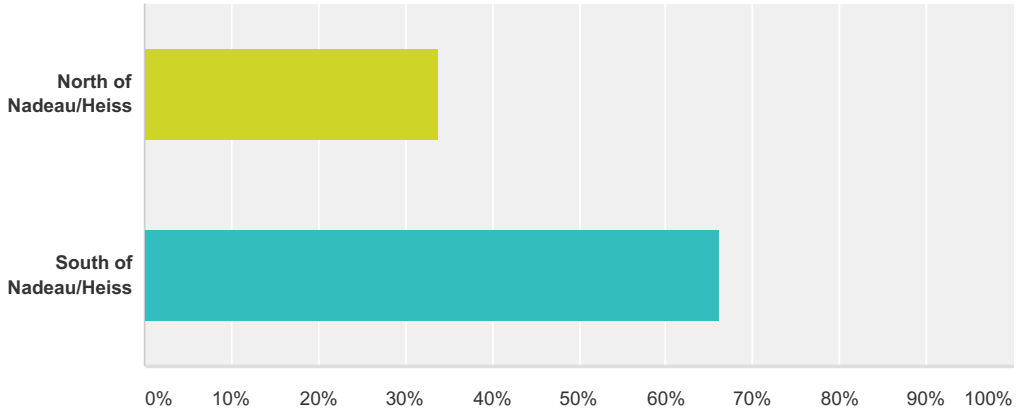
Answered: 268 Skipped: 85



Answer Choices	Responses	
East of I-75	**50.00%**	134
Between Telegraph Road and I-75	**16.79%**	45
West of I-75	**33.21%**	89
Total		**268**

Q2 Where in Frenchtown do you live, relative to Nadeau and Heiss Roads?

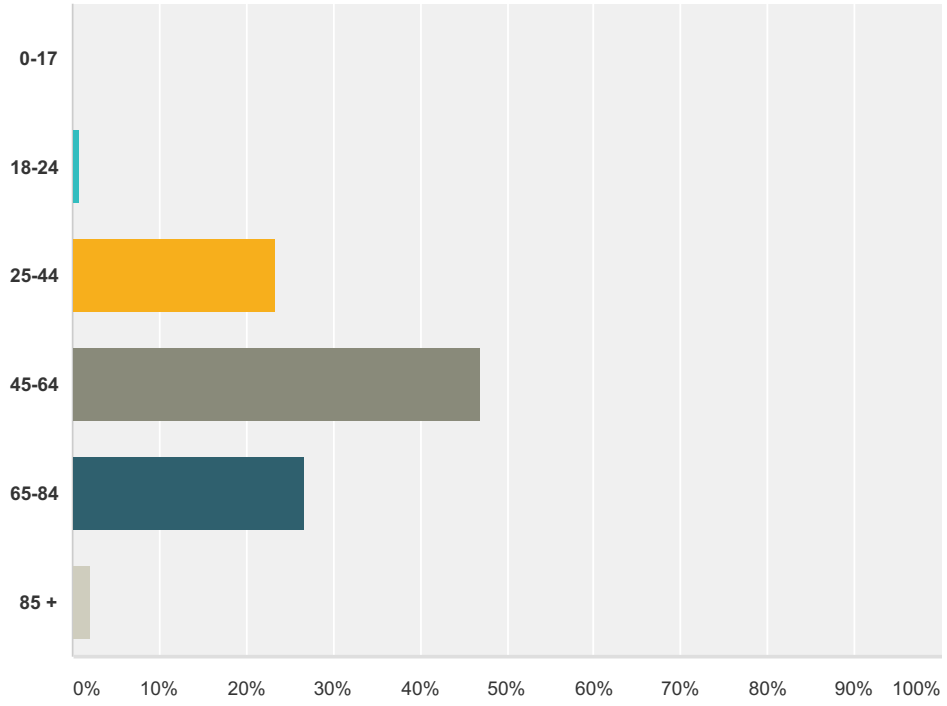
Answered: 266 Skipped: 87



Answer Choices	Responses	
North of Nadeau/Heiss	**33.83%**	90
South of Nadeau/Heiss	**66.17%**	176
Total		**266**

Q3 What is your age range?

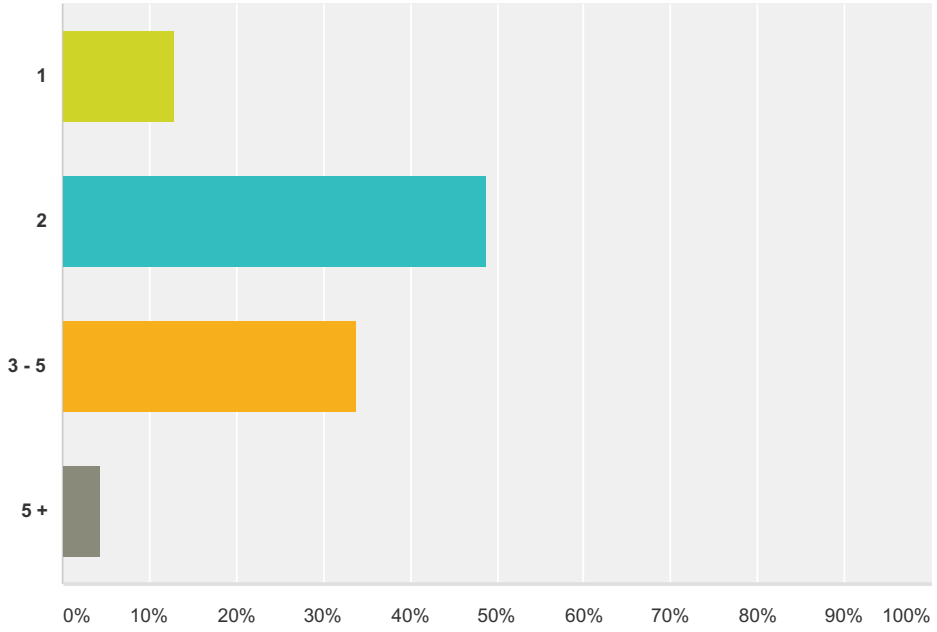
Answered: 347 Skipped: 6



Answer Choices	Responses	
0-17	**0.00%**	0
18-24	**0.86%**	3
25-44	**23.34%**	81
45-64	**46.97%**	163
65-84	**26.80%**	93
85 +	**2.02%**	7
Total		**347**

Q4 How many people live in your household?

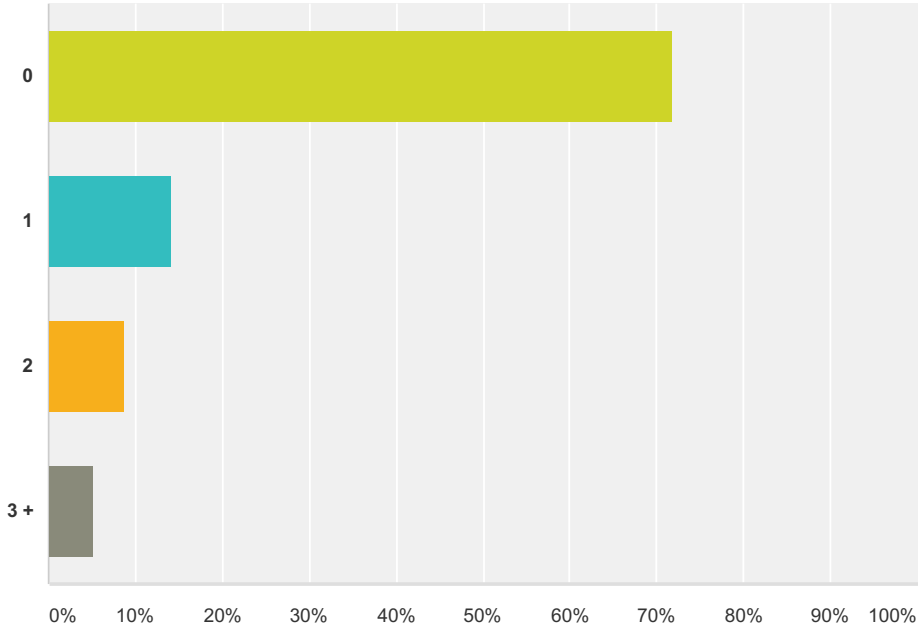
Answered: 348 Skipped: 5



Answer Choices	Responses	
1	**12.93%**	45
2	**48.85%**	170
3 - 5	**33.91%**	118
5 +	**4.31%**	15
Total		**348**

Q5 How many children under 18 live in your household?

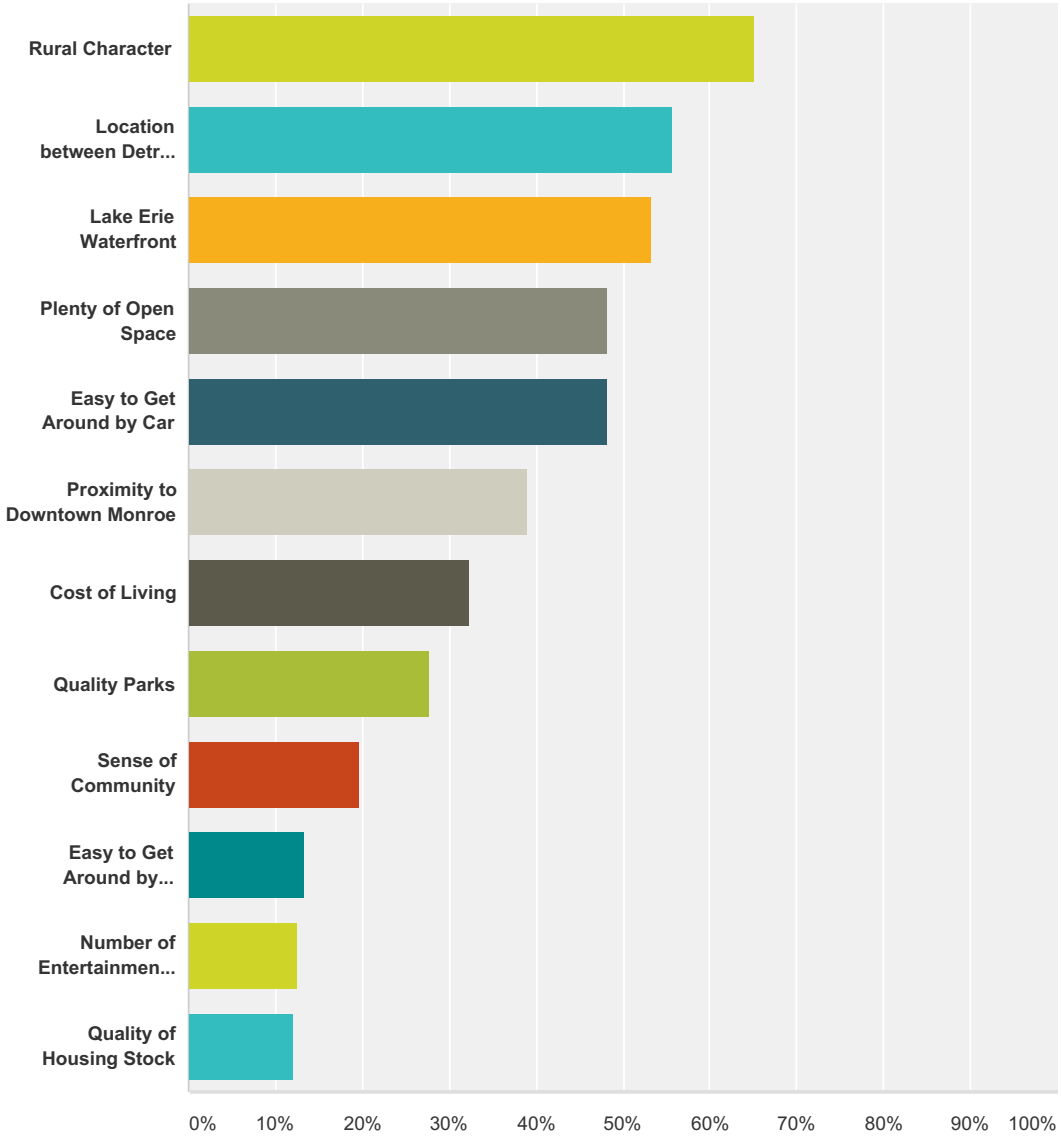
Answered: 345 Skipped: 8



Answer Choices	Responses	
0	**71.88%**	248
1	**14.20%**	49
2	**8.70%**	30
3 +	**5.22%**	18
Total		**345**

Q6 What are your favorite things about Frenchtown?

Answered: 336 Skipped: 17



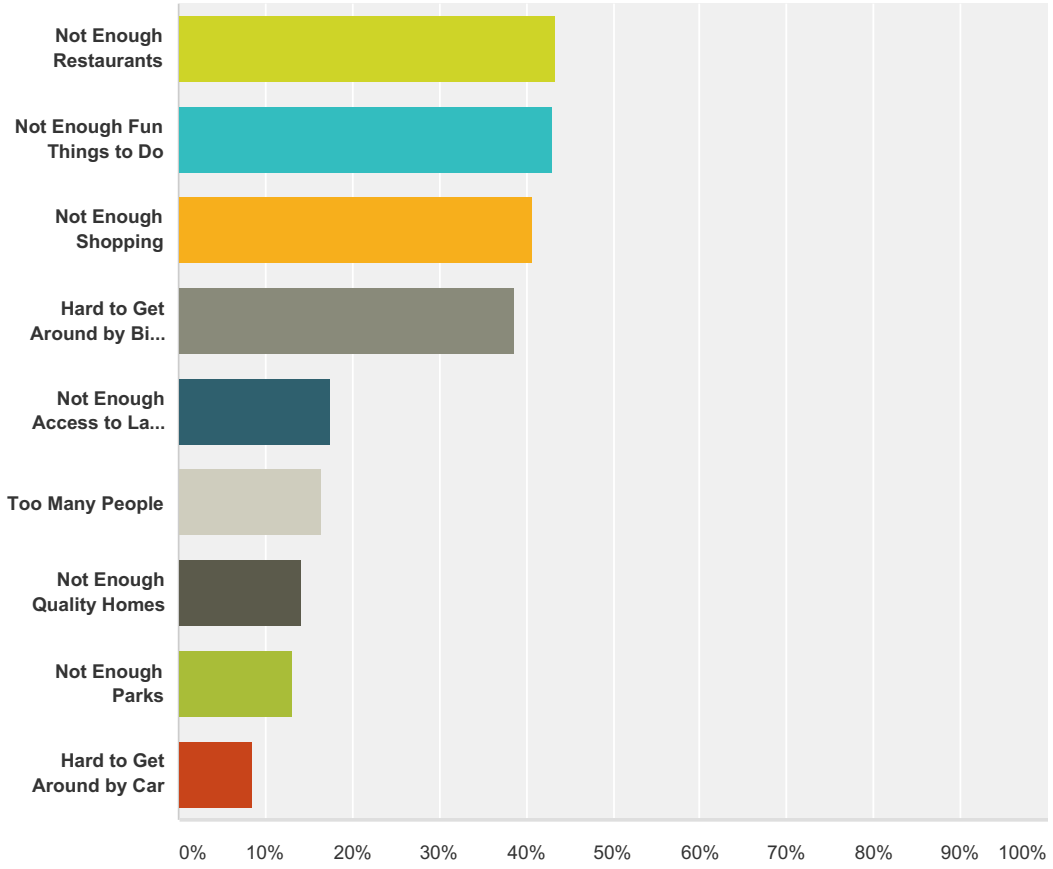
Answer Choices	Responses	
Rural Character	**65.18%**	219
Location between Detroit and Toledo	**55.65%**	187
Lake Erie Waterfront	**53.27%**	179
Plenty of Open Space	**48.21%**	162
Easy to Get Around by Car	**48.21%**	162
Proximity to Downtown Monroe	**38.99%**	131
Cost of Living	**32.44%**	109

Quality Parks	**27.68%**	93
Sense of Community	**19.64%**	66
Easy to Get Around by Walking or Biking	**13.39%**	45
Number of Entertainment and Shopping Opportunities	**12.50%**	42
Quality of Housing Stock	**12.20%**	41
Total Respondents: 336		

#	Other (please specify)	Date
1	Good schools	1/25/2016 1:02 PM
2	County Parks	1/25/2016 12:53 PM
3	quality service and reasonable taxes	1/16/2016 4:35 PM
4	blue collar values, farmers market, near major airport, jefferson rec center, many good doctors	1/16/2016 10:46 AM
5	We need to keep our parks up to give our kids a safe area to play.	1/15/2016 9:12 AM
6	Historical sites, the feeling of being a semi-rural oasis between suburban Detroit and Toledo.	1/15/2016 9:04 AM
7	heroin epidemic, panhandlers in public areas.	1/15/2016 8:49 AM
8	we moved here because of the rural character and will leave if the township loses that quality. I dont want the township flooded with McMansions or more low income housing	1/13/2016 12:33 PM
9	close to family	1/10/2016 1:38 PM
10	nothing, it has turned into a bedroom community	1/9/2016 9:29 AM
11	Country Living with acreage and the convenience of nearby necessities, gas, groceries, etc.	1/4/2016 10:16 PM
12	adopt a road- clean	1/4/2016 5:11 PM
13	I love Frenchtown....taxes are good value for money; great libraries!	1/4/2016 2:35 PM
14	French town & the surrounding areas are best wide open. It is what we are, clean air, lots of trees, wonderful living for man and animal to live in harmony. This is how it should stay. Clean up the run down areas & build new in their place. DO NOT tear up good land for houses, business & parking when we have so much in distress that needs to be cleared	1/4/2016 9:36 AM
15	Beach Associations/Resort District Authority	1/4/2016 8:53 AM
16	Pace of Life, Full time Fire Department, Quality of public services	1/3/2016 7:26 PM
17	Recycling service	1/3/2016 3:09 PM
18	Jefferson Schools	1/3/2016 12:24 PM
19	full-time fire department	12/31/2015 10:12 PM
20	Cheap taxes	12/31/2015 10:01 AM
21	Lower property taxes than City of Monroe	12/29/2015 2:54 PM
22	Jefferson Schools--Rec. Center; people of Frenchtown	12/29/2015 2:29 PM
23	More so Detroit	12/28/2015 9:59 PM
24	Not much we just stay here because of family , we talked about moving many times	12/28/2015 3:46 PM
25	low traffic	12/28/2015 9:44 AM
26	Very good 911 system	12/27/2015 7:19 PM
27	Great township services!	12/27/2015 3:09 PM
28	Jefferson Rec Center	12/27/2015 2:12 PM
29	Library access plentiful.	12/26/2015 1:30 PM

Q7 What are your least favorite things about Frenchtown?

Answered: 290 Skipped: 63



Answer Choices	Responses	
Not Enough Restaurants	**43.45%**	126
Not Enough Fun Things to Do	**43.10%**	125
Not Enough Shopping	**40.69%**	118
Hard to Get Around by Bike or Walking	**38.62%**	112
Not Enough Access to Lake Erie	**17.59%**	51
Too Many People	**16.55%**	48
Not Enough Quality Homes	**14.14%**	41
Not Enough Parks	**13.10%**	38
Hard to Get Around by Car	**8.62%**	25
Total Respondents: 290		

#	Other (please specify)	Date
1	Hearing 1-75 and being too close to the Fermi plant	1/27/2016 11:26 AM

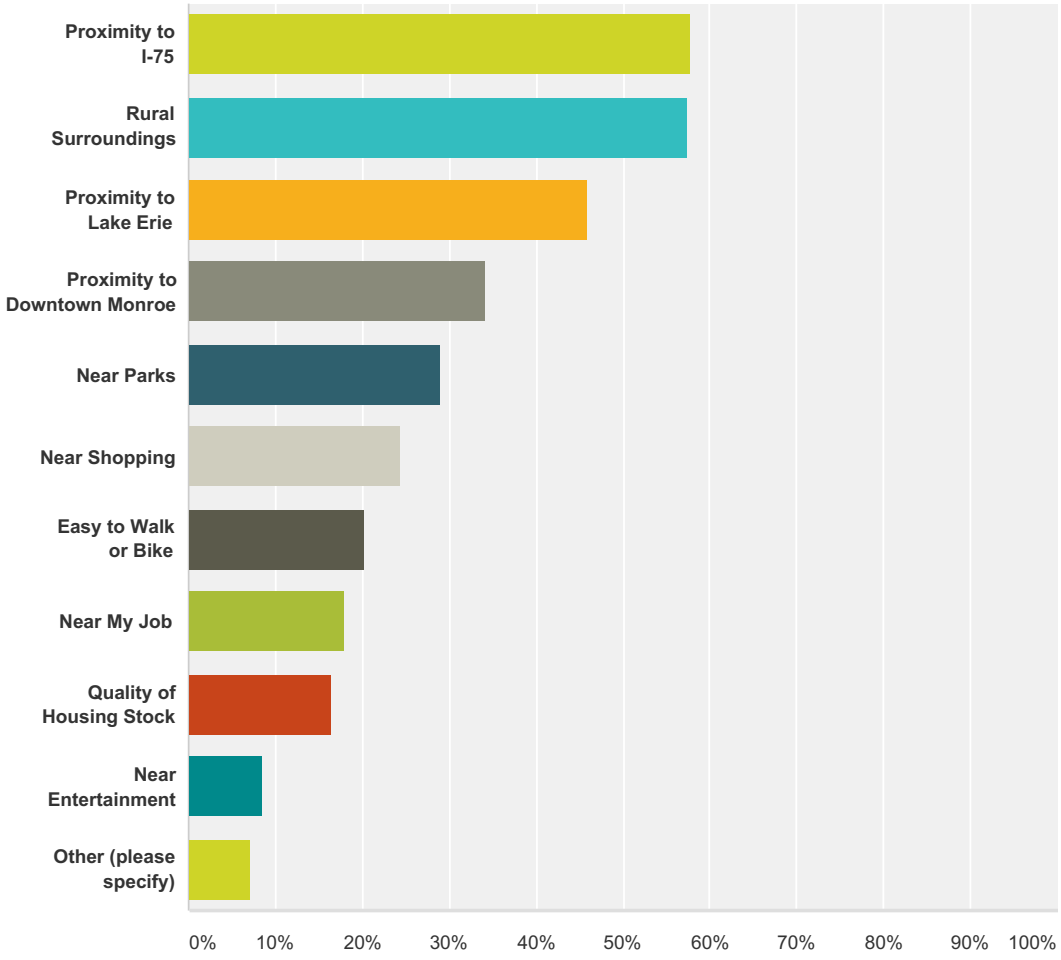
2	Sunset and Sunrise Blvd. State Park Subdivision os overlooked for a safe bile trail into Sterling State Park. We pay taxes and downtown Monroe got the safe bike trail into the park.	1/25/2016 2:21 PM
3	Need a second overpass at I-75 and Nadeau.	1/25/2016 1:53 PM
4	Would like to see a dog park somewhere.	1/25/2016 1:27 PM
5	The roads/streets in Sunset Meadows need to be fixed.	1/25/2016 1:13 PM
6	Some neighborhoods are getting too run down.	1/25/2016 12:57 PM
7	speed limit too high on Dixie Hwy	1/23/2016 5:15 PM
8	quality of roads, although they seem to be improving them as best they can.	1/16/2016 4:35 PM
9	.	1/16/2016 2:10 PM
10	almost no sidewalks, frequent railroad blockages, excessive highway noise, many good stores have deserted monroe	1/16/2016 10:46 AM
11	Too often the railroad tracks are blocked (northbound NS track) at Hurd and Sandy Creek Roads.	1/15/2016 5:23 PM
12	Need restaurants, Chick Filet, Olive Garden and Five Guys burgers.	1/15/2016 10:14 AM
13	nothing	1/15/2016 9:54 AM
14	We need north/south and east/west roads that the speed limit is raised to 65mph, such as BlueBush and Stewart to Mabee and Milan and Exeter & Reinholdt and Graft on to Carleton and Raisinville Rd. The world can't and wont continue at 45mph. Horrible Roads. Even the ones just rebuildt. Clearly you pay tax dollars out on inferior and substandard work. Road surface may be smooth yet it pitches and rolls side to side and up and down everywhere.	1/15/2016 9:34 AM
15	Too man mobile home parks	1/15/2016 9:22 AM
16	More parks and recreation to keep our youth out of trouble.	1/15/2016 9:12 AM
17	Too many industrial parks, truck stops, strip malls, billboards, high tension wires, and communication towers. Lack of lakeview restaurants or Lodge, vineyards and wineries, uncluttered rural view sfhfeds, and designated tourist routes, industrial park opposite the state park entrance and shoreline drive with views of Lake Erie or marshland.	1/15/2016 9:04 AM
18	too much low income housing, manufactured housing/trailer subdivisions-parks	1/13/2016 12:33 PM
19	Too much commercialization and allowing to corporate bullying, am considering moving now because of the 2nd truck stop that will be built at Nadeau/75. That exit is congested enough with truck traffic, and there have been plenty enough accidents to prove it!	1/13/2016 8:37 AM
20	Trains block crossings---even stopping on a regular basis	1/12/2016 8:29 PM
21	The Telegraph Corridor has become too packed with businesses for the traffic patterns that currently exist.	1/12/2016 6:27 PM
22	not enough quality Restaurants; we don't need fast food or chain type	1/12/2016 3:56 PM
23	Too much rental property with little supervision by landlords. Unfortunately, this leads to increased crime.	1/12/2016 3:13 PM
24	traffic is too heavy on some of roads ie: Nadeau and Hurd	1/11/2016 7:13 PM
25	I don't like how they spend my tax dollars	1/11/2016 1:07 PM
26	Bike lanes have created a safety hazard for all involved	1/10/2016 3:00 PM
27	stop lights and traffic controls in the wrong places.	1/9/2016 9:29 AM
28	Lack of sidewalks and the lane re-configuring reductions from 4 lanes down to 2 and a center turn lane.	1/8/2016 1:06 PM
29	roads and train tracks are undesireable. Trains stop to often!	1/8/2016 9:16 AM
30	To many people shooting guns	1/8/2016 8:33 AM
31	crime rate	1/7/2016 12:03 PM
32	traffic congestion	1/6/2016 4:10 PM
33	The Hotels/Motels nearest to I-75 (Kinght's Inn, Days Inn) the ones that seem to be attracting less desirable "transient" people	1/6/2016 9:08 AM
34	plenty of fast food restaurants not enough better dining places i.e. Mancy's	1/5/2016 3:08 PM
35	Trailer parks	1/5/2016 7:56 AM

36	Downtown parking is terrible, should be free! Keeps me from going downtown and supporting local businesses because of your parked car patrol. Silly and pushes lots of people away.	1/5/2016 12:50 AM
37	Lack of street lights- esp at stewart and bluebush. very dark to curve west on to stewart at night. No sidewalks esp atound Meijer/aldis and shopping area. way too far from firestation for my street BAtes Lane(still comes from Nadeau Rd station?) Public uses Bates lane to cut over to Meijer area and it's like a race track- drive way too fast. .	1/4/2016 5:11 PM
38	n/a	1/4/2016 2:35 PM
39	Dixie Road Quality requires additional lanes New Sub Divisions being built without green or park space.	1/4/2016 11:31 AM
40	Again, please do not destroy our wood lands. It is the beauty of our community!!	1/4/2016 9:36 AM
41	like to see a bike trail along dixie to get from one beach subdivisions to the other.	1/4/2016 9:04 AM
42	Twsp Board meeting schedules prevent 9-5 workers from attending 67% of meetings!	1/3/2016 7:26 PM
43	High Taxes	1/3/2016 9:15 AM
44	It is flat, windy, and not enough trees. The noise from I-75 and Taylor Welded Blanks can be heard for 3 miles out. The land is wet, is mostly clay, and drains poorly.	1/2/2016 4:51 PM
45	commercial development that caused congestion and environmental impact	1/2/2016 11:51 AM
46	need Bike and walking sidewalks	1/1/2016 6:59 PM
47	TRAFFIC LIGHTS - ON TELEGRAPH RD. AND MONROE ST. NORTH OF THE RIVER	1/1/2016 5:51 PM
48	Property taxes are simply too high. There are at least a dozen levys attached to my tax bill.	1/1/2016 12:12 PM
49	And home owner depreciations on our houses but still paying higher tax prices	12/31/2015 1:27 PM
50	Would be nice to have good restaurants on the lake and river. There are other cities in the US that make MUCH better usage of these types of areas. See Peoria Illinois for instance.	12/30/2015 2:27 PM
51	No bus transportation for Jefferson High Shcool is UNACCEPTABLE	12/30/2015 12:59 PM
52	We live on St. Pierre St. We receive no snow removal, road up keep or drainage cleaning. We are charged the same tax base as everyone else.	12/30/2015 12:04 PM
53	The fact that I get taxed for water treatment and don't have city water. Even though it is less than a 1/4 mile from my home any direction!	12/30/2015 8:15 AM
54	We need restaurants and stores. No Menards or Home Depot in Monroe county.....why?	12/29/2015 5:40 PM
55	not being allowed to use my land to its fullest	12/29/2015 4:21 PM
56	Low income housing in abundance--need to upgrade housing--control blight--condemn old and dilapidated housing.	12/29/2015 2:29 PM
57	Blight, awful development, poor landscaping of businesses, (Tire facility corner of Stewart and Monroe	12/29/2015 1:25 PM
58	Taxes and to many red lights and to many trains!	12/29/2015 1:01 PM
59	Trash along Stewart Road/Telegraph - no public trash receptacles near section 8 housing	12/29/2015 11:03 AM
60	not enough sidewalks and safe paths to ride a bike	12/29/2015 8:13 AM
61	Not many good jobs. And most people who grow up in Monroe County wont leave Monroe County even for work.	12/28/2015 9:59 PM
62	even though we originally voted down the Loveland Travelcenter, the county over-ruled	12/28/2015 4:46 PM
63	None	12/28/2015 7:49 AM
64	Taxes	12/27/2015 7:52 PM
65	I love being a part of Frenchtown	12/27/2015 7:49 PM
66	How blight has taken over the community	12/27/2015 1:44 PM
67	Not enough one story condos for the elderly	12/27/2015 1:34 PM
68	Upgrading of the lower beach area housing - i.e. removal of deteriorating homes typically not kept up by landlords	12/27/2015 11:45 AM
69	Board not understanding of having all the township entities working together to make the township better.	12/27/2015 10:56 AM
70	Shooting of guns!	12/27/2015 10:47 AM
71	Need to simplify twp.regulations&zoning requirement	12/26/2015 7:13 PM

72	Selective blight enforcement.	12/26/2015 6:34 PM
73	traffic on Telegraph road makes too many difficult and dangerous intersections	12/26/2015 5:53 PM
74	Would like to see an Olive Garden	12/26/2015 5:12 PM
75	not enforcing current ordinces on the books	12/26/2015 3:08 PM
76	Lack of local/municipal police department	12/26/2015 1:30 PM

Q8 What are your favorite things about your neighborhood?

Answered: 335 Skipped: 18



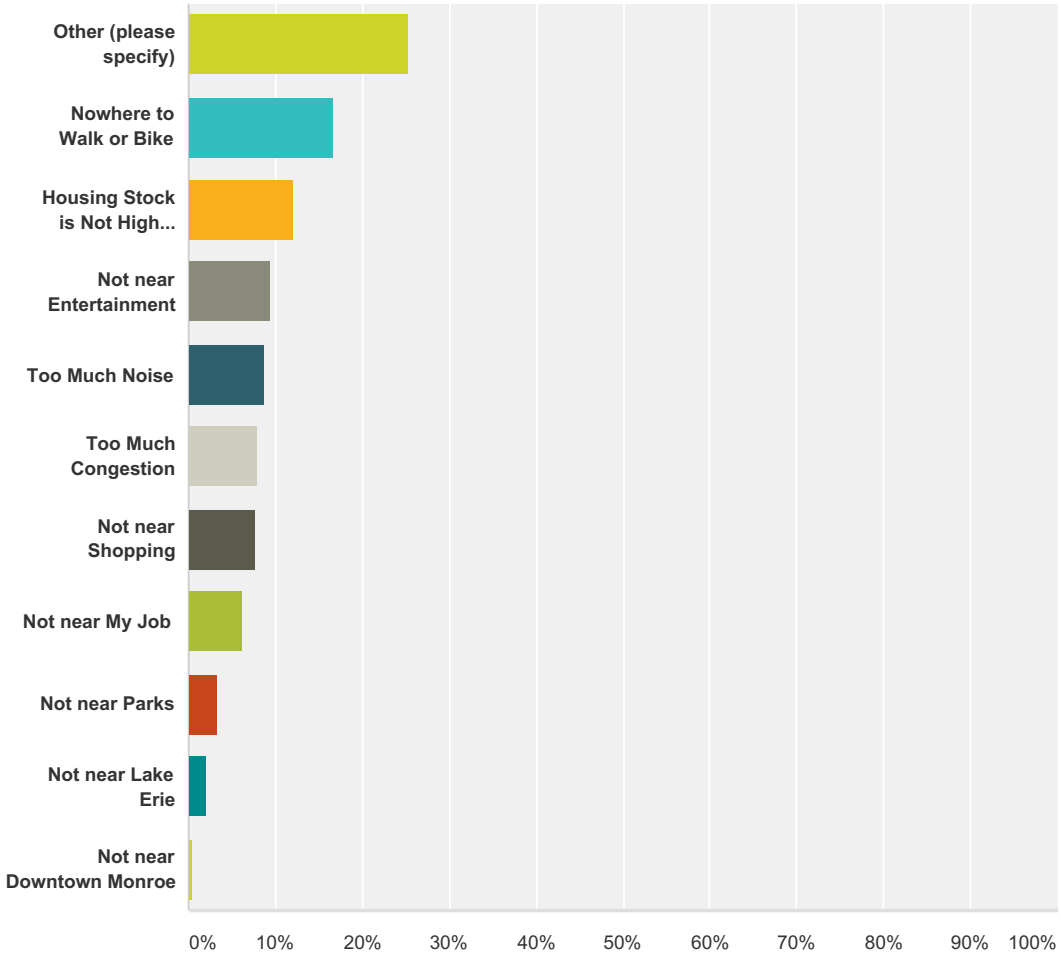
Answer Choices	Responses	
Proximity to I-75	**57.91%**	194
Rural Surroundings	**57.31%**	192
Proximity to Lake Erie	**45.97%**	154
Proximity to Downtown Monroe	**34.33%**	115
Near Parks	**28.96%**	97
Near Shopping	**24.48%**	82
Easy to Walk or Bike	**20.30%**	68
Near My Job	**17.91%**	60
Quality of Housing Stock	**16.42%**	55
Near Entertainment	**8.66%**	29

Other (please specify)	**7.16%**	24
Total Respondents: 335		

#	Other (please specify)	Date
1	not being in Wayne county	1/27/2016 11:26 AM
2	lots of trees, great soil for growing things, a few helpful neighbors	1/16/2016 10:46 AM
3	Sandy Creek borders my backyard.	1/15/2016 5:05 PM
4	In order to keep people coming to Frenchtown, we need to continually maintain and upgrade our parks and recreation major decision why I moved to Frenchtown was parks and recreation.	1/15/2016 9:12 AM
5	Dead end street	1/13/2016 3:36 PM
6	Good neighbors, and people take care of their yards	1/12/2016 9:22 PM
7	Wildlife present	1/12/2016 12:32 AM
8	Friendly neighbors	1/11/2016 3:39 PM
9	Countryish	1/10/2016 4:05 PM
10	close to family	1/10/2016 1:38 PM
11	Little manufacturing and industry	1/9/2016 10:30 AM
12	born and raised where i live now and do not like what has happened and allowed to happen in the neighboorhood.	1/9/2016 9:29 AM
13	Affordable	1/8/2016 1:06 PM
14	Country living	1/5/2016 7:56 AM
15	Living in Woodland Beach, housing crash still not recovered, stuck in my home forever!!	1/5/2016 12:50 AM
16	appreciate good garbage pick up. my neighborhood si clean and friendly.	1/4/2016 5:11 PM
17	I like location of my home	1/4/2016 2:35 PM
18	Association activities	1/4/2016 8:53 AM
19	Nothing anymore	12/31/2015 1:27 PM
20	Quiet street	12/31/2015 12:36 AM
21	Friendly neighbors	12/29/2015 2:29 PM
22	To many rules for normal people	12/28/2015 3:46 PM
23	dead end road	12/27/2015 2:28 PM
24	nothing	12/26/2015 3:50 PM

Q9 What are your least favorite things about your neighborhood?

Answered: 274 Skipped: 79



Answer Choices	Responses	
Other (please specify)	**25.18%**	69
Nowhere to Walk or Bike	**16.79%**	46
Housing Stock is Not High Quality	**12.04%**	33
Not near Entertainment	**9.49%**	26
Too Much Noise	**8.76%**	24
Too Much Congestion	**8.03%**	22
Not near Shopping	**7.66%**	21
Not near My Job	**6.20%**	17
Not near Parks	**3.28%**	9
Not near Lake Erie	**2.19%**	6

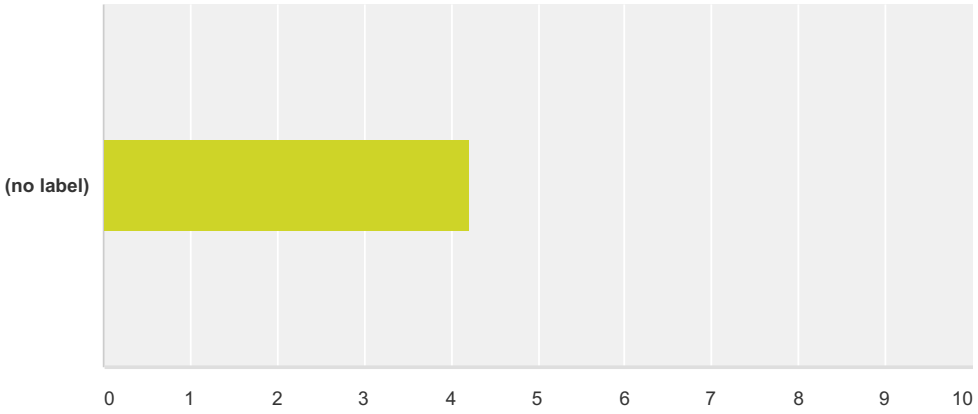
Not near Downtown Monroe	**0.36%**	1
Total		**274**

#	Other (please specify)	Date
1	No dog Park	1/25/2016 2:39 PM
2	The roads/streets in Sunset Meadows need to be repaired.	1/25/2016 1:13 PM
3	Stores do not stock what is in their ad.	1/25/2016 12:53 PM
4	too many stray cats and spreading disease and one neighbor raising them	1/23/2016 5:15 PM
5	Concerned about detiorating sewer systems on Ruff Dr.... and having to access sewer main by digging up road	1/16/2016 4:35 PM
6	Too many vacant houses & rental units; debris and trash around many houses; tends to lower property values. The township has blight ordinance which needs to be actively enforced, and not rely on complaints from residents.	1/16/2016 2:10 PM
7	Busy street, school and Fermi traffic	1/15/2016 7:01 PM
8	Rail traffice has increased tremendously over the past few years, lots of loud horns, bells, and blocked crossings. Traffic on I-75 has also increased greatly and is very loud.	1/15/2016 5:23 PM
9	Neighbors that are disrespectful.	1/15/2016 5:05 PM
10	Traffic moves fast on Stewart Road	1/15/2016 9:58 AM
11	nothing	1/15/2016 9:54 AM
12	The parks we have now are good but we need to keep adding to them and trees, landscape, play areas, ball diamonds.	1/15/2016 9:12 AM
13	Fermi traffic and truck traffic, no bike path to Sterling State Park.	1/15/2016 9:04 AM
14	I like my neighborhood.	1/15/2016 8:49 AM
15	too close to trailer parks- manufactured housing	1/13/2016 12:33 PM
16	I live on Vivian and am disappointed that weight restrictions were not put in place when the road improvements were completed. Nice to know my increased tax dollars made it easier for semis to roll down it!	1/13/2016 8:37 AM
17	No sidewalks in neighborhood, and no safe bike route west of Munson Park to get to other neighborhoods	1/12/2016 9:22 PM
18	trafic and empty comercial buildings along Telegraph cooridor	1/12/2016 3:56 PM
19	People drive to fast down Reinhardt rd	1/12/2016 3:16 PM
20	Bad side roads for autos and RR tracks horrific. Not enough police patrolling in most areas.	1/12/2016 12:32 AM
21	Road in front of house is heavily traveled.	1/11/2016 3:39 PM
22	Inconsiderate fireworks enthusiasts, Loud car stereos, Admin building Alarm	1/11/2016 1:07 PM
23	Traffic	1/9/2016 10:30 AM
24	4 wheelers allowed to otake over, back yards are being used for junk cars, and dumping grounds for trash	1/9/2016 9:29 AM
25	lack of quality road repair	1/9/2016 9:20 AM
26	low income apartments in nice neighborhoods and blight in neighborhoods and businesses	1/8/2016 8:42 AM
27	Too much noise Too much traffic	1/7/2016 6:17 PM
28	too many low life renters	1/7/2016 5:01 PM
29	Too many rental properties	1/6/2016 9:08 AM
30	neighborhood is fine	1/5/2016 3:08 PM
31	BROKEN! This section only allows one selection!!	1/5/2016 12:50 AM
32	None	1/4/2016 10:16 PM
33	bates lane very narrow and unsafe to walk or bike except to go in to yards on east side of road. open ditches should be tiled and filled in. speeding traffic.	1/4/2016 5:11 PM
34	Lack of parental guidance for young children and teenagers in the area	1/4/2016 4:51 PM

35	dont have any	1/4/2016 2:35 PM
36	Breakwall repairs were not completed in accordance w/Corps of Engineer plans	1/3/2016 7:56 PM
37	note: question asks for plural selection ("things") yet only accepts one selection.	1/3/2016 7:26 PM
38	No cable service at our home; weak cell phone service; S. Stoney Creek Rd deteriorating	1/3/2016 3:09 PM
39	crime going up drugs no jobs	1/3/2016 12:20 PM
40	Nothing	1/3/2016 9:15 AM
41	Our road is not plowed/salted often or fast enough in the winter. No where to safely walk or bike: the lentgh of Neadeau not safe for biking, walking. Neither is Hurd, Mentel, or N. Dixie.	1/2/2016 4:51 PM
42	Lack of shopping quality and resturant quality, always necessary to go out of town for both for excellent quallity.	1/2/2016 3:30 PM
43	Neighborhood near Dewey looks terrible with all the broken down cars and unkept front lawns. Also parkways can't be enjoyed by my grandchildren because of all the vehicles that take over. I can't enjoy my backyard because of the jeeps, snowmobiles, etc in parkway.	1/2/2016 12:20 AM
44	TRAFFIC LIGHTS	1/1/2016 5:51 PM
45	Everything is perfect around my neighborhood as long as no more housing/etc. developments are done.	1/1/2016 12:12 PM
46	Neighbors cats and dogs shitting in my yard	12/31/2015 1:27 PM
47	Need to pave the last section of my road	12/31/2015 12:36 AM
48	electricity goes out often, cell service is very bad.	12/30/2015 7:55 PM
49	the train traffic on hurd road, all night, every night, please come sleep at my house!!!	12/30/2015 12:59 PM
50	No road up keep.	12/30/2015 12:04 PM
51	cars speeding down my road	12/29/2015 4:21 PM
52	Frenchtown Park baseball field needs proper care and it is an unfinished private sub with no association	12/29/2015 2:54 PM
53	To many truck stops and industry.	12/29/2015 1:01 PM
54	Traffic on Vivian road due to the School. It is difficult to leave my home during these hours.	12/29/2015 8:34 AM
55	cannot select multiple answers for this question(only allows a single choice). The housing stock is not of good quality and nowhere to walk or bike safely in the neighborhood.	12/29/2015 8:13 AM
56	crime & blight houses	12/29/2015 6:25 AM
57	barking dogs	12/28/2015 7:18 PM
58	Road noise - Loud Speeding cars - No traffic control - Blue Bush Rd.	12/28/2015 10:46 AM
59	Nothing!	12/27/2015 7:49 PM
60	none	12/27/2015 5:57 PM
61	Old Nike Missile Base next door needs to be cleaned up - fence removed. Blight.	12/27/2015 4:59 PM
62	looking run down	12/27/2015 2:28 PM
63	Again, to many people shooting.	12/27/2015 10:47 AM
64	Drug dealers.	12/26/2015 6:34 PM
65	At times the roads have been bad	12/26/2015 5:53 PM
66	Street lighting is too sparse most new subdivisions in other cities have lights spaced every 150-200'. Sidewalks not finished in sub which makes it unsafe for small children on bicycles.	12/26/2015 4:45 PM
67	no ordinces to tear down vacant homes that are a hazard	12/26/2015 3:08 PM
68	constant fireworks	12/26/2015 2:29 PM
69	Housing Stock is Not High Quality. Dixie Hwy under-developed for retail. No LET/school bus stop structure.	12/26/2015 1:30 PM

Q10 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

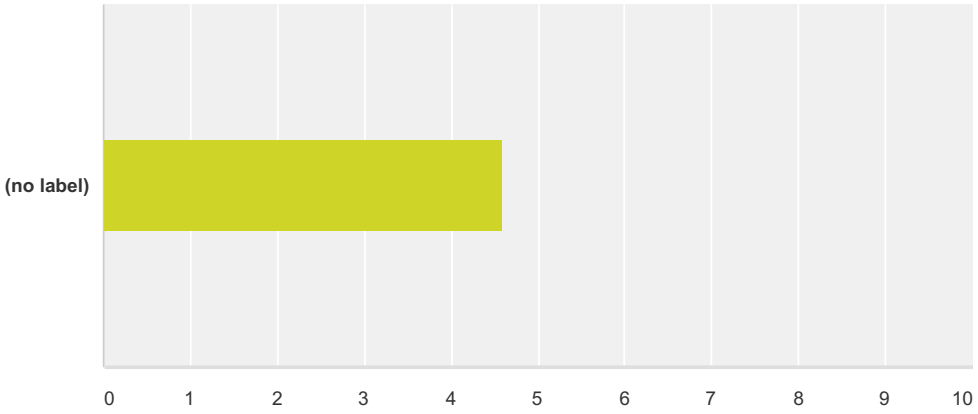
Answered: 342 Skipped: 11



	1	2	3	4	5	Total	Weighted Average
(no label)	**2.63%** 9	**2.05%** 7	**18.71%** 64	**24.56%** 84	**52.05%** 178	342	4.21

Q11 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

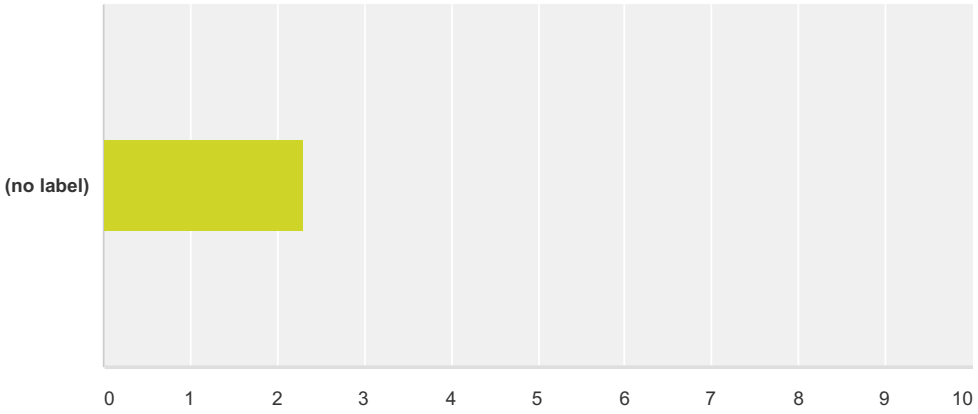
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**2.65%** 9	**0.00%** 0	**7.35%** 25	**15.88%** 54	**74.12%** 252	340	4.59

Q12 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

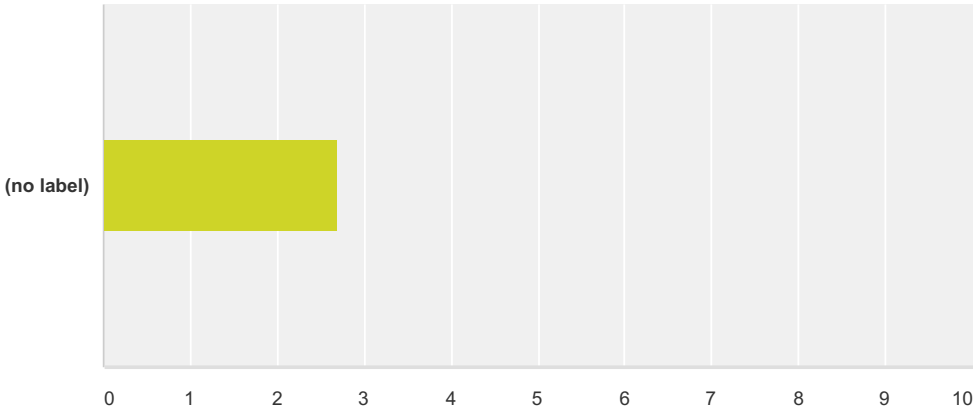
Answered: 341 Skipped: 12



	1	2	3	4	5	Total	Weighted Average
(no label)	**39.30%** 134	**19.06%** 65	**22.87%** 78	**9.38%** 32	**9.38%** 32	341	2.30

Q13 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

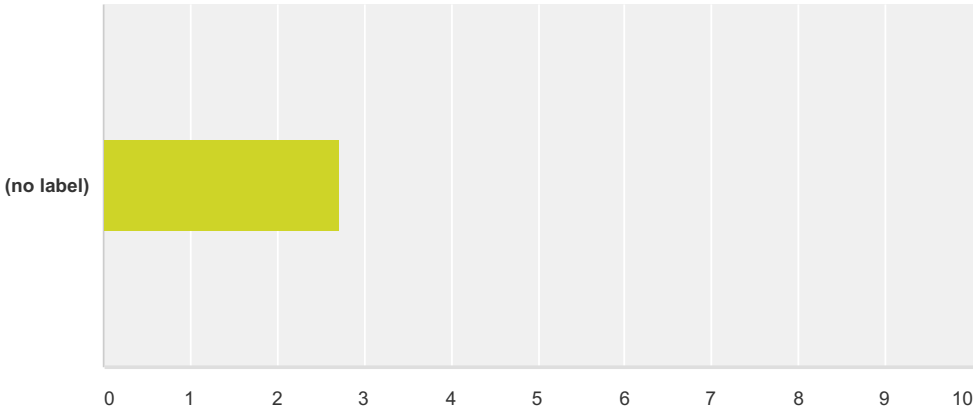
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**25.59%** 87	**17.06%** 58	**30.88%** 105	**15.88%** 54	**10.59%** 36	340	2.69

Q14 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

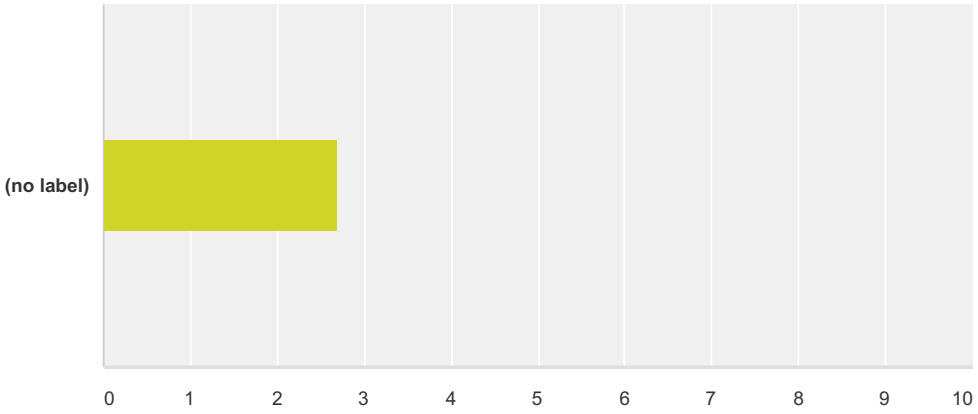
Answered: 337 Skipped: 16



	1	2	3	4	5	Total	Weighted Average
(no label)	**23.74%** 80	**20.77%** 70	**27.89%** 94	**16.32%** 55	**11.28%** 38	337	2.71

Q15 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

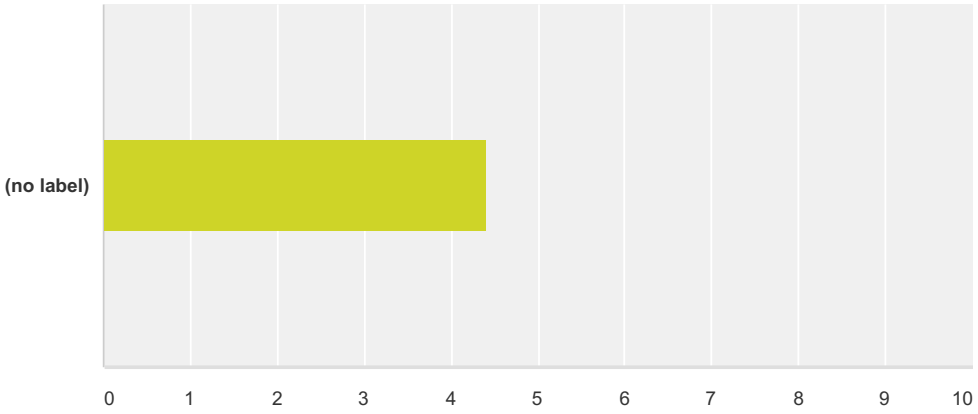
Answered: 341 Skipped: 12



	1	2	3	4	5	Total	Weighted Average
(no label)	**30.21%** 103	**14.37%** 49	**24.63%** 84	**17.30%** 59	**13.49%** 46	341	2.70

Q16 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

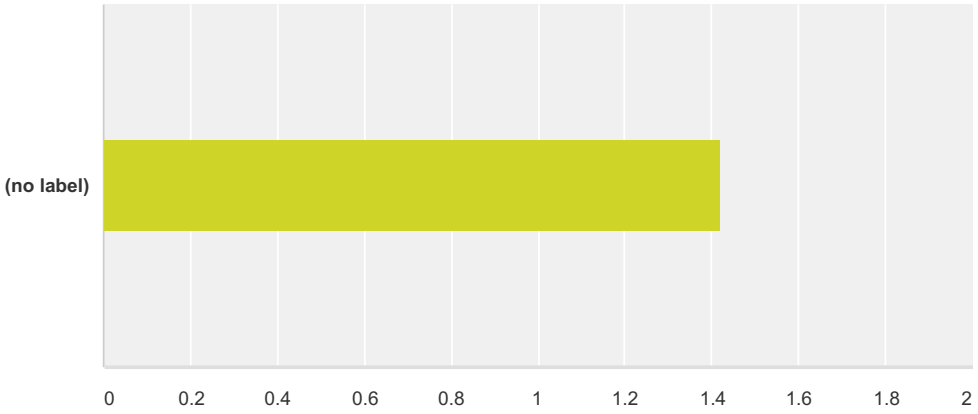
Answered: 337 Skipped: 16



	1	2	3	4	5	Total	Weighted Average
(no label)	**4.15%** 14	**1.48%** 5	**10.09%** 34	**18.40%** 62	**65.88%** 222	337	4.40

Q17 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

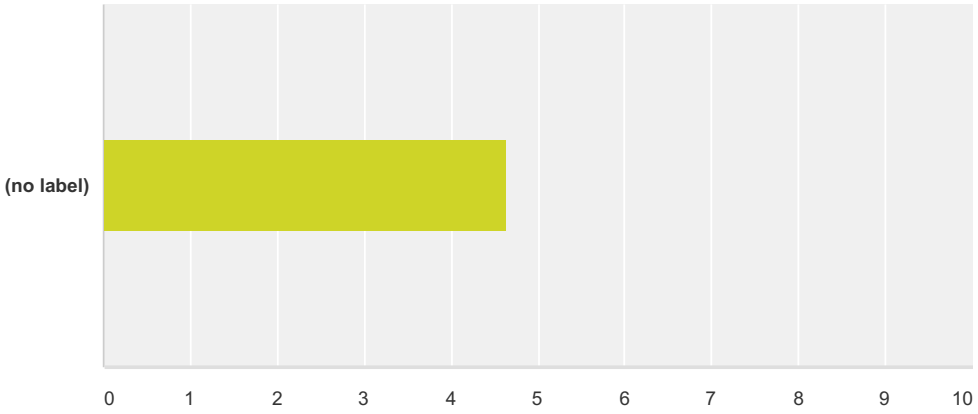
Answered: 339 Skipped: 14



	1	2	3	4	5	Total	Weighted Average
(no label)	**72.86%** 247	**16.22%** 55	**7.67%** 26	**2.06%** 7	**1.18%** 4	339	1.42

Q18 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

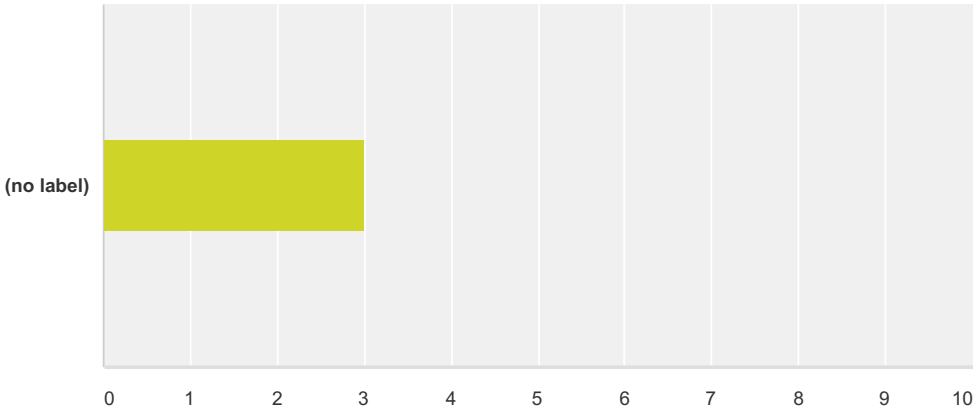
Answered: 337 Skipped: 16



	1	2	3	4	5	Total	Weighted Average
(no label)	**2.08%** 7	**1.19%** 4	**5.64%** 19	**13.95%** 47	**77.15%** 260	337	4.63

Q19 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

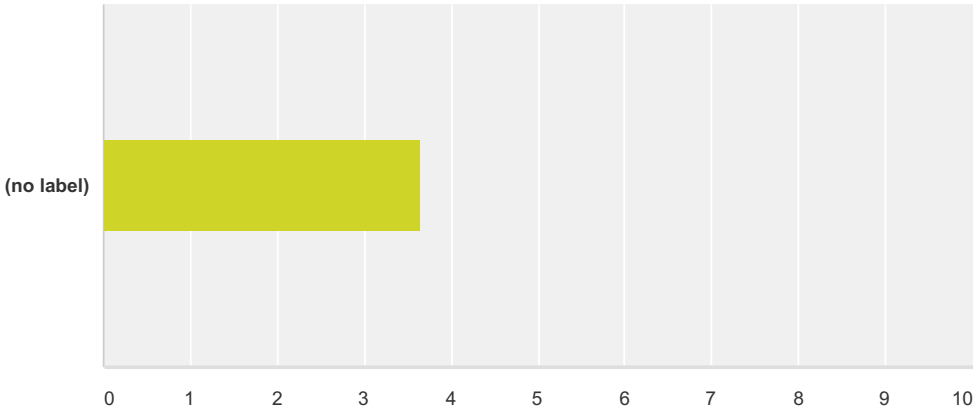
Answered: 341 Skipped: 12



	1	2	3	4	5	Total	Weighted Average
(no label)	**19.65%** 67	**13.20%** 45	**29.91%** 102	**21.11%** 72	**16.13%** 55	341	3.01

Q20 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

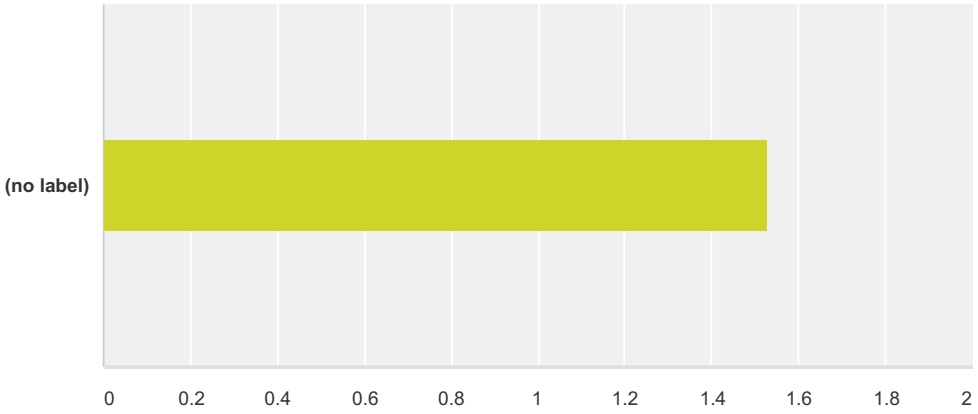
Answered: 338 Skipped: 15



	1	2	3	4	5	Total	Weighted Average
(no label)	**8.88%** 30	**7.10%** 24	**25.74%** 87	**26.33%** 89	**31.95%** 108	338	3.65

Q21 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

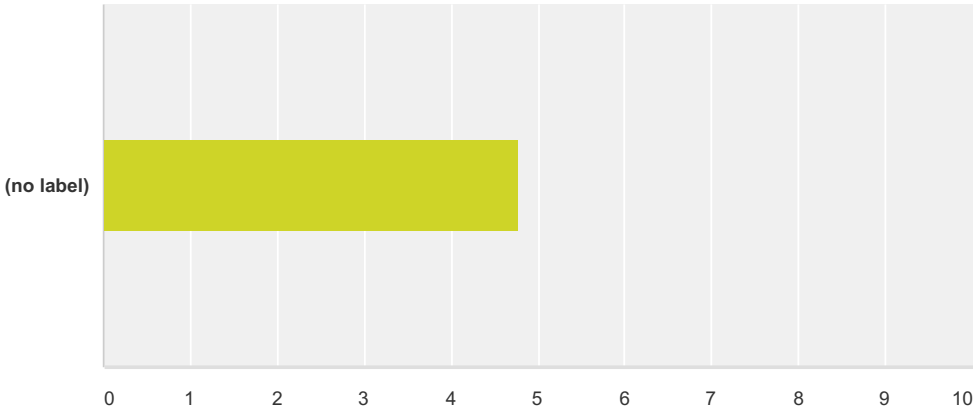
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**69.41%** 236	**16.18%** 55	**8.82%** 30	**3.53%** 12	**2.06%** 7	340	1.53

Q22 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

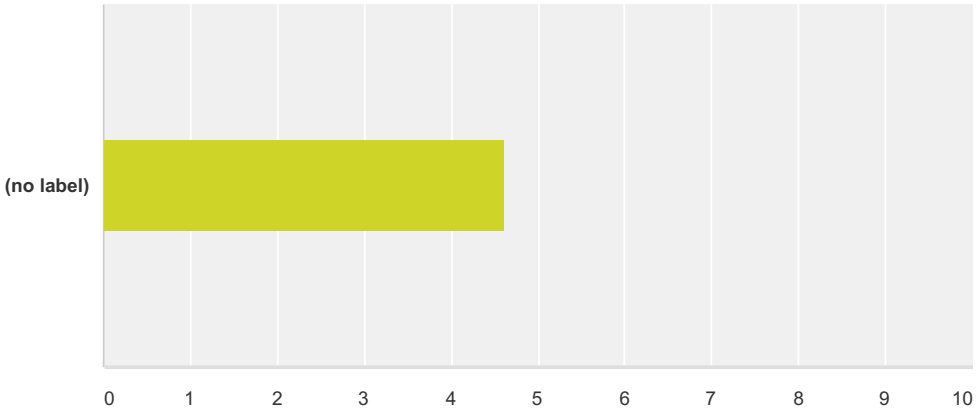
Answered: 339 Skipped: 14



	1	2	3	4	5	Total	Weighted Average
(no label)	**0.88%** 3	**0.88%** 3	**2.65%** 9	**10.62%** 36	**84.96%** 288	339	4.78

Q23 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

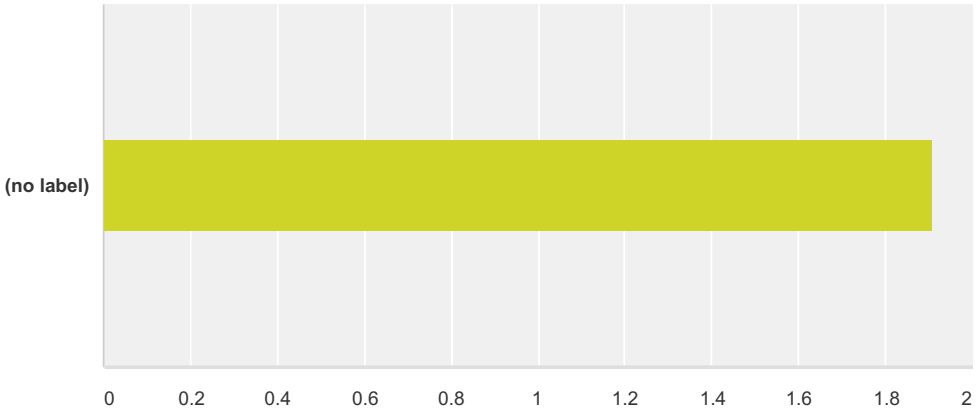
Answered: 332 Skipped: 21



	1	2	3	4	5	Total	Weighted Average
(no label)	**0.90%** 3	**1.51%** 5	**7.53%** 25	**14.46%** 48	**75.60%** 251	332	4.62

Q24 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

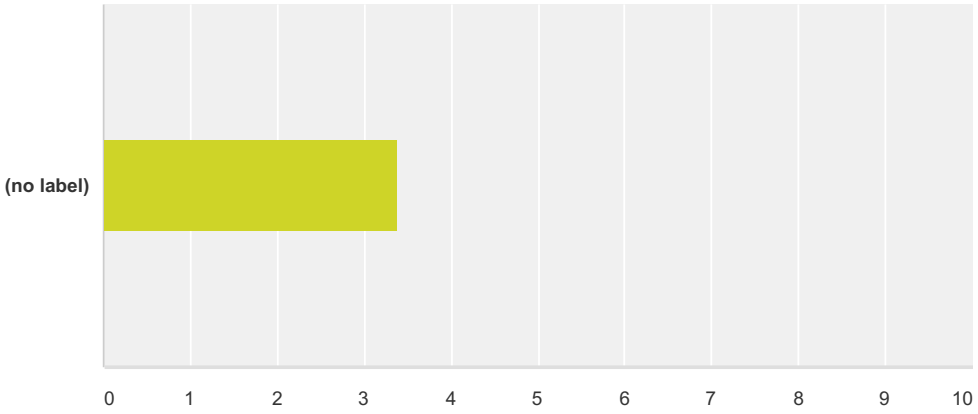
Answered: 339 Skipped: 14



	1	2	3	4	5	Total	Weighted Average
(no label)	**49.56%** 168	**22.12%** 75	**18.58%** 63	**7.37%** 25	**2.36%** 8	339	1.91

Q25 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

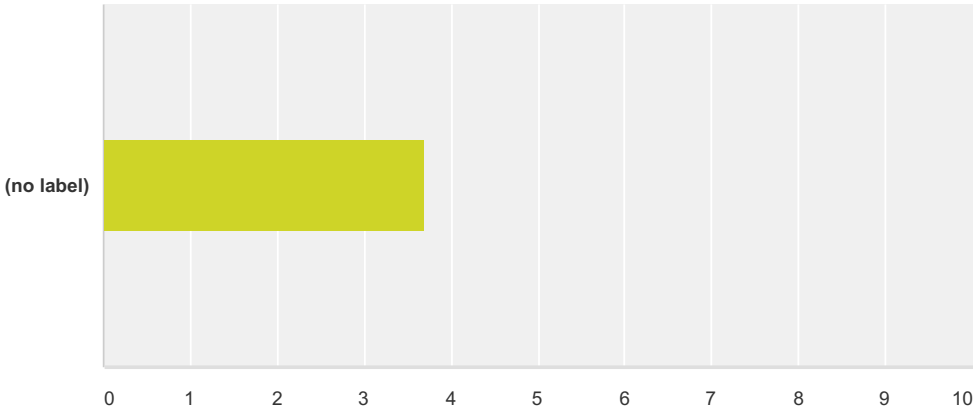
Answered: 339 Skipped: 14



	1	2	3	4	5	Total	Weighted Average
(no label)	**6.78%** 23	**9.44%** 32	**38.05%** 129	**29.79%** 101	**15.93%** 54	339	3.39

Q26 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

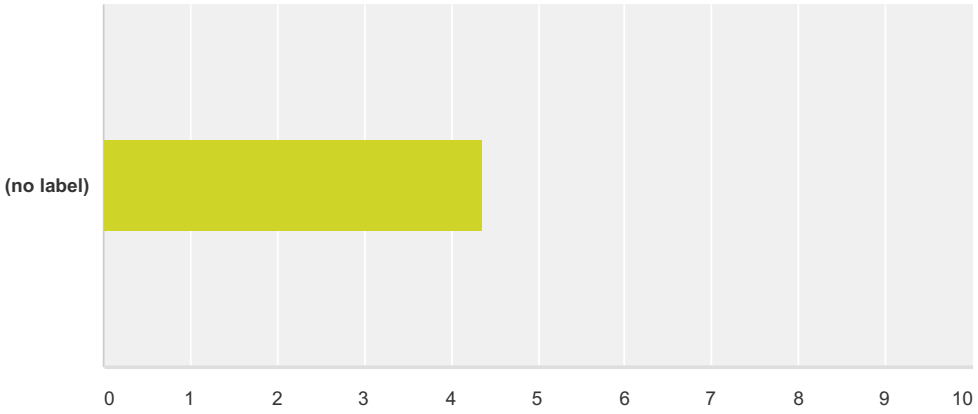
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**9.12%** 31	**11.47%** 39	**15.29%** 52	**30.00%** 102	**34.12%** 116	340	3.69

Q27 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

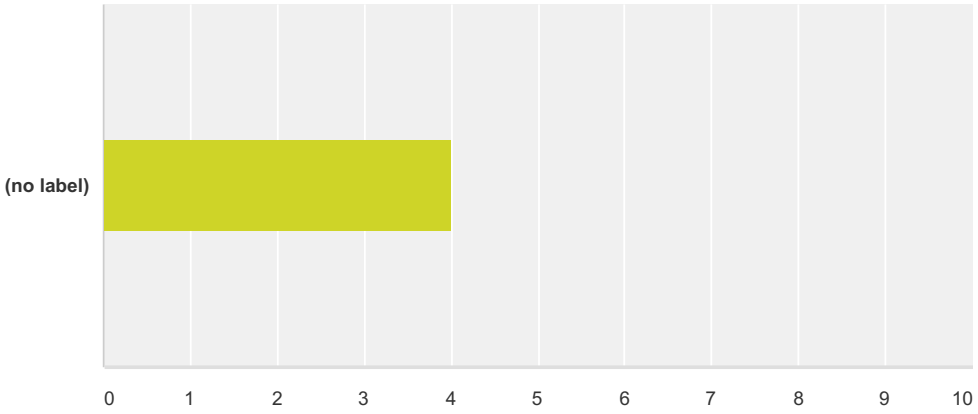
Answered: 339 Skipped: 14



	1	2	3	4	5	Total	Weighted Average
(no label)	**0.59%** 2	**2.36%** 8	**12.09%** 41	**28.91%** 98	**56.05%** 190	339	4.37

Q28 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

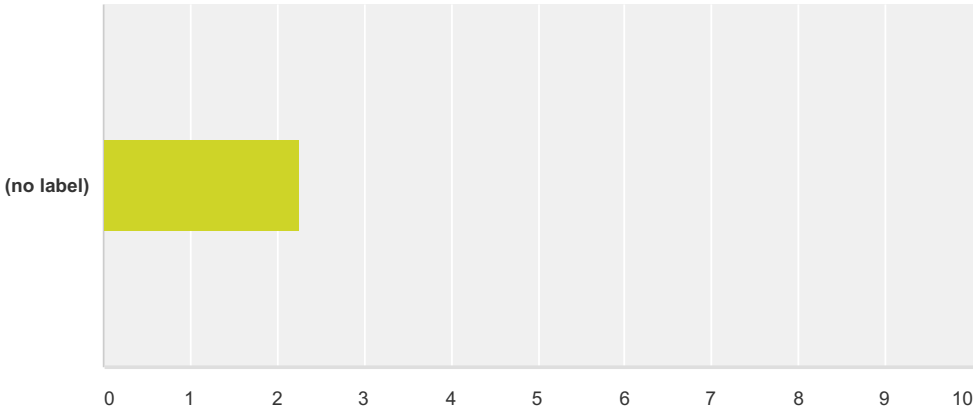
Answered: 335 Skipped: 18



	1	2	3	4	5	Total	Weighted Average
(no label)	**4.18%** 14	**5.67%** 19	**20.30%** 68	**25.07%** 84	**44.78%** 150	335	4.01

Q29 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

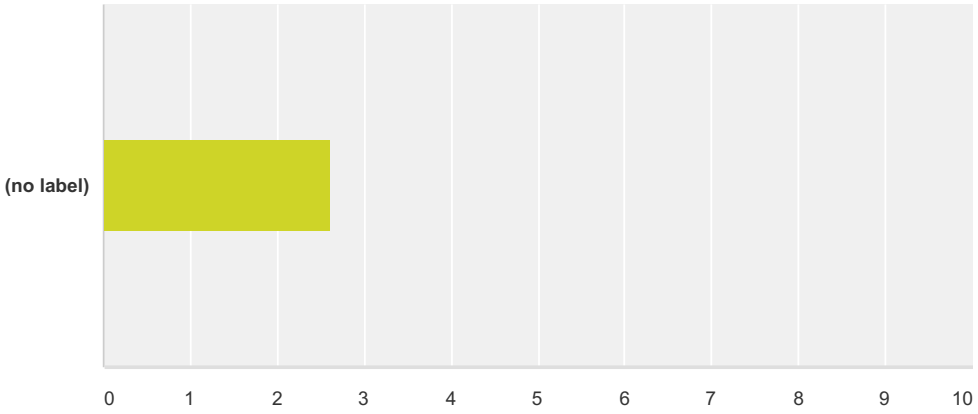
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**33.53%** 114	**23.82%** 81	**30.00%** 102	**9.41%** 32	**3.24%** 11	340	2.25

Q30 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

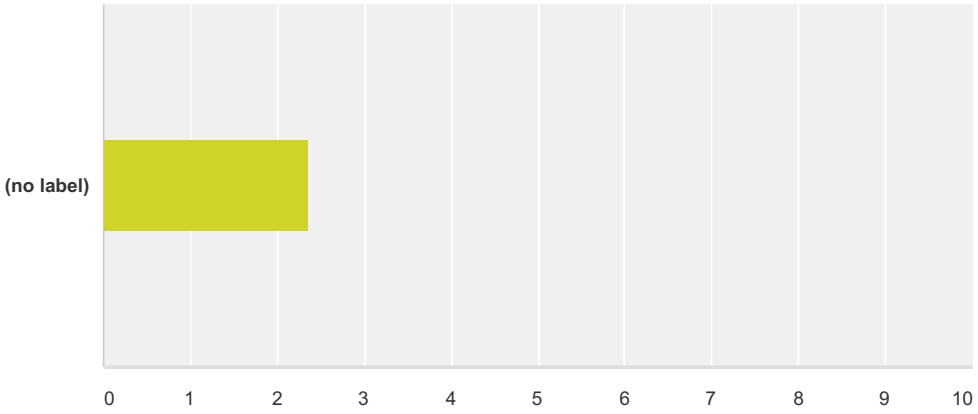
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**28.82%** 98	**19.12%** 65	**25.59%** 87	**15.29%** 52	**11.18%** 38	340	2.61

Q31 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

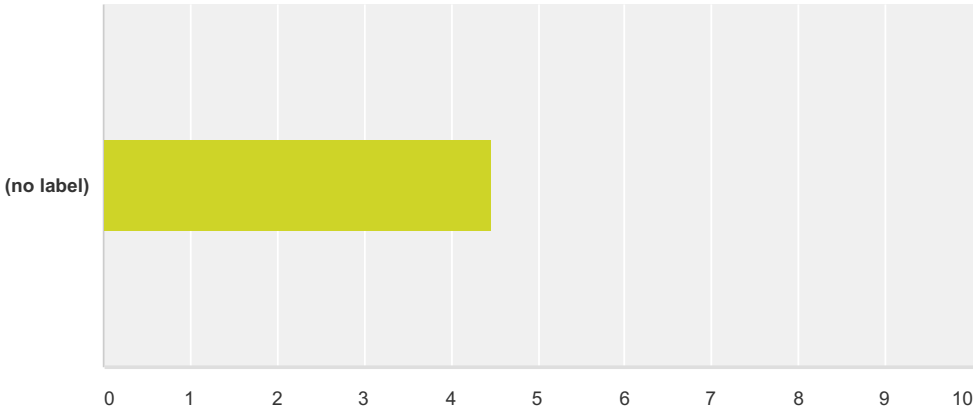
Answered: 340 Skipped: 13



	1	2	3	4	5	Total	Weighted Average
(no label)	**33.24%** 113	**24.12%** 82	**25.00%** 85	**9.71%** 33	**7.94%** 27	340	2.35

Q32 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

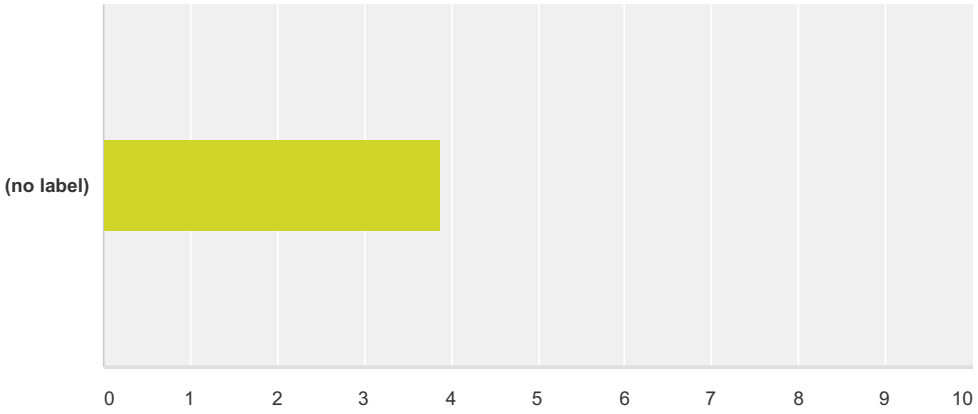
Answered: 338 Skipped: 15



	1	2	3	4	5	Total	Weighted Average
(no label)	**1.78%** 6	**2.37%** 8	**10.06%** 34	**19.23%** 65	**66.57%** 225	338	4.46

Q33 Please rate the following image from 1 ("I would hate to have this in Frenchtown") to 5 ("I would love to have this in Frenchtown")

Answered: 341 Skipped: 12



	1	2	3	4	5	Total	Weighted Average
(no label)	**2.93%** 10	**6.45%** 22	**24.63%** 84	**30.79%** 105	**35.19%** 120	341	3.89

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