



# Master Plan

2019

# Acknowledgements

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# A Letter from the Planning Commission

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The City of the Village of Clarkston is a tightly knit small town community with a unique historic character, beautiful natural and recreational features, and a traditional downtown setting. Clarkston not only offers an excellent quality of life for its residents, but also serves as a popular dining and entertainment destination for many area residents.

This Master plan is a comprehensive vision for Clarkston's future in land use, the environment, and the socio-cultural cultivation of our city. The Plan is multi-generational, and represents the community's big picture - how we want to evolve in a way that makes the city an even more desirable place to live, work, and play, for both present and future generations.

The Master Plan has been a twelve-month long collaborative effort between residents, business owners, and city officials. It is the culmination of the hopes and desires of all those involved. The Master Plan builds upon multiple strategies, studies, and best practices — extrapolated into present and future opportunities.

This document should be used as a guide for the management of future development, redevelopment, investment, and as a living text that touches all facets of the City's continued success and long-term sustainability. The City of the Village of Clarkston will become the vision that is detailed in the following pages if the plan receives support from the community, is considered in the decision-making of civic leadership, and is stewarded by planning and development officials.

City of the Village of Clarkston Planning Commission

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# Introduction

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## The Master Plan

Planning is a process that involves the conscious selection of policies relating to land use, development, delivery of services, enhancement of community character, and maintenance of a quality of life which meet the expectations of our residents. The purpose of this Master Plan update is to identify the goals, objectives, and action strategies which the city and its residents wish to pursue.

It is the responsibility of the Clarkston Planning Commission to prepare and adopt a Master Plan on behalf of the City. The City of the Village of Clarkston derives its authority to prepare a Master Plan from the Michigan Planning Enabling Act, PA 33 of 2008. The Master Plan process has undertaken a thorough investigation of past trends, current conditions, and alternative futures for the city. The overall process has been structured to allow for broad participation, expression of new ideas, and creation of new concepts that will help the city make the most of its opportunities.

While the Master Plan embodies Clarkston's vision of what our city should be like for future generations, it is not expected that change will be achieved all at once. Over the life of the plan, change will be gradual – and probably in different ways than anticipated. Every circumstance influencing our city cannot be ac-

curately predicted. However, a well drafted and executed Master Plan will assist the community and city government in making the right decisions to move the city forward towards a more sustainable future!



# Introduction

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## How it is used?

The Master Plan serves many functions, and is to be used in a variety of ways, including;

- A Basis for Regulatory Actions: It provides the statutory basis upon which zoning and land use decisions are made. The City and Village Zoning Act (P.A. 207 of 2008, as amended) requires that the zoning ordinance be in accordance with a plan designed to meet the resident's need for natural resources, places of residence, recreation, industry, trade, service, and other uses, and to ensure they are situated in appropriate locations.
- A Basis for Community Programs and Decision Making: The goals and policies outlined in the Master Plan will guide the Planning Commission and City Council in their deliberations on zoning, subdivisions, capital improvements, and other matters relating to land use and development. This provides a stable, long-term basis for decision-making.
- A Source for Planning Studies: Few Master Plans can, and do, address every issue in sufficient detail. However, a Master Plan can identify specific needs and recommend further study to address these needs through specific courses of action.
- A Source of Information: The Master Plan is a valuable source of information for citizens, developers, businesses, prospec-

tive residents, the Planning Commission, the City Council, and other local boards, commissions, and agencies. It gives a clear indication of the city's direction for the future.

- A Long-term Guide: The plan will assist in evaluating public and private proposals that affect the community's physical, social, economic, and environmental characteristics. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the city.

## Historic Context

This document represents an update to the Clarkston Master Plan adopted in 2008. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs.



# Introduction

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## The Planning Process

The City designed an efficient, strategic planning process that was focused on the core values of the community. Five phases emerged, each building on the input received in the previous phase.

### What do we have?

- Conduct initial public engagement
- Inventory and analysis of existing conditions

### What do we want?

- Solicit input on specific issues
- Prioritize issues
- Brainstorm solutions, talk about tradeoffs
- Design alternatives/solutions/policies

### How do we get there?

- Write the Plan based on solutions/alternatives vetted during Solutions Phase
- Create a Master Plan which fulfills requirements of State Law

### Getting There!

- Implement and evaluate strategies identified in the Master Plan.

### Plan Monitoring!

- Evaluate the action strategies to determine whether results are consistent with desired outcomes.
- Adjust action strategies, as necessary



# Introduction

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## What's in the Plan?

The Master Plan contains the following chapters:

**Introduction** - Helps the reader answer pertinent questions such as what is a Master Plan, what types of information does it contain, and how is the Plan to be used?

**Community Snapshot** - Provides an overview of the population, demographic, and socioeconomic characteristics of the city and its residents.

**Community Input** - Describes the process undertaken to solicit general consensus regarding the issues addressed in the Master Plan.

**Implementation** - Identifies several planning tools that can be used to enact the action strategies.

**Livability & Great Neighborhoods** - Discusses the importance of neighborhoods as the building blocks for Clarkston, along with strategies for conserving the character and integrity of the existing neighborhoods and homes.

**Downtown Vitality** - Focuses on preserving and enhancing the downtown as a place people and businesses want to be, along with implementable action strategies.

**Placemaking** - Considers Clarkston's public spaces and image branding to convey a positive identity for city. Action strategies are also included.

**Future Land Use** - Provides an illustrative vision for the City, constructed on a foundation of inclusive community discussions, the surveying of stakeholders, input of City leadership, and modeled on sound planning principles.

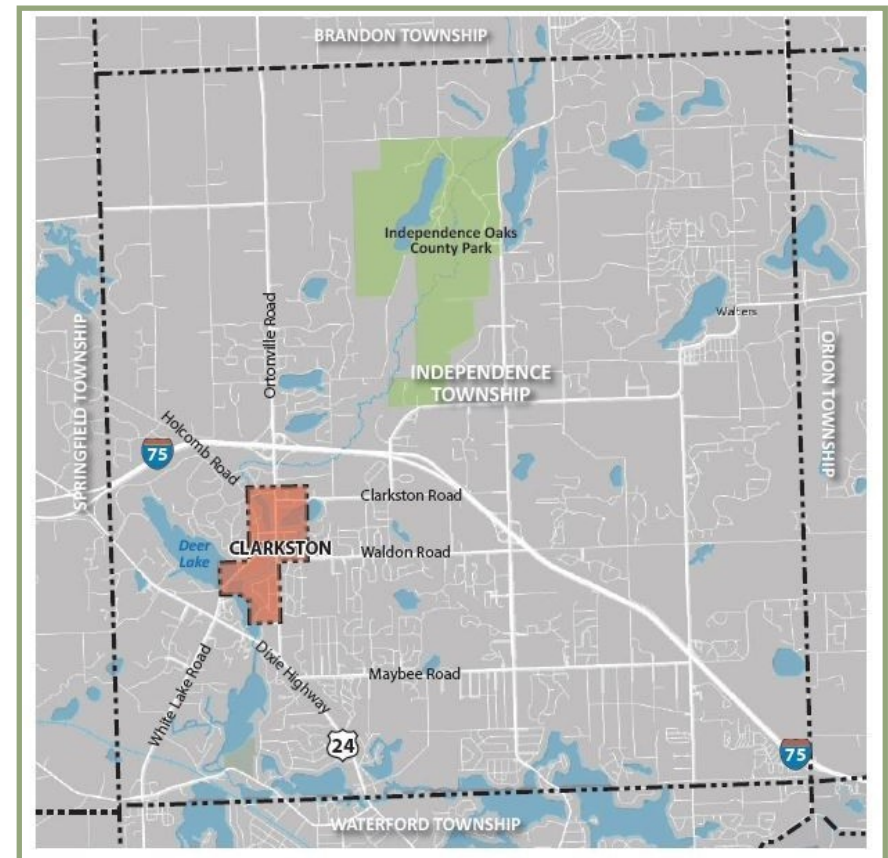
**Appendices** - Provides definitions of land use planning and zoning terminology, incorporates a summary of the community engagement process, and contains the plan's required adoption resolution.



# Community Snapshot

## Location

Clarkston is located near the geographic center of Oakland County, in the southwest quadrant of Independence Township. It is about 10 miles from the City of Pontiac, 25 miles from Flint, and about 40 miles from Detroit. The City offers a diverse set of cultural, dining, and shopping services for the surrounding township, while enjoying the benefits the township provides in turn.



# Community Snapshot

## Population Characteristics

Clarkston experienced rapid growth through much of the 20th century, but eventually slowed down as available properties became scarce. The City's borders were officially set in 1992, when the then Village voted to incorporate as a city. The City has seen a gradual decline in population from its peak of 1,034 residents in 1970 down to 882 residents in 2010.

The Southeast Michigan Council of Governments (SEMCOG) population forecast predicts that the total population is expected to reach 919 residents by 2045, which would be the highest population for the City since 1990.

Growth rates in adjacent communities are expected to be mixed. Independence Township is projected to see a 9.8% population increase by 2045. Groveland Township is expected to see a decline of 6.0%, and Orion Township is expected to see an increase of 6.4%.

Population Trends: Clarkston and Surrounding Areas

	1970	1980	1990	2000	2010	2016	2045	2016-2040 Change	2016-2040 % Change
Clarkston	1,034	968	1,005	962	882	876	919	43	4.9%
Independence Twp	16,327	20,569	23,717	32,581	34,681	36,330	39,922	3,592	9.8%
Auburn Hills	12,646	15,388	17,076	19,837	21,412	23,991	26,114	2,123	8.8%
Brandon Twp	3,830	8,336	10,799	13,230	13,733	13,539	14,811	1,272	9.4%
Groveland Twp	2,570	4,114	4,705	6,150	5,476	5,346	5,024	(322)	-6.0%
Orion Twp	14,189	19,566	21,019	30,748	32,421	34,789	37,032	2,273	6.4%
Oxford Twp	5,953	7,823	9,004	12,485	17,090	17,460	19,449	1,989	11.4%
Springfield Twp	4,388	8,295	9,927	13,338	13,940	13,857	14,467	610	4.4%
Waterford Twp	59,123	64,250	66,692	71,981	71,707	73,441	74,059	618	0.8%
White Lake Twp	14,311	21,870	22,677	28,219	30,019	30,554	32,194	1,640	5.3%
Oakland County	907,871	1,011,793	1,083,592	1,194,156	1,202,362	1,244,851	1,319,089	74,238	5.9%
SE Michigan	4,736,008	4,682,726	4,590,468	4,833,368	4,704,809	4,725,876	5,104,922	379,046	8.0%

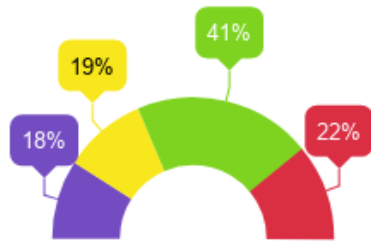
Source: U.S. Census Bureau, SEMCOG

# Community Snapshot

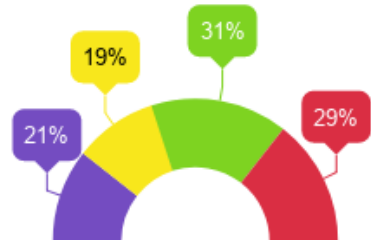
Children below the age of 18 make up about 18 percent of the total population in Clarkston in 2016. Unlike most communities, the City is projected to see an increase in the percentage of children, rising to almost 21% by 2045.

The fastest growing segment of the population, however, will be seniors. The percentage of people over 65 years of age is projected to increase from 22% in 2015 to 29% in 2045. The median age for the city in 2010 was 40.7 years. This represents a nearly five year age increase from the 2000 Census.

2016 Clarkston Age Distribution



2045 Clarkston Age Projections



- <18
- 19-34
- 35-64
- 65+

Source: SEMCOG

Clarkston Population & Household Data 2000-2040

	2000 Census	2010 Census	2016 ACS Estimate	2045 Forecast
Population	962	882	876	919
Households	406	402	419	400
Household Size	2.37	2.19	2.09	2.30
Household Types				
Households With Children	125 (31%)	110 (27%)	n/a	n/a
Households Without Children	281 (63%)	292 (73%)	n/a	n/a

Source: U.S. Census Bureau, SEMCOG

This aging trend is consistent with those seen in communities across Michigan and the United States. Michigan’s median age increased from 35.5 to 38.1 years between 2000 and 2010, while the United States median age increased from 35.3 to 37.2 years over the same period. An aging population has significant implications for land use planning. As seniors look to “age in place”, they look for new services and facilities to meet their needs.

# Community Snapshot

## Income and Poverty Levels

Clarkston residents enjoy a median income that is roughly \$1,500 higher than the national average. Residents experienced a significant income drop during the recession, but saw a rebound between 2010 and 2015. The percentage of households below the poverty level is nearly double that of Oakland County, and 3.4% higher in the surrounding township.

Income and Poverty Levels 2010-2015

Community	2010 Median Income	2015 Median Income	% households living in poverty
Clarkston	\$64,167	\$69,000	10%
Independence Township	\$71,191	\$80,738	6.6%
Oakland County	\$66,390	\$67,465	5.5%

Source: SEMCOG, 2015 American Community Survey

## Education Levels

Clarkston residents are generally well educated. Almost half (46%) of residents have completed four year degrees or higher. While the percentage of residents with Bachelor's degrees are somewhat lower than those seen across the county, the percentage with professional degrees is significantly higher.

Education Levels 2010-2015

Highest level of education	Clarkston	Independence Township	Oakland County
Graduate/Professional	26.1%	14.1%	17.6%
Bachelor's	19.5%	23.5%	24.6%
Associate	6.4%	9.6%	7.4%
Some college, no degree	27.7%	23.8%	21.3%
High school graduate	14.1%	23.1%	21.4%
Did not graduate high school	6.2%	5.8%	7.8%

Source: SEMCOG, 2015 American Community Survey

# Community Snapshot

## Housing and Building Trends

The entire SEMCOG region experienced a decline in residential construction over the past decade, due in no small part to the recession of 2008. Clarkston, however, has seen virtually no new construction in the City limits in decades. Since 2000, only 3 housing structures were constructed. These housing trends reflect the built-out nature of the community, and the desire to protect and preserve historic structures. Nearly 70% of the homes were built before 1950, and roughly half built before 1939.

While building trends were generally unaffected by the 2008 recession, vacancy rates were impacted. Vacancy in owner-occupied units increased from 4% to 9% between 2000 and 2010, possibly reflective of the economic climate across the state during the recession.



### Year Structure Built

Year Built	Number	Percent
2014 or later	0	0%
2010 - 2013	0	0%
2000-2009	3	1%
1990-1999	47	11%
1980-1989	27	6%
1970-1979	44	11%
1960-1969	15	4%
1950-1959	72	17%
1940-1949	23	6%
1939 or earlier	187	45%
<b>Total</b>	<b>418</b>	

Source: 2015 American Community Survey

### Housing Tenure, 2000-2015

	2000	2010
Owner-Occupied Units	265 (63%)	257 (58%)
Renter Occupied Units	141 (33%)	145 (33%)
Vacant Units	18 (4%)	38 (9%)
<b>Total Units</b>	<b>424</b>	<b>440</b>

Source: SEMCOG, 2015 American Community Survey

# Community Snapshot

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## Community Facilities

The responsibility for providing public services to residents of Clarkston is shared by several public entities including the city government itself, Independence Township, various Oakland County departments, Clarkston Community School District, and other agencies.

### City Administration and Services

The city government provides a number of essential services including maintenance of city-owned property and roads, public tree planting and maintenance, and the administration of these functions. The City Hall is centrally located on Depot Road, just west of M-15.

### Fire Protection

Independence Township provides fire protection services to the city by contract. There are three stations servicing Clarkston: on Citation Drive east of M-15, at the intersection of Sashabaw Road and Clarkston Road, and on Maybee Road, east of Sashabaw Road.

### Police Protection

Police protection in the City is provided by the Oakland County Sheriff Department, which has a substation on Citation Drive in Independence Township.

### Library

The Independence Township Library is located on Clarkston Road, one-half mile east of M-15, and is available for use by Clarkston residents through a special millage.



# Community Snapshot

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## Parks & Recreation

There are a number of regional recreational resources available to residents of Clarkston. While the City itself owns two facilities, it only actively operates one facility, Depot Park.

- Depot Park—At nearly 35 acres, Depot Park is the largest single parcel in City of Clarkston, making up over 10% of the City’s total area. Of those 34 acres, only five acres are “usable” in the traditional recreation sense; the remaining area is entirely wetland. The wetland is bounded by the Clinton River to the southeast, and is split lengthwise by a mill race running from Mill Pond to Middle lake. A small spillway crosses the southern edge of the park from Deer Lake.
- Deer Lake Beach—Located on White Lake Road, just west of Depot Park, Deer Lake Beach is a popular summer destination for Clarkston area residents. The 10 acre park is leased to Independence Township, who manages and maintains the facility.



# Community Snapshot

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## Utilities

Consumers Power Company supplies natural gas and DTE Energy provides electrical power to the city. Clarkston's sanitary sewer treatment services are provided by the Oakland County Drain Commission within the Clinton-Oakland Sewer District. Sanitary wastewater is ultimately treated at the City of Detroit Wastewater Treatment Plant. Sewers are maintained by Independence Township through a contract. The City obtains its potable water from individual wells and the Independence Township Community Well System. The City's stormwater discharge is permitted through the Michigan Department of Environmental Quality.

## Sidewalks

The City has a well-developed system of sidewalks and some multi-use greenways. There are some gaps in the continuity of the system, which should be completed when funding becomes available.

# Community Snapshot

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## Transportation & Circulation

Main Street (M-15) is a primary arterial road and state trunk line. It links the community to other communities and to the regional transportation network. North Holcomb Street, Miller Road, East Washington Street, Church Street, Depot Road, Waldon Road, and Buffalo Street serve as collector roads, feeding M-15 from the local streets and are classified as “major streets”. White Lake Road, South Holcomb Street and West Washington Street also serve as collector roads and are classified as “County Primary” streets.

The Michigan Department of Transportation administers M-15, while the Road Commission of Oakland County administers Clarkston Road, South Holcomb Road, West Washington Street, and White Lake Road. All other public roads within the City, except private roads, are local streets under the jurisdiction of the City, which is responsible for their maintenance and operation.

An issue influencing circulation and traffic congestion is the population density in the surrounding communities which will continue to generate heavy demand on the main roadways of the city. Maintaining a balance between traffic as a positive influence on business within the downtown, and traffic as a detraction to pedestrian movement and adjoining neighborhoods, is essential to the long-term success of Clarkston.

## Non-motorized Transportation

Circulation for pedestrians is provided by an extensive system of sidewalks in good repair. There are a few places where sidewalks are missing or in need of maintenance but for the most part pedestrian facilities exist and are widely used.

Independence Township formed a Safety Path Committee (SPC) in 1978 to study and make recommendations for a path system in the Community. The system has since grown to include more than 40 miles of pathways, providing important non-motorized connections for residents.

In addition to the local safety path system, Oakland County has been promoting a regional system. In response to demand for pathway linkage systems, the county has identified target areas as primary locations for local paths and tie-ins to state and county networks.

# Community Snapshot

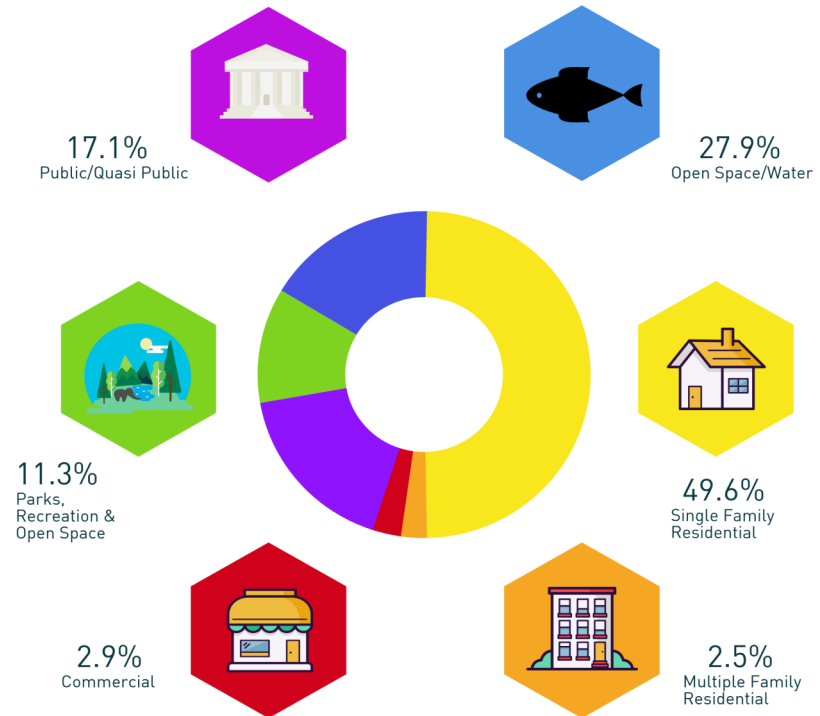
## Existing Land Use

Existing land use patterns are indicated by the adjoining graphic. The largest category of land use in the city is single family residential, encompassing slightly less than 50% of the entire acreage. With nearly half the city developed as single family residential, this land use is important in establishing the character of the City.

Parks, recreation, and open space compose approximately 11% of Clarkston's land cover, and water bodies occupy nearly 17% of land.

Approximately 3% of land is used for commercial purposes. The downtown commercial area provides most of Clarkston's non-residential land in the form of a historic village center. This village center is the heart of Clarkston and is centrally located with pedestrian proximity to the entire city.

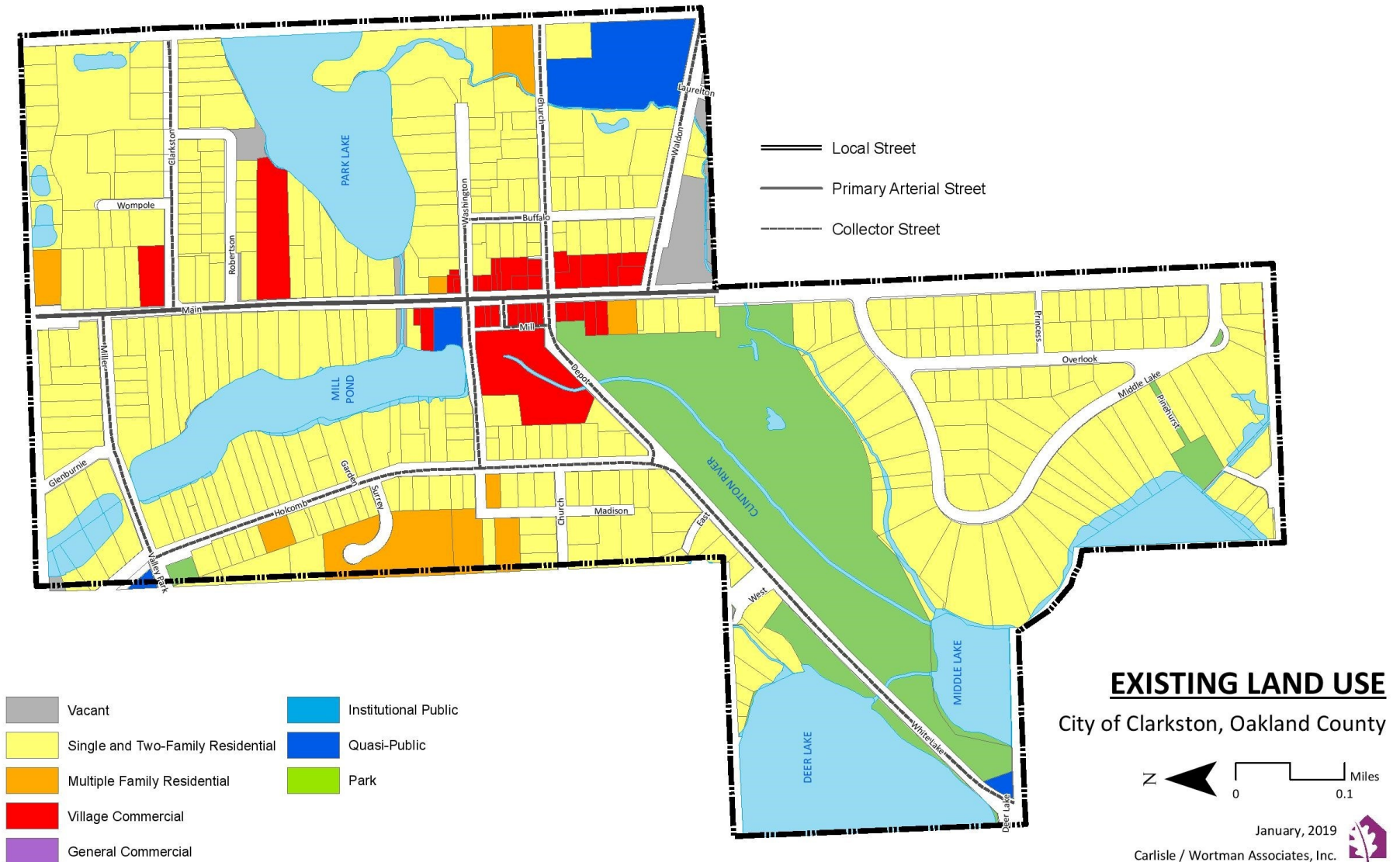
Other land uses include Public/Quasi Public, Transportation, Communication, and Utilities.



Existing Land Use

Source: SEMCOG

# Community Snapshot



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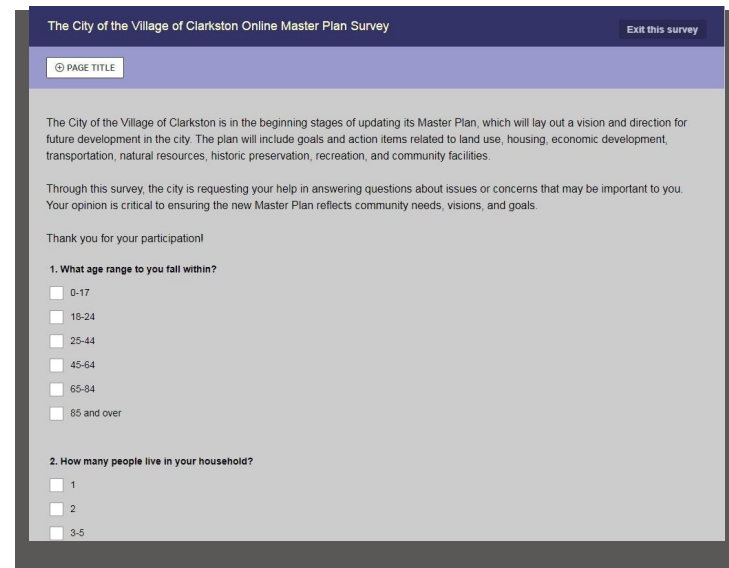
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# Community Input

Community input is the core of any planning effort. In order for the goals of the plan to be achievable, general consensus regarding the vital issues to the community must be reached. Many techniques exist which facilitate the gathering of public input. Clarkston chose to utilize two different methods in the Master Planning process.

Community Visioning Exercise – The first method utilized to collect public input was a Master Plan Community Visioning Exercise. The goal of this exercise was to attempt to gather citizen input on a variety of topics and to encourage conceptualization of a desired future for the community. At the meeting, participants were asked to indicate their preferences, concerns, and suggestions on a variety of community topics. Approximately 20 individuals participated in the visioning exercise. A summary of the results can be found in Appendix B.

Online Master Plan Survey – The second public input method was a traditional opinion survey, which was online on the city’s website via Survey Monkey. The survey contained questions regarding the neighborhoods, downtown, natural resources, transportation, parking, recreation, and local government services. Approximately 135 individuals participated in the survey. Overall the respondents were very satisfied with the both the city government and the quality of life in the community. The complete results of the survey can be found in Appendix C.



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# Implementation

The Master Plan is essentially a statement of policies, objectives, and goals designed to accommodate future growth and redevelopment. The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur with or without planning, and that the Master Plan will have little effect upon future development unless adequate implementation programs are established.

A variety of programs or administrative “tools” are available to help the Plan succeed, including:

## Zoning Plan

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning also serves additional purposes relating to planning, including:

- Promoting orderly growth in a manner consistent with land use policies and the Master Plan
- Promoting attractiveness in the city’s physical (built) environment by providing variation in lot sizes, architectural features, and appropriate land uses.
- Accommodating special, complex or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits.
- Guiding development away from conflicting land uses

The Zoning Ordinance and Future Land Use Map in themselves should not be considered the major long- range planning policy of the city.

Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

Certain areas of the city have been designated for a land use classification in the Master Plan which may not be consistent with either existing zoning or land uses. These designations were developed in order to guide the desired development of these areas. Certain areas may benefit from a city-initiated rezoning in order to provide more consistency.

Additionally, other areas may continue with an existing zoning designation which, although it may currently conflict with the Master Plan land use designation, may be rezoned in the future once the existing use terminates or conditions change. It is at this future time that land use recommendations will provide guidance as to the proper zoning. The Planning Commission should further study and make decisions in regard to which areas warrant rezoning consideration.

The following table indicates the comparable zoning district for each Master Plan designation.

Future Land Use—Zoning District Comparison

Future Land Use Designation	Corresponding Zoning District
Single Family – Suburban Density Residential	R-1 Single Family
Single Family – Village Density Residential	R-2 Single Family
Multiple Family Residential	RM Multiple Family
Commercial	VC Village Commercial
Public – Quasi Public	R-1, R-2, RC
Recreation	RC Recreation

# Implementation

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## Capital Improvement Plan

The city's role in providing and financing community facilities will undoubtedly increase in the future. An orderly procedure for planning and financing such facilities can be achieved through the adoption of a Capital Improvement Plan (CIP), attached to the annual budgeting process. The CIP is a schedule of projects developed for a six (6) year period and contains estimated costs and sources of funding. While the Planning Commission is involved in larger-scale capital improvement planning for infrastructure improvements as it relates to land use, the City Council has responsibility for yearly capital improvement planning. This includes detailed budgeting, staff assignments, and strategic planning.

A Capital Improvement Plan is coordinated with the Master Plan so that funds are devoted to projects that will benefit the greatest number of city residents and visitors. Capital improvements plans consider the funding and timing of all municipally related capital goods needs, including such items as roadways, utilities, parks and recreation, city hall expansion/development etc.

## Federal and State Programs

Given the high cost of public improvements, many local units of government have become reliant on outside sources of funding. Clarkston has already enhanced its ability to secure grant funds by adopting a Master Plan. The Plan not only sets priority for public improvements but should also be used to justify the need for such improvements to funding

agencies. Federal and State funding can be raised through the following sources:

- TRANSPORTATION ALTERNATIVES PROGRAM – The Transportation Alternatives Program (TAP) was authorized under Section 1112 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The program provides funding for projects defined as transportation alternatives, including on-and-off- road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, recreational trail program projects, and safe routes to school projects. Projects are jointly evaluated by SEMCOG and MDOT staff to determine eligibility, consistency with TAP program requirements and how well the project promotes holistic and regionally significant outcomes.
- BROWNFIELD REDEVELOPMENT ACT FINANCING, PUBLIC ACT 381 OF 1996 – This statute allows a community to use tax increment financing (TIF) in order to finance the clean-up of sites where environmental contamination limits redevelopment. Where applicable, the development of a Brownfield Authority and designation of potential redevelopment sites is recommended.

## Local Funding

The potential availability of grant funds does not eliminate the necessity to finance all or portions of projects with local funds. It is the rule rather than the exception that Federal grants require the local unit of

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government to fund or match a portion of the project. Local funding can be raised through the following sources:

- GENERAL FUND – The City Council may make an appropriation from the general fund to finance certain improvements. However, this method is not considered entirely feasible because general funds are usually needed to finance essential services, leaving little available money for additional projects.
- GENERAL OBLIGATION BONDS – With the approval of the voters, the city can sell general obligation bonds, usually having a long pay-back period and low interest rates. General obligation bonds also enjoy the backing of the full faith and credit of the city.
- REVENUE BONDS – Revenue bonds are paid off through revenues generated by a project. For example, most municipal water systems are financed through revenue bonds with user charges paying off the bond. Revenue bonds are not necessarily backed by the full faith and credit of the city, do not require voter approval, and usually are sold at higher interest rates than general obligation bonds.
- SPECIAL MILLAGE – The City Council may ask for voter approval to earmark increased millage for a specific improvement project.
- SPECIAL ASSESSMENT – Many projects that benefit only a segment of the community rather than the community at large are financed through special assessments to the benefiting property owners. Drainage and street improvements are projects frequently financed through special assessments.

## Economic Development

Economic Development is another important aspect of Master Plan implementation. According to the International Economic Development Council, economic development is defined as “a program, group of policies, or activities that seeks to improve the economic well-being and quality of life for a community by creating and/ or retaining jobs that facilitate growth and provide a stable tax base”. To achieve such an end goal, economic development activities must be planned and long-term. Thus, the actions that ensue can be justified by producing the following:

- Tax base development – private sector investment increases the public sector’s ability to provide necessary services that benefit the community by increasing the quality of life and leveraging additional investment.
- Job creation or replacement – new jobs can be an important element of economic development, but more important is creating a job base that improves the median wages of each sector of the community and providing a broad base of employment options when a once vital businesses ceases to operate.
- Supporting existing businesses – economic development can provide the means of expanding an existing business while working with local entrepreneurs to produce the goods and services presently only available outside of the community.
- Positive marketing – promoting the community via press releases, newsletters, web pages, and engaging professionals can foster a

# Implementation

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consistent, “one voice” approach to marketing the attributes of the city (i.e. housing options, parks and recreation, employment opportunities, schools, etc.), thus, providing for previously unrealized economic development opportunities. Building upon the city’s service friendly initiatives – continually increasing the service levels within the community will ensure an improved relationship and greater support from the residents, business owners, and developers.

- Streamlined development procedures – modification of the time frame and providing increased flexibility within the zoning ordinance equates to a more expedient development process and potential decreased cost to developer.

## Plan Education

Citizen involvement and support will be necessary as the Master Plan is implemented. Local officials should constantly strive to develop procedures which make citizens more aware of the planning process and the day- to-day decision making which affects implementation of the plan. Dedicated information on the city’s webpage on planning issues in the city is a way of providing citizens with quick access to information. A continuous program of discussion, education, and participation will be extremely important as the city moves toward realization of the goals and objectives contained within this Master Plan.

## Plan Updates

The Master Plan should not become a static document. Michigan planning statute requires that the Planning Commission review and, if needed, amend the Master Plan or adopt a new plan at least every five years. However, the Planning Commission should review the plan on an annual basis to determine if changes are needed. Furthermore, the Master Plan should be coordinated with the city’s Park and Recreation Plan, Capital Improvements Plan, and other special purpose plans.

## Coordination with Adjacent Communities

As a part of the Master Plan adoption process and in accordance with Michigan Public Act 33 of 2008, Clarkston notified neighboring jurisdictions (Independence Township), Oakland County, regional agencies, and any registered public utility company, railroad, or other governmental entities of the intent to update its master plan.

Subsequent to the notification and eventual completion of the draft, the noticed entities were asked to review and make comments on the proposed plan. The comments were compiled and considered by the city. Upon receipt of the comments from adjacent communities and others, a public hearing was held, and the plan eventually approved by the Planning Commission and City Council

# Livability & Great Neighborhoods

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We acknowledge and respect the heritage of our community while at the same time planning for the needs of tomorrow. Clarkston is home to people of different ages, interests, lifestyles, abilities, and incomes. Their needs should be equally considered when making land use decisions relative to housing types and density. Results of the visioning exercises tell us that more and more people are choosing where they live based on the character of a neighborhood and the amenities it offers. Furthermore, there is no one size house or neighborhood that fits all.

Consequently, the existing housing stock and residential neighborhoods are a relative strength of our community. The Master Plan builds upon and supports the existing neighborhood framework while also seeking opportunities to improve on the diversity of housing stock by incorporating this diversity into existing neighborhoods, to include people of all ages, income, and lifestyles.

# Livability & Great Neighborhoods

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## Issues

Retaining residents, and attracting new ones, will be key to improving and strengthening the City's neighborhoods. Clarkston's well-established neighborhoods, quality housing, sidewalks, street trees, neighborhood parks, and proximity to a vibrant commercial district are major assets that draw residents to the City.

People seek the traditional neighborhood characteristics exemplified by the neighborhoods of Clarkston. Older homes, however, often need to be updated to include amenities and living spaces that young families are looking for, and to allow older adults to age in place. Rehabilitation and new infill development should emphasize the existing traditional neighborhood characteristics with regard to density, scale, architecture, site design, etc.

While the City's neighborhoods are one of its greatest assets, there are planning issues involving neighborhood preservation that will need to be addressed in upcoming years, through proper master planning, zoning or other initiatives. The issues include:

- Rehabilitation and improvement of the aging housing stock
- Overbuilding of smaller lots
- Compatibility of residential infill on vacant parcels
- Appropriate expansion and modification of existing houses
- Encroachment of commercial properties into residential areas.

## Code Enforcement

Our neighborhoods are the environment in which we live. Improper property maintenance and nuisances can devalue, detract, and degrade the quality of any neighborhood. While property owners often think that the way they take care of their property is their own business, the major impact that neighboring properties have on one another's value and enjoyment means that building maintenance and safety becomes the business of everyone.

Clarkston has adopted codes that govern the use and maintenance of all properties. Aggressive but sensible approaches to bringing property owners into compliance with the law can be an important part of maintaining the appearance, functioning, and property values of a neighborhood.



# Livability & Great Neighborhoods

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## Aging in Place

Rather than move to a new community, even one that might be more physically suited to their needs, the vast majority of older adults prefer to stay right where they are. Changing healthcare needs, loss of mobility, financial concerns, home maintenance and increasing property taxes, however, present significant impediments to this simple and primary desire. “Aging in Place” is a diverse range of programs that address these impediments, seeking to retain senior citizens as integral and productive members of their communities.

The U.S. Census reports that about 1/3 of all homeowners have no mortgage on their home. This means that money not spent on mortgages may increase the potential for spending on other commodities, including local goods and services. In addition, older adults often have the time and inclination to volunteer their time; the City may find it beneficial to tap into their skills and backgrounds. Therefore, Clarkston’s ability to keep residents in their homes for as long as possible likely yields returns greater than any additional costs associated with providing services.

As previously indicated, Clarkston is almost completely built. This means little or no land available to provide new housing options for the elderly. However, the American Association of Retired Persons (AARP) reports that there are a number of things a mature community can do to encourage “aging in place”, including:



Example of Backyard Accessory Dwelling Unit

Zoning Ordinance Amendments - Zoning laws in most communities create obstacles for those trying to remain in their neighborhoods as they age. In addition to isolating residential neighborhoods from everyday commercial services, most housing built in the last 50 years exclude by law any housing form except single family. When a home or town home becomes difficult to maintain, older adults cannot “downsize” and remain in their community. Zoning regulations prevent older adults from converting a garage or basement into apartment space for a caregiver. Children of older adults face the same barriers trying to convert their homes or locate their parents nearby.

# Livability & Great Neighborhoods

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## How does zoning benefit a community?

- Zoning governs the use, and density of development on property to protect the health, safety, and welfare.
- Zoning can prevent the mixing of incompatible land uses.
- Zoning can allow potential nuisance uses to be located away from residential neighborhoods .
- Zoning can conserve environmentally sensitive areas .
- Zoning helps prevent overcrowding of land by limiting the number and size of structures on parcels.
- Zoning establishes height limitations, minimum building setbacks, and other development standards. These standards keep buildings from being built too close to a neighbor's property, prevent buildings so tall that they overshadow neighboring structures, and address other development concerns.

Maintenance and Modification - The quality of a community's housing stock must be renewed periodically through maintenance, modification and/or reconstruction. Many homes require remod-

eling or retrofitting to accommodate changes in an occupant's mobility. Programs should be available to provide service assistance and/or grants to maintain or modify homes to meet needs of senior occupants

Walkability - In a healthy, socially vibrant community, residents must be able to walk. As people age, they may lose the ability to drive safely long before they lose the ability to walk. Walking is the favored mode of transportation for seniors who are either uncomfortable driving or unable to do so. Walking helps maintain health and important social interactions. Programs and expenditures that promote pedestrian safety can be very beneficial for seniors.

## Goals, Objectives & Action Strategies

A key component of the Master Plan is the articulation of a vision for the City's future and the formulation of goals, objectives, and action strategies which reflect the community's desire in responding to proposals for development and redevelopment. They attempt to balance the various interests and ensure that each development decision is consistent with the overall vision for the City.

The Livability & Great Neighborhood goals, objectives, and action strategies were developed with input from residents, business owners, community stakeholders, and City officials.

# Livability & Great Neighborhoods

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## Goals

- Accommodate future reinvestment within Clarkston, while maintaining the historic village character
- Preserve and enhance the integrity of the city's neighborhoods by maintaining and updating high-quality neighborhoods, parks, and community facilities.

## Objectives

1. Minimize the negative impact of new investment by maintaining an appropriate scale and intensity of additional growth within and adjacent to the city.
2. Preserve and enhance the older, Midwest small town residential character of the city, including promoting the visual compatibility of residential buildings in size, setbacks and architectural features and providing design transitions between different types of buildings.
3. Maintain high standards of traditional nineteenth and twentieth century site and building design and encourage frontage beautification, sidewalks, and landscaping, along with attractive, controlled signage to promote long-term commercial quality.
4. Preserve the historic character of the city as a defining trait of the community.
5. Encourage the reuse and adaptation of older buildings within the city as an alternative to new construction.
6. Recognize Clarkston as a family-oriented community focal point; encourage the continuation of community events with an aim toward drawing residents of the City and surrounding communities together.
7. Promote a "safe" community for families, children, and seniors.
8. Encourage housing that meets a variety of needs, while maintaining the residential values that are attractive to families
9. Encourage "aging in place" for the growing elderly segment of the community

# Livability & Great Neighborhoods

Action Strategies	Time Frame	Responsible Entity	Progress to Date
A. Create educational efforts to publicize historical structures and their importance to the fabric of the community	1-2 years	Clarkston Historical Society/Historic District Commission	
B. Review the zoning ordinance with regard to currently non-buildable residential sites/properties, and develop appropriate standards to encourage development with limited impact on the existing neighborhood	1-2 years	Planning Commission	
C. Strengthen and protect the viability of residential neighborhoods by prohibiting non-residential intrusions into residential areas	1-2 years	Planning Commission	
D. Provide effective but reasonable code enforcement for all properties	1-2 years	City Administration	
E. Work with homeowners and appropriate county agencies to identify and implement needed capital improvements in residential neighborhoods	3-5 years	City Administration	
F. Amend the zoning ordinance to allow for “aging in place” in residential areas, where appropriate	3-5 years	Planning Commission	
G. Direct the Historic District Commission to continually evaluate and possibly expand the historic district in the city	1-2 years	Planning Commission/Historic District Commission	
H. Foster and implement volunteerism and philanthropy	1-2 years	Planning Commission	

# Downtown Vitality

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Downtown Clarkston is the heart of the city. It is attractively located along M-15, and has become a destination for not only residents, but for many regional visitors. It is the intent of this Master Plan to preserve and enhance this great asset. Desirable land uses and elements in the downtown are retail stores, specialty shops, personal service establishment, restaurants, municipal facilities and offices, ground floor retail with office and/or residential uses on the upper floors, entertainment uses, restaurants with live entertainment, and public gathering places.

# Downtown Vitality

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## Adequate and Safe Parking

Parking is a contentious issue, and the general consensus among the community is that there is not enough downtown parking. In order to achieve the goal of maintaining and enhancing a vibrant downtown, the city and its businesses will need to evaluate and devise a strategy to address this issue.

## Branding

Generally, a community's image is heavily influenced by the image of its downtown because of the symbolic nature of being the heart of the community. For many, the downtown represents Clarkston's personality and establishes its brand identity for the world to see. The colors, textures, materials, architecture, cleanliness and public spaces of the downtown area help establish a distinctive, recognizable image. A positive image and brand identity for Clarkston symbolizes the value of the City and the quality of life one can expect from living and visiting. The aesthetic appeal of the City can also contribute to the sustained economic growth of Clarkston by communicating a "community on the rise" message to existing and new businesses that want to call Clarkston home.

## Gateway Improvements

The first impression a visitor has about Clarkston are linked to the entry corridors leading into the City. Gateway signage and features, in conjunction with streetscape elements will not only dis-

tinguish a city from surrounding communities, but will also encourage a sense of place. These entry points need to convey an attractive, welcoming appeal. They should be visually and physically enhanced to express a sense of pride, place and community. The City should collaborate with private businesses where possible to partner on these image building enhancements.

## Wayfinding

In addition to advertising and other commercial uses, signs act as a navigational system for people finding their way around the city. Signage in Clarkston should reflect its character, be clear, attractive and apparent, but not overwhelming. Pedestrian-scaled signage that is part of a formal wayfinding system should be encouraged in the downtown area to help people find their way around. Sign materials should be complementary and consistent with the area's architecture. As part of potential ordinance revisions resulting from this master plan, land-use regulations dealing with signage should strive to allow individual expression and adequate advertising for businesses. However, this should be balanced with the goal of maintaining the charm of downtown. An effective wayfinding system should be developed that allows people to find businesses, parks, and other points of interest within the community. This system should be consistent in design and clear in purpose. Collaboration with local artists, health, cultural, and historical organizations to create this program should be considered.

# Downtown Vitality

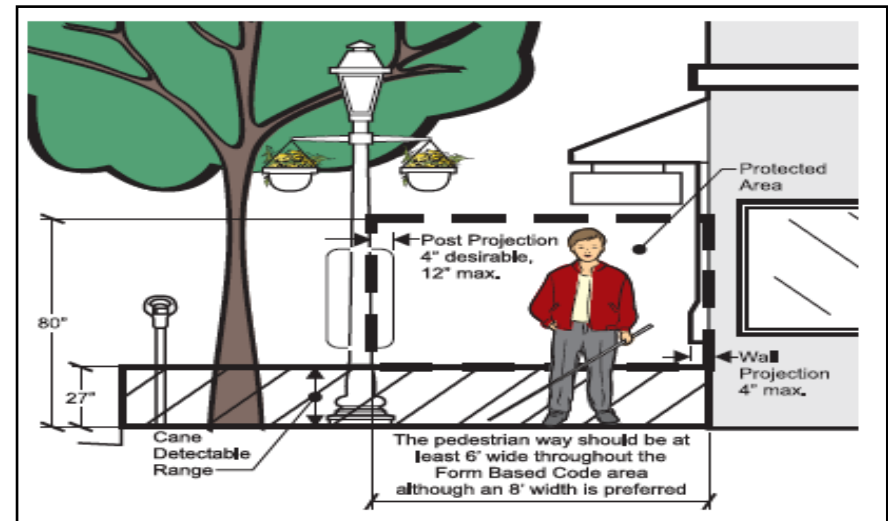
## Streetscape Improvements

Clarkston's downtown is the most visible, walkable area in the community, so it is important that the streetscape design continue to communicate and enhance that character. The provision of a streetscape with generous sidewalks, attractive lighting, street trees, native plantings, and a variety of street furniture not only creates a welcoming atmosphere for pedestrians, but also provides visual cues about the downtown. In conjunction with gateway and wayfinding tools, streetscape improvements can add value to surrounding areas, and promote a "sense of place".

## Form-based Codes

A form-based code is an approach to zoning that emphasizes the physical design of development rather than its specific use. These codes focus on a structure's relationship with the street and neighboring buildings, as well as how it fits in with the character of the surrounding area. This approach can be an effective way for communities to achieve the form and development character that they envision for their downtown because they provide standards for the public realm - where people interact with buildings, streets, and sidewalks.

Typical Form Based Code Standards



Source: Form-Based Code Institute

## Goals, Objectives & Action Strategies

A key component of the Master Plan is the articulation of a vision for the City's future and the formulation of goals, objectives, and action strategies which reflect the community's desire in responding to proposals for development and re-development. They attempt to balance the various interests and ensure that each development decision is consistent with the overall vision for the City.

The Downtown Vitality goals, objectives, and action strategies were developed with input from residents, business owners, community stakeholders and City officials.

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# Downtown Vitality

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## Goals

- Encourage a vibrant, active, and visually attractive downtown
- Promote the business vitality in the downtown to offer goods and services, increase employment opportunities, and capitalize on a sustainable tax base

## Objectives

1. Establish and maintain adequate parking in the downtown area to provide convenience to both downtown visitors and employees
2. Develop and require a consistent quality design that creates the desired downtown “atmosphere”
3. Preserve the existing downtown by encouraging the maintenance of traditional commercial structures, and the architectural compatibility of new development
4. Promote mixed uses, and upgraded office and residential uses on the second story, above downtown retail
5. Promote independently-owned and family-owned businesses in the downtown
6. Require national chain stores to develop in accordance with the city’s architectural and site development character
7. Discourage strip commercial development and the unplanned location of isolated commercial activities so as to generally limit commercial uses to the existing downtown.
8. Minimize rezoning for new commercial development near the downtown, which would adversely affect the downtown environment
9. Promote pedestrian and non-motorized activity in the downtown

# Downtown Vitality

Action Plan	Time Frame	Responsible Entity	Progress to Date
A. Prepare a parking study to identify inefficiencies and possible remedies, including concepts for additional or reconfigured parking, and improved traffic flow	1-2 years	Planning Commission	
B. Develop ordinance standards that require a consistent quality design and creates the desired downtown “atmosphere”	1-2 years	Historic District Commission	
C. Research and adopt form-based zoning for the downtown area	3-5 years	Planning Commission	
D. Analyze and possibly develop a wayfinding system in the city with respect to both vehicular and pedestrian traffic	1-2 years	Planning Commission	
E. Engage local artists to host art events/cultural expositions in the downtown	1-2 years	Clarkston Cultural Arts	
F. Identify resources for art funding, such as community foundations	1-2 years	Clarkston Cultural Arts	
G. Work with business owners and appropriate county agencies to identify and implement needed capital improvements in the downtown area	3-5 years	Planning Commission/City Administration	
H. Actively seek opportunities to create space for art, culture, and leisure activities in the downtown	3-5 years	Friends of Depot Park	

# Placemaking

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Placemaking is based on a simple principle – more and more, people are choosing to settle in places that offer amenities, social and professional networks, resources, and opportunities that support a vibrant and thriving lifestyle. It is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community’s assets, inspirations, and potential, with the intention of creating public spaces that promote people’s health, happiness and well-being.

Placemaking can be used to improve all of the spaces that comprise the gathering places within a community – its streets, sidewalks, parks, buildings, and other public spaces – so they invite greater interaction between people, and foster healthier, more social, and economically viable communities.

Architecture and urban form have played a significant role in defining Clarkston’s sense of place within its downtown core and its neighborhoods. The look and feel of Clarkston should convey its identity, character and potential. Clean, safe, attractive and distinctive public spaces and areas instill local pride and communicate confidence to the outside world.

# Placemaking

## Characteristics of Placemaking

- Compact development that doesn't sprawl, enabling urban and rural areas to be clearly differentiated from one another
- Urban places with a strong center, where multiple uses and activities are clustered in fairly close proximity
- Vital, distinctive, and varied neighborhoods, in close proximity to the urban center.
- Pedestrian and bicycle friendly environment
- Environmental resources, natural amenities, scenic qualities, parks, recreation, and open space that are preserved and integrated into the fabric of the community
- Historic and cultural resources
- Strong local character, community identity, and a sense of place.
- Well-designed buildings and public spaces that strengthen community sense of place, often reinforced and enlivened by works of art and sculpture
- Landmarks and building facades, providing evidence that it is a real place, not just superficial
- Reflection of local values, appropriate architectural styles, materials, and vegetation



## Arts and Culture

Clarkston recognizes the importance of arts and culture in defining the character of a community; promoting economic vitality; creating rich educational opportunities; sparking innovation; fostering dialogues across income, age, and cultural demographics; and enhancing the overall quality of life for residents.

Public art and cultural amenities help define the public realm, promote community-based dialogue and interactions, and distinguish city destinations. Clarkston wishes to create a stronger cultural presence through the creation of specific physical spaces and new initiatives that showcase our arts and culture, while simultaneously, leveraging regional opportunities that will provide our residents with a plethora of vibrant, art and cultural venues.

# Placemaking

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Clarkston intends to continue to celebrate the diversity of its residents and businesses. Clarkston believes that with a focus on its arts and culture, we can embrace the distinct differences (income, age, racial and ethnic) between people, geographic areas, and neighborhoods within the city and link them together both physically and socially.

## Historic Preservation

Cultural and historic resources include many elements: buildings and structures; scenic roads and rural landscapes; important institutions; urban streetscapes; and other character-defining landmarks. Clarkston's historic resources and rich cultural heritage support the community's quality of life and its perception by visitors, those looking to relocate to the community, and those doing business here.

As the community changes over time, with existing buildings being renovated and new buildings constructed, Clarkston's historic buildings and traditional architectural identity will become even more vital. It is imperative to the community's success and quality of life that historic structures are protected and preserved as much as possible, while also adaptively reusing historic buildings for modern, sustainable uses.

The Clarkston Historic District Commission should continue its important work in protecting and sustaining Clarkston's historic resources, which is an integral part of achieving long-term community sustainability.

## Policies to Promote Historic Preservation

- Continue efforts to maintain an updated listing of historic sites and buildings in the city. These should be identified based on the guidelines outlined by the State Historic Preservation Office.
- Retain the existing/original use of the property. If this is not possible, then flexibility in zoning and consideration of adaptive reuse of historic structures should not only be encouraged, but also must be authorized according to procedures that will maximize retention of the historically significant aspects of the site or structure.
- Create public awareness of historic homes and buildings in Clarkston through informational materials, the city website, outreach to the real estate community to educate realtors and potential buyers about the benefits of historic structures, and other technical assistance and programs.
- Create an environment that makes it economically feasible to preserve historic structures and sites, by promoting and utilizing state and federal tax credits, grant and loan programs, and technical expertise.

# Placemaking

## Complete Streets

The Michigan Complete Streets legislation was signed into law in 2010 through two public acts, Public Act 134 and Public Act 135. The Michigan Planning Act was also amended to require the consideration of complete streets in the Master Plan. The legislation defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users, whether by car, truck, transit, assistive device, foot or bicycle.” It gives new responsibilities to local government, county, and state transportation agencies to address transportation needs of all legal users (including pedestrians and bicyclists) in their community Master Plans.

Communities with Complete Streets policies help to ensure that roadways are designed to accommodate all users, not just motorists. Facilities that make a street “complete” depend on existing conditions and the intended users. It’s never a “one-size-fits-all” scenario. Examples include curb ramps, audible or tactile signals for blind pedestrians, longer crossing times, smooth sidewalks and bike lanes that are free of obstacles.

## Complete Streets Benefits

Complete Streets provide a number of benefits such as:

- Improved safety for all users, including pedestrians, bicyclists, transit riders, and drivers
- Improved human health by encouraging walking and bicycling
- Decreased car traffic, reducing the dependence on gasoline and petroleum products, and improved air quality
- More transportation options
- Fosters livable communities and an improved quality of life



# Placemaking

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## Sustainability

Sustainability is often defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability is based on a simple principle: everything that we need for survival and well-being depends, either directly or indirectly, on the natural environment.

A commitment to conserving and protecting our environment is directly connected to enhancing the quality of life for our residents, businesses, and visitors. This requires a comprehensive inclusion of a “green” perspective in all our endeavors, whether these are in the area of downtown development, the creation of recreational activities, determining viable land use patterns, or preserving and enhancing our neighborhoods.



## Goals, Objectives & Action Strategies

A key component of the Master Plan is the articulation of a vision for the City’s future and the formulation of goals, objectives, and action strategies which reflect the community’s desire in responding to proposals for development and re-development. They attempt to balance the various interests and ensure that each development decision is consistent with the overall vision for the City.

The Placemaking goals, objectives, and action strategies were developed with input from residents, business owners, community stakeholders and City officials.

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# Placemaking

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## Goals

- Enhance the identity of Clarkston as a “great place to live”
- Develop initiatives and policies to preserve and enhance natural systems and green infrastructure as well as promote a healthy environment
- Create a transportation system that is accessible, interconnected, and multi-modal with context sensitive solutions for access management, street improvements, and pedestrian connectivity

## Objectives

1. Encourage and celebrate the community’s unique cultural heritage and diversity
2. Promote and encourage art and culture in the city
3. Ensure the compatibility of land uses
4. Ensure that recreational facilities and programs are available and appeal to all age groups, and accessibility needs.
5. Support health and wellness programs
6. Encourage the integration of a continuous community wide bike/walkway system, implement complete street principles where appropriate
7. Encourage the preservation of woodlands, wetlands, and open space areas
8. Provide for the protection of the city’s vital potable fresh water supply from the dangers of pollution and management
9. Preserve existing wetlands, and the hydrological systems that support them
10. Ensure that areas around existing lakes be reserved for low density single family homes and/or open space
11. Promote recycling efforts

# Placemaking

Action Item	Time Frame	Responsible Entity	Progress to Date
A. Review and update the Master Plan every 5 years, as required by state statute	3-5 years	Planning Commission	
B. Update the city's Recreation Plan every 5 years	3-5 years	Friends of Depot Park	
C. Adopt a revised and up-to-date zoning ordinance and map, consistent with the Master Plan	1-2 years	Planning Commission	
D. Evaluate and streamline the city's development review process	1-2 years	Planning Commission	
E. Prepare and annually update a capital improvements plan for city facilities and major equipment expenditures	1-2 years	Finance/Budget Committee	
F. Prepare a strategic plan for a future city administrative building/facility	1-2 years	Facilities Committee	
G. Develop and improve sidewalks, where possible, to link uses such as retail, offices, residential, parks, open space, and activity centers	3-5 years	Planning Commission	
H. Identify and establish gateways at entryways into the city	1-2 years	Planning Commission	
I. Develop a marketing strategy to promote the downtown	1-2 years	Planning Commission	
J. Evaluate, seek funding, and implement opportunities to connect with the Independence Township bike path/walkway system	1-2 years	Planning Commission	
K. Establish "green" building standards and incorporate them into city ordinances	1-2 years	Planning Commission	
L. Create and adopt guidelines for low impact development design and maintenance standards, and use of native vegetation	1-2 years	Planning Commission	

# Future Land Use

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The future land use plan for the City of the Village of Clarkston should reflect the pattern of existing land uses. In addition, this plan should recognize and protect the natural and human-made resources of the community, and acknowledge and work with the constraints that the existing conditions present.

The City possesses a number of resources that are valuable because they help create a positive identity. The challenge of the Master Plan is to build on these resources to the greatest extent possible. At the same time, some resources also pose limits, or constraints, to re-development opportunities.

## Resources

The most defining resources of the community are its small-scale residential character and central downtown area. The small-scale housing stock surrounds the commercial village core, helping to define this center. Clarkston is distinguished by neighborhoods with relatively small and compact lots with houses close to the street, and neighborhoods with larger, more suburban-style lots.

Across the United States, communities are rediscovering the value of these characteristics which Clarkston has always possessed. The central downtown also has significant features that contribute greatly to a sense of place, including its unique buildings and businesses. Their existing intimate scale and character should be preserved and reinforced.

Another element of Clarkston's visual environment is the impression a person gets arriving in the City. The main entrance to Clarkston is along Main Street (M-15) from the south, where suburban-style residential dwellings give way to the quaint down-

town. Other main entryways are defined by historic residential homes (north Main Street), traditional single-family homes (relatively small homes, close together on small lots – Holcomb, Clarkston, and Waldon Roads), and the western entrance that passes by Deer Lake and the wetland to the east. All of these entryways offer a human-scaled built environment, in contrast to the less comfortable automobile-scaled environment that surrounds the City.

Scenic views are also valuable resources. Views of the beautiful water features in Clarkston are one reason many people choose to live here. A significant number of residential lots front onto the Mill Pond or nearby lakes. Residents who do not live off the water can also enjoy these views from many public streets, sidewalks, and Depot Park, where the Mill Race serves as the Park's focal point. The Mill Pond and dam are also reminders of Clarkston's history as a mill town. Other scenic views of tree-lined residential streets, and the historic structures along Main Street work together to make Clarkston a picturesque community.

# Future Land Use

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The character of the City is also influenced by land uses within and outside its borders. Along the M-15 corridor, Clarkston is an oasis of small town, pedestrian-oriented uses in the midst of an auto-oriented commercial strip. The surrounding suburban commercial setting emphasizes the City's unique characteristics, and helps to establish its edges. Maintaining these edges and the existing pedestrian-friendly character is important to maintaining the Clarkston's character.

## Constraints

The main constraints to development in Clarkston are water/wetlands, steep slopes, soils, and limited availability of buildable land. The City has been built out for many years, with very few opportunities for new development. A few areas remain unbuilt, but they pose severe limitations due to important natural features, such as the Clinton River, wetlands, and other significant resources that the City wishes to preserve.

The City is one-half square mile, 58 acres (17%) of that being covered by water or wetlands. In regards to land development, these natural features are a problem. However, the vital role they play in environmental functioning (preventing flooding, groundwater recharge, stable flows of stream systems, filtering pollutants, and supporting native vegetation and wildlife habitat) and cultural importance cannot be overstated.

Some parcels in the city have environmental and physical characteristics that make them difficult to build upon. Proposals to de-

velop these properties must be carefully scrutinized, as engineering solutions may make some of these areas buildable.



## Future Land Use Map

The Future Land Use Plan is an illustrative vision for the City, constructed on a foundation of inclusive community discussions, the surveying of stakeholders, input of City leadership, and modeled on sound planning principles. The Future Land Use Plan is the culmination of these efforts and reflects what the entire city desires for its future. The plan's vision is sensitive of the community's historic character, its well established community fabric, and its unique environmental features.

# Future Land Use

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## Future Land Use Categories

Six (6) specific land use categories are identified and illustrated on the Future Land Use Map: Single Family Suburban Density Residential, Single Family Village Density Residential, Multiple Family Residential, Village Commercial, Public/Quasi Public, and Park. The following describes the intent and general locations of each land use category.

### Single Family Suburban Density Residential

This category proposes a density of less than 3 units per acre and is located around the lakes, on North Main Street, on Main Street south of the Clinton River, and on the periphery of the city.

Lower density residential uses are appropriate around lakes in order to reduce the impact of development on water quality and to allow a greater setback from the water's edge. The large historic single family homes on North Main Street are a valuable historic resource and are vital to establishing the residential character and unique identity of Clarkston. The single family homes on Main Street, south of the Clinton River, are also an integral component of the city's identity. They establish an important entry corridor into the city, and a space between the village center and the commercial strip development outside the city's limits.

### Single Family Village Density Residential

An significant and positive attribute of Clarkston is its compact single family residential character and compact blocks and streets.

The old village neighborhoods around the village center will maintain their smaller lots, and have densities of 2-5 dwelling units per acre. The area is also characterized by a variety of lot sizes which helps to create its unique identity and charm.

The character of the Village Density Residential District should be promoted and encouraged by ensuring that scale is consistent with the surrounding neighborhood, and that the historic resources of the area are preserved. Building setbacks should be minimal, roofs should be sloped, and garages should be in the rear yard.

### Multiple Family Residential

Multiple family residential, such as duplexes, townhouses, garden apartments, condominiums, and apartment buildings, are indicated at several locations throughout the city. These areas include the east side of Main Street at the extreme northern boundary, the east side of Main Street south of Robertson (Old Independence Township Hall site), the west side of Main Street immediately south of the Village Commercial area, and on the western edge of the city near Washington Street. The density of this land use type is planned not to exceed six (6) dwelling units per acre.

Development should be designed with a pedestrian orientation, minimal setbacks, front doors facing the street, and parking in the rear. In addition, building heights should be compatible with existing structures in the area.

# Future Land Use

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## Residential Mixed Use

This land use designation is intended to promote flexible development and/or redevelopment of parcels that could accommodate a variety of housing needs which address the segment frequently referred to as the “missing middle”. Missing middle housing is composed of smaller single-family homes, duplexes, fourplexes, lofts, townhouses, mid-scaled apartments, and live-work units. Missing middle housing is typically designed to offer a range of multi-unit or clustered housing types compatible in scale when located adjacent or in close proximity to single-family homes.

In general, the density of residential mixed use is expected to not exceed 6-8 dwelling units per acre. As with the Multiple Family Residential category, Residential Mixed Use shall be designed with a pedestrian orientation, minimal setbacks, front doors facing the street, and parking in the rear. High quality architectural design and building materials are also expected to identify Residential Mixed Use as signature projects.

## Village Commercial

This land use category is designed to satisfy the need for a vibrant mixed use village center with pedestrian-oriented retail and office uses on the ground floor, and office or residential uses on the upper floors.

The intent of the Plan is to maintain the existing village center, while promoting infill development of the same character. Furthermore, emphasis should be placed on new development and existing improvements that enhance the physical and social environment of the downtown area.

Parallel street parking should be maintained on Main Street as it is vital to the success of the village retail establishments. Additional necessary parking should be provided in the rear. Shared parking and community parking lots should be encouraged.

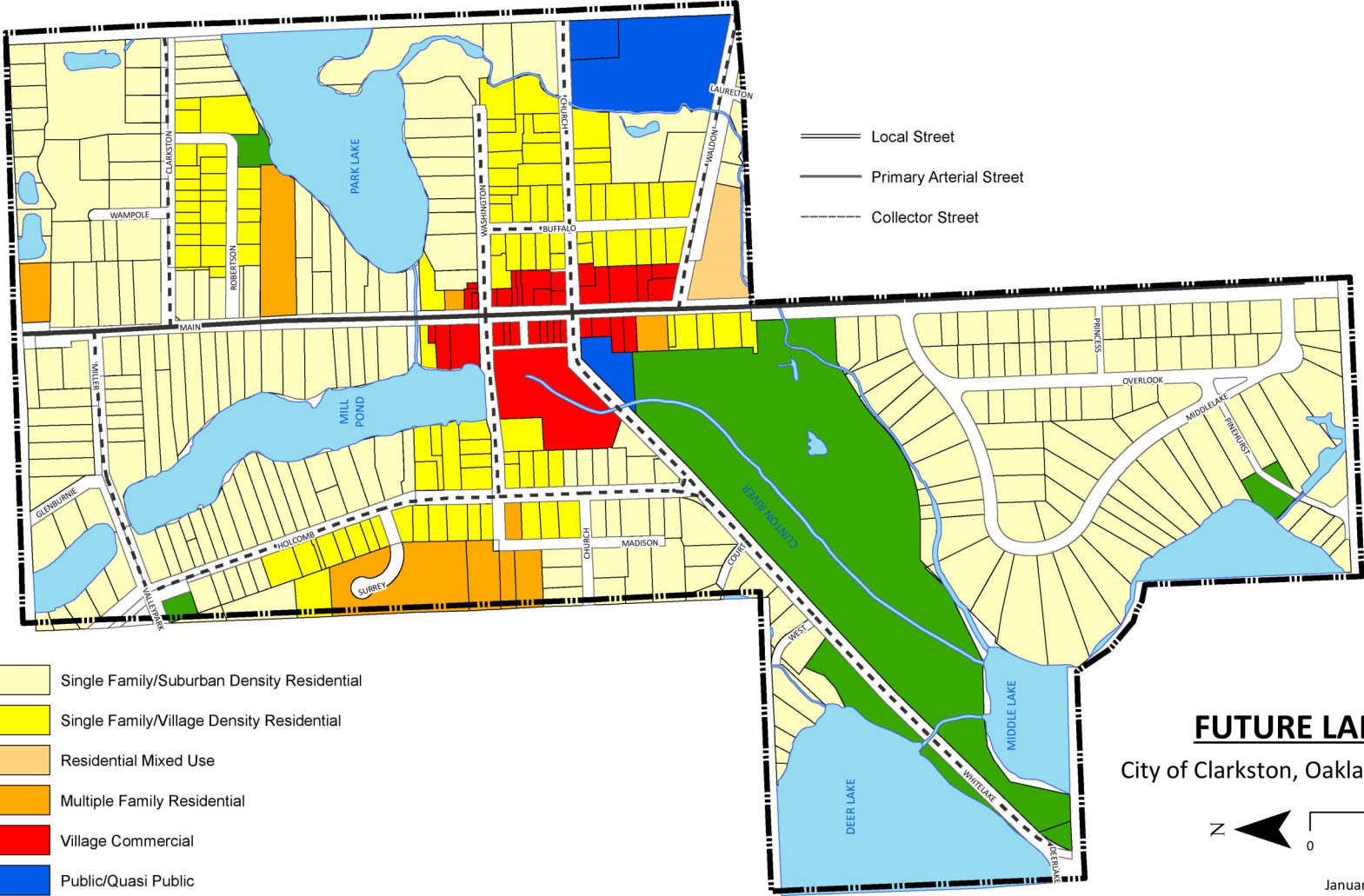
## Public/Quasi Public

Places of worship, schools, government buildings, libraries, museums and other public and semi-public uses comprise this category. Should any of these uses cease to exist, redevelopment should be consistent with those uses in the immediate surrounding area.

## Parks

This category includes both public parks and private neighborhood parks. Most of the existing public park land in Clarkston serves a dual purpose of recreation, along with flood plain or wetland protection. The preservation of this open space adds to the city’s identity. Open space adjacent to wetlands, rivers, and lakes is especially important in a community like Clarkston, where water supply for many residents come from wells.

# Future Land Use



- Single Family/Suburban Density Residential
- Single Family/Village Density Residential
- Residential Mixed Use
- Multiple Family Residential
- Village Commercial
- Public/Quasi Public
- Park

- Local Street
- Primary Arterial Street
- Collector Street

**FUTURE LAND USE**  
City of Clarkston, Oakland County



January, 2019  
Carlisle / Wortman Associates, Inc.

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# Appendix A—Planning Term Glossary

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**ACCESS** - A way of approaching or entering a property. In zoning and subdivision regulations, lots usually are required to have direct access to a public street or to a private street meeting public standards.

**AQUIFER** - A distinct band or layer of gravel, sand, or porous, fractured, or cavernous and vesicular rock capable of holding and/ or conducting water.

**BASE MAP** - A map showing the essential natural or man-determined features of an area (e.g., lot lines). It is used as the starting point for many planning operations.

**BLIGHT** - Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

**BROWNFIELD** - An abandoned site likely to have ground pollution that is a deterrent to redevelopment.

**BUFFER ZONE** - A strip of land designated to protect one type of land use from another of which it is incompatible.

**CENSUS** - An official count each ten (10) years of the number of people in the nation, identifying and recording their conditions, their resources, and other data.

**CIRCULATION SYSTEM** - An organized system of transportation facilities to provide for the safe and efficient movement of goods and people.

**CITIZEN PARTICIPATION** - The formal and informal means by which

persons not in official positions can take part in or influence governmental decision-making.

**CLUSTERED OR OPEN SPACE DEVELOPMENT** - Clustered development provides for closer grouping of homes through reduction of lot size on the most buildable portions of a site while, at the same time, preserving a large portion of the parcel (including environmentally sensitive areas) as undeveloped open space.

**COMMUNITY FACILITIES** - Public or privately owned facilities used by the public, such as schools, libraries, parks, and playgrounds.

**CONSERVATION EASEMENT** - A voluntary agreement between a private landowner and a municipal agency or qualified not-for-profit corporation to restrict the development, management, or use of the land.

**CUL-DE-SAC** - A street that terminates in a permanent turn around, and which by design is not intended to continue beyond its terminal point.

**CURVILINEAR STREET PATTERN** - A street system that discourages through traffic in a subdivision by the use of a number of curved streets.

**DEMOGRAPHICS** - The descriptive statistics of a population (income, age, sex, etc.).

**DENSITY** - The average number of families, persons, or housing units per unit of land; usually density is expressed “per acre”.

**DEVELOPMENT** - The physical alteration of land by humans. Development includes: subdivision of land; construction or alteration of

# Appendix A—Planning Term Glossary

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structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover.

**EASEMENT** - A right given by the owner of land to another party for specific limited use of that land. may be too expensive or unnecessary.

**ENABLING ACT** - An enabling act is legislation passed by the state legislature authorizing cities, townships, and villages to carry out functions in the public interest. The power to adopt Master Plans, zoning ordinances, and land use regulations is delegated to townships, villages, and cities.

**FLOODPLAIN** - A floodplain is the area on the sides of a stream, river, or watercourse that is subject to periodic flooding. The extent of the floodplain is dependent on soil type, topography, and water flow characteristics.

**GOALS** - Goals are broad statements of ideal future conditions that are desired by the community and contained in the comprehensive plan. For example, a community may have a goal of “increasing the supply of affordable housing.

**GRIDIRON STREET PATTERN** - A pattern of streets that is based on right-angle intersections and parallel sets of roadways.

**GROUNDWATER** - The supply of freshwater under the surface in an aquifer or soil that forms the natural reservoir for potable water.

**GROWTH MANAGEMENT** - The use by a community of a wide range of techniques in combination to allow it to determine its own amount, type, and rate of growth and to channel it into designated areas.

**HISTORIC DISTRICT** - An area or group of areas designated by a local unit as having aesthetic, architectural, historical, cultural or archeological significance that is worthy of protection and enhancement.

**HISTORIC PRESERVATION** - The designation of historic districts allows for local control over development within these areas. For example, regulations may control where and in what style a new building may be constructed.

**IMPLEMENTATION PROGRAM** - An action, procedure, program, or technique that carries out general plan policy.

**INFRASTRUCTURE** - The basic installations and facilities, such as water and sewer lines, roads, utilities, transportation, and telecommunications systems.

**INTER-GOVERNMENTAL AGREEMENTS** - Inter-governmental agreements are compacts among municipalities to perform functions together that they are authorized to perform independently.

**LAND ASSEMBLY** - The process of acquiring various parcels of real estate to create a contiguous parcel of sufficient size to accommodate a real estate development project.

**LAND USE CONTROLS** - A term generally referring to the use of police power techniques to control and guide land use and development. In actual use, the term normally refers to zoning, subdivision regulations, and official maps.

**LAND DEVELOPMENT** - The improvement of land with utilities and services, making the land more suitable for resale and developable plots for housing or other purposes.

# Appendix A—Planning Term Glossary

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**LAND USE** - A description of how land is occupied or utilized.

**LAND USE PLAN** - A basic element of the Master Plan, it designates the future use or reuse of the land within the community, and the policies and reasoning used in arriving at the decisions in **the plan**. The land use plan serves as a guide to official decisions in regard to the proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

**LAND USE REGULATION** - Local land use regulations are laws enacted by the local legislature for the regulation of any aspect of land use and community resource protection, including zoning, subdivision, special use permit or site plan regulation, or any other regulation that prescribes the appropriate use of property or the scale, location, or intensity of development.

**LANDSCAPING** - Changing, rearranging, or adding to the original vegetation or scenery of a piece of land to produce an aesthetic effect appropriate for the use to which the land is put.

**LOT** - The basic development unit, an area with fixed boundaries, used or intended to be used by one (1) building and its accessory buildings and not divided by any public highway or alley.

**LOT AREA** - Lot area is the total square footage of horizontal area included within the property lines. Zoning ordinances typically set a minimum required lot area for building in each zoning district.

**MASTER PLAN** - A document or series of documents typically prepared by a planning commission setting forth policies for the future of a community.

**MIXED USE ZONING** - Zoning which permits a combination of uses within a single development.

**NATURAL AREA** - A tract of land or water which has the following characteristics: has retained or reestablished its natural character, or has unusual flora and fauna or biotic, geologic, scenic, or other similar features.

**NEW URBANISM** - Design philosophy intended to create a strong sense of community by incorporating features of traditional small towns.

**OBJECTIVES** - Objectives are statements of attainable, quantifiable, intermediate-term achievements that help accomplish goals contained in the comprehensive plan. For example, an objective would be to achieve “the construction of fifty (50) units of affordable housing annually”.

**OPEN SPACE** - That part of the community which has not been developed and which is desirable for preservation in its natural state for ecological, historical, or recreational purposes, or in its cultivated state to preserve agricultural, forest, or urban greenbelt areas.

**ORDINANCE** - An ordinance is an act of a local legislature taken pursuant to authority specifically delegated to local governments by the state legislature.

**OVERLAY ZONES** - A set of zoning requirements in addition to those of the underlying district.

**PARCEL** - A lot, or contiguous group of lots in single ownership or under single control, and usually considered a unit for purposes of development.

# Appendix A—Planning Term Glossary

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**PERMITTED USE** - A use by right that is specifically authorized in a particular zoning district. It is contrasted with conditional uses that are authorized only if certain requirements are met and after review and approval by the decision-making entity.

**PLANNED UNIT DEVELOPMENT (PUD)** - A form of development usually characterized by a unified site design for a number of housing units, clustering buildings and providing common open space, density increases, and a mix of building types and land uses.

**PLANNING COMMISSION** - The administrative body, appointed by the legislative body, charged with the administration of the Master Plan, and review of other related plan applications. An important purpose of the Planning Commission is to provide an impartial and professional perspective on land use issues based on the long range needs of the community.

**PLAT** - A map, generally of a subdivision, showing the location, boundaries, and ownership of individual properties.

**POLICE POWER** - The authority of government to exercise controls to protect the public's health, safety, morals, and general welfare.

**POLICY** - A statement of a public body that forms the basis for enacting legislation or making decisions. The policies under which zoning ordinances are enacted and administered should be found in a community's Master Plan.

**PRINCIPAL USE** - A principal use is the primary use of a lot that is permitted under the district regulations in a zoning ordinance. A house is a principal use in a residential area; a garage or pool is an accessory use.

**PUBLIC HEARING** - A properly legally announced meeting of an official or official body where the public is allowed to give opinions concerning the issue being considered.

**PUBLIC SERVICES** - Public services are those services provided by the municipal government for the benefit of the community, such as fire and police protection, education, solid waste disposal, street cleaning, and snow removal.

**QUALITY OF LIFE** - Those aspects of the environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, schools, housing, medical facilities, cultural and recreational amenities, and public services.

**RIGHT-OF-WAY** - The right of passage over the property of another. More commonly, it refers to the land on which a road or railroad is located.

**RIPARIAN** - Pertaining to anything connected with or immediately adjacent to the banks of stream or other body of water.

**RURAL** - Areas generally characterized by agricultural, timberland, open space, and very low-density residential development.

**SETBACK REGULATIONS** - Zoning ordinance requirements that a building be set back a certain distance from the street or lot line.

**SIGN REGULATION** - Local laws that regulate the erection and maintenance of signs and outdoor advertising with respect to their size, color, appearance, movement, illumination, and placement on structures or location on its ground.

# Appendix A—Planning Term Glossary

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**SITE PLAN** - A plan, to scale, showing uses and structures proposed for a parcel of land. It includes lot lines, streets, building-sites, public open space, buildings, major landscape features -- both natural and man-made -- and, depending on requirements, the locations of proposed utility lines.

**SITE PLAN REVIEW** - The process whereby local officials usually the planning commission and staff, review the site development plans of a developer to assure that they meet the stated purposes and standards of the zoning ordinance.

**SUBDIVISION** - The process (and the result) of dividing a parcel of land into smaller buildable sites, blocks, streets, and open space. Typically the subdivision of land involves the legal division of a parcel into a number of lots for the purpose of development and sale.

**SURFACE WATER** - Water on the earth's surface, as distinguished from subterranean water; typically found flowing in natural or man-made water courses such as rivers, streams, or canals, or contained in lakes or storage reservoirs.

**SUSTAINABILITY** - Sustainability, or sustainable development, is often defined as providing for current needs without jeopardizing the ability of future generations to provide for their needs.

**TRAFFIC CALMING MEASURES** - The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

**TRANSFER OF DEVELOPMENT RIGHT (TDR)** - A method by which the development rights are separated from the land in an area in which a community (or state) wishes to limit development, and

permits them to be sold for use in an area desirable for high-density development.

**USE** - The purpose or activity for which a piece of land or its buildings is designed, arranged, or intended, or for which it is occupied or maintained.

**WATER COURSE** - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite direction or course, either continuously or intermittently.

**WATERSHED** - The area drained by a given river, or other body of water.

**WETLANDS** - Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water.

**ZONING** - An exercise of the police power, zoning is a widely used form of land use control to regulate health, safety, and welfare.

**ZONING DISTRICTS** - A zoning district is a portion of the community designated by the local zoning ordinance for certain kinds of land uses. Only these primary permitted land uses, their accessory uses, and any special uses permitted in the zoning district may be placed on the land in that portion of the community.

**ZONING MAP** - The officially adopted map of the community specifying the zoning districts identified in the zoning ordinance. The zoning map, implemented through the text of the ordinance, constitutes a blueprint for the development of the community over time.

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# Appendix B—Community Visioning

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## Master Plan Community Visioning Workshop Summary November 16, 2017

The City of the Village of Clarkston hosted a community visioning workshop to solicit input on the future vision and direction of the City. Meeting participants joined in an exercise where they were asked to respond to eight questions regarding various topics about the City. Participants wrote their comments down for each question on sticky notes, and meeting facilitators collected and organized the comments by theme. Once all the comments were organized, the meeting facilitator guided a group discussion about the comments to identify priorities.

The following summarizes the participants responses to the various questions.

### Question 1. What do you value most about Clarkston?

- Small town character with downtown amenities
- Charming
- Quaint
- Friendly
- Family oriented
- Home town feel
- Events & destinations downtown
- Walkability
- Historic homes & commercial buildings
- Natural resources and waterbodies
- Good mix of residential and commercial
- Close to expressway, but still a community

# Appendix B—Community Visioning

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Question 2 - What are the major issues facing residents and businesses in the city?

- Insufficient parking; signage for parking
- Traffic congestion
- Managing growth (maintaining character while growing/improving)
- Threat of expanding the downtown (commercial uses) into the residential neighborhoods
- Funding

Question 3 - What one thing would you do to improve Clarkston?

Transportation:

- Sidewalk repairs; expand walking/biking facilities (Complete Streets)
- Road Improvements
- Add parking spaces, parking meters & structure; more free parking
- Better traffic management on Main St. & Holcomb (especially during rush hour)

Land Use:

- Enforce the zoning ordinance
- Annex the lakefront owners (Deer Lake) to the Village and get the tax base in exchange for managing overcrowding around the lake

Misc.:

- Move the farmers market back to Depot Park
- Improve Depot Park
- Provide leaf pickup
- Give people good & proper advise on how to do business in the village

# Appendix B—Community Visioning

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Question 4 - What would make Clarkston better ten years from now?

- No change; keep it like it is (maintain character)
- Preservation of historic buildings
- Better/safer walking and biking facilities (Complete Streets policy)
- Better walking accessibility of the downtown/public buildings for aging residents & moms with strollers
- Better traffic control, especially on Main St.
- Improved parking; parking garage/structure
- City should offer to pick up leaves like Dearborn & Royal Oak
- Change the priority to focus on residential properties over businesses
- A more robust downtown

Question 5 - In your opinion does downtown Clarkston have a good mix of businesses (i.e. restaurants, stores, personal services, etc.)?

- Good mix
- Not enough retail; need more specialty stores (like Rudy's)
- Don't need more restaurants
- Might need actual community space
- Too many offices
- Add living space to downtown (lower level retail/upper level residential)
- Businesses will come and go. Need to develop a more friendly approach to "new" people in the village.
- Could "bells" in the Union ring like CUMC?

# Appendix B—Community Visioning

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Question 6 - Do you believe there is a parking problem in downtown Clarkston? If so, what suggestions would you make to improve it?

- On weekends and evenings; during specific times of year
- Better coordination and planning between all parties.
- Parking structure
  - Structure near village hall
  - Underground structure possibly
- Another public lot; possibly purchase parcel at Waldon & Main
- Make better use of street rights-of-way
- Make better use of existing parking lots
- Improve signage, striping, markers to direct people to available parking
- Investigate financing options for public parking
- Need to assess businesses for parking; require payment from businesses who don't have enough parking on their own property
- Enforce existing ordinances
- Coordinate with private land owners to share parking at a reasonable cost.
- Work with developers to install parking spaces for Village use in addition to what they require for their project
- Parking committee needs realistic design standards for small town with little space

Question 7 - Should the downtown area be allowed to expand?

- No; maintain historic footprint
- Yes/No
- Depends on how "downtown" is defined
- Would like to see a commercial development @ Waldon & Main
- Not until a Master Plan is implemented to handle traffic, parking & walking
- Could we cleanup stores south of downtown that are not attractive (SE side of M15)?
- Investigate a Downtown Development Authority to implement improvements to downtown

# Appendix B—Community Visioning

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Question 8 - Are you satisfied with the recreational opportunities in the area?

- Yes, including township and county recreation opportunities
- No
- Expand Depot Park
- Add boardwalk through marsh
- Update playground equipment
- Need public restrooms
- Collaborate with Independence Township and County for trails
- Expand the use of Mill Pond & Park Lake
- Add swimming and fishing platforms
- Add kayak access
- Better use of Deer Lake and Deer Lake Park.

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# Appendix C—Community Survey

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Question 1 - What age range do you fall within?

ANSWER CHOICES	RESPONSES	
0-17	1.49%	2
18-24	5.22%	7
25-44	35.82%	48
45-64	47.76%	64
65-84	8.96%	12
85 and over	0.75%	1
Total Respondents: 134		

Question 2 - How many people in your household?

ANSWER CHOICES	RESPONSES	
1	4.48%	6
2	32.09%	43
3-5	59.70%	80
6 or more	3.73%	5
Total Respondents: 134		

# Appendix C—Community Survey

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Question 3 - What is your connection to Clarkston?

ANSWER CHOICES	RESPONSES	
I live in Clarkston	66.42%	89
I work in Clarkston	16.42%	22
I have a business in Clarkston	7.46%	10
I frequently visit businesses, friends, and family within Clarkston, but do not live here	5.22%	7
I live outside the city, but within Independence Township	32.84%	44
None of the Above	0.00%	0
Total Respondents: 134		

Question 4 - How long have you been a Clarkston resident?

ANSWER CHOICES	RESPONSES	
Less than 1 year	3.73%	5
1-5 years	14.18%	19
6-10 years	10.45%	14
11-20 years	28.36%	38
More than 20 years	41.79%	56
I do not live in Clarkston	2.99%	4
Total Respondents: 134		

# Appendix C—Community Survey

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Question 5 - Since moving to Clarkston, the Quality of Life has ...?

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
Improved	59.54%	78
Remained about the same	32.82%	43
Declined	7.63%	10
<b>TOTAL</b>		<b>131</b>

# Appendix C—Community Survey

Question 6 - Please rate your perception of the following characteristics of Clarkston from 1 (negative) to 5 (positive).

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Small town character	2.26% 3	2.26% 3	17.29% 23	36.84% 49	41.35% 55	133	4.13
Sense of community	2.26% 3	7.52% 10	20.30% 27	39.85% 53	30.08% 40	133	3.88
Employment opportunities	9.45% 12	25.20% 32	47.24% 60	13.39% 17	4.72% 6	127	2.79
Proximity to employment	5.60% 7	15.20% 19	34.40% 43	27.20% 34	17.60% 22	125	3.36
Walkability	3.01% 4	12.03% 16	33.83% 45	27.82% 37	23.31% 31	133	3.56
Condition of roads	5.30% 7	18.18% 24	43.94% 58	28.03% 37	4.55% 6	132	3.08
Traffic	18.66% 25	26.12% 35	37.31% 50	16.42% 22	1.49% 2	134	2.56
Parks and Recreation	1.50% 2	8.27% 11	19.55% 26	45.11% 60	25.56% 34	133	3.85
Clarkston Governmental Services	7.58% 10	12.12% 16	40.91% 54	29.55% 39	9.85% 13	132	3.22
Housing Quality	1.50% 2	3.01% 4	14.29% 19	50.38% 67	30.83% 41	133	4.06
Neighborhood Quality	0.00% 0	4.51% 6	12.03% 16	51.13% 68	32.33% 43	133	4.11
Emergency Services	1.54% 2	8.46% 11	13.08% 17	33.85% 44	43.08% 56	130	4.08
Retail, Shopping, & Dining Establishments	4.51% 6	7.52% 10	19.55% 26	42.11% 56	26.32% 35	133	3.78

# Appendix C—Community Survey

Question 7 - Please rate your perception of the following characteristics of Downtown Clarkston from 1 (negative) to 5 (positive).

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Atmosphere/Character	1.50% 2	4.51% 6	11.28% 15	38.35% 51	44.36% 59	133	4.20
Ease of getting around	8.96% 12	13.43% 18	29.10% 39	33.58% 45	14.93% 20	134	3.32
Variety of retail choices	15.15% 20	32.58% 43	34.09% 45	12.12% 16	6.06% 8	132	2.61
Restaurants	3.01% 4	9.02% 12	15.04% 20	33.83% 45	39.10% 52	133	3.97
Parking availability	35.07% 47	24.63% 33	26.12% 35	11.19% 15	2.99% 4	134	2.22
Condition of buildings	1.50% 2	6.77% 9	23.31% 31	47.37% 63	21.05% 28	133	3.80
Property maintenance	1.50% 2	6.77% 9	23.31% 31	43.61% 58	24.81% 33	133	3.83
Quality of landscaping	3.76% 5	9.77% 13	19.55% 26	42.86% 57	24.06% 32	133	3.74
Quality of architecture	0.75% 1	7.52% 10	15.79% 21	44.36% 59	31.58% 42	133	3.98
Quality of signage	3.01% 4	8.27% 11	29.32% 39	43.61% 58	15.79% 21	133	3.61

# Appendix C—Community Survey

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Question 8 - What describes how you view the amount of commercial business (retail and services) in downtown Clarkston?

ANSWER CHOICES	RESPONSES	
Not enough	53.79%	71
Just right	39.39%	52
Too much	6.82%	9
TOTAL		132

# Appendix C—Community Survey

Question 9 - Please rate your perception of the following characteristics of Downtown Clarkston from 1 (negative) to 2 (positive).

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Expand the non-motorized network by adding more greenways, sidewalks, bike lanes, etc.	6.06% 8	9.85% 13	15.91% 21	31.06% 41	37.12% 49	132	3.83
Preserve natural features (floodplains, woodlands, trees, etc.)	1.50% 2	5.26% 7	13.53% 18	29.32% 39	50.38% 67	133	4.22
Improve traffic flow on primary roadways	3.05% 4	8.40% 11	16.03% 21	33.59% 44	38.93% 51	131	3.97
Maintain and improve existing roadways	1.50% 2	6.02% 8	23.31% 31	34.59% 46	34.59% 46	133	3.95
Develop more parks and recreation opportunities	6.82% 9	11.36% 15	31.82% 42	28.79% 38	21.21% 28	132	3.46
Provide more off-street parking	5.34% 7	2.29% 3	14.50% 19	27.48% 36	50.38% 66	131	4.15
Provide housing to meet the needs of seniors and young adults/families	10.69% 14	18.32% 24	31.30% 41	25.19% 33	14.50% 19	131	3.15
Improve zoning and code enforcement efforts	6.15% 8	13.08% 17	41.54% 54	24.62% 32	14.62% 19	130	3.28
Incorporate art into public spaces	12.21% 16	15.27% 20	25.19% 33	32.06% 42	15.27% 20	131	3.23
Improve the appearance of the residential areas	7.63% 10	11.45% 15	36.64% 48	29.77% 39	14.50% 19	131	3.32
Improve the appearance of the downtown area	6.92% 9	7.69% 10	38.46% 50	26.15% 34	20.77% 27	130	3.46

# Appendix C—Community Survey

Question 10 - The previous Clarkston Master Plan (2008) developed the following goals. Please rate each accordingly:

	LESS RELEVANT TODAY	THE SAME RELEVANCE TODAY	MORE RELEVANT TODAY	TOTAL	WEIGHTED AVERAGE
Accommodate future reinvestment within Clarkston while maintaining the nineteenth-century village character.	9.85% 13	63.64% 84	26.52% 35	132	2.17
Preserve the historic character of the village as a defining trait of the community	8.27% 11	63.16% 84	28.57% 38	133	2.20
Ensure that land uses are compatible within the village and in character with a traditional Midwestern small town	12.78% 17	55.64% 74	31.58% 42	133	2.19
Protect the integrity of the existing village where more intense uses are adjacent.	16.92% 22	53.85% 70	29.23% 38	130	2.12
Minimize non-local vehicular intrusion of traffic and off-street parking with and through the community	19.08% 25	33.59% 44	47.33% 62	131	2.28
Promote a pedestrian atmosphere and enhance safe, convenient, and efficient pedestrian circulation.	4.51% 6	27.07% 36	68.42% 91	133	2.64
Protect the natural resources of the Village and its environs, as they contribute to the rural character adjacent to the Village, and high quality of life within the Village.	4.55% 6	53.03% 70	42.42% 56	132	2.38
Preserve and enhance parks and public open space of the community for scenic beauty and recreational opportunities.	4.55% 6	54.55% 72	40.91% 54	132	2.36

# Appendix C—Community Survey

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Question 11- What one thing do you value most about Clarkston?

1. Small Town
2. The community and pride of the residents
3. Restaurants
4. I value the downtown atmosphere and the sense of home
5. The charm of the downtown
6. I love the community feel
7. Small town feel with natural beauty, with city-like convenience
8. Small town feel but still feel accessible to the “real world”
9. Relatively safe community
10. Historic look and feel of a downtown
11. Sense of community
12. Variety of restaurants and shopping
13. Small town feel
14. Feeling safe, crime control, improvements in maintaining rural roads. Small town atmosphere.
15. The neighborhoods
16. The incredible mix of historic looking and feeling community with access to first class dining and social establishments
17. I love that there is no Home Depot, Lowes, Kmart, Kohls or Target in the city center
18. We value to residential nature of the community
19. Small town feel
20. Ease of walking/bike riding around downtown Clarkston
21. What I valued most was the small town charm, the historic homes, and what we though was a safe environment for the public schools. These were the reasons we moved here, knowing that we would increase the driving distance to work. It seemed like such a great trade off at the time, even with the high taxes. I still love the seasonal changes to the planters along Main Street. Unfortunately, we have turned into a restaurant destination, and all of the side street are used for “free” restaurant parking. Strangers with no connection to the city keep us from parking in town to shop at a store (so basically, we don’t shop in our own city anymore”. If I had seen this coming, I would not have move here, and would absolutely NOT recommend Clarkston to anyone at this point. I really miss the old Clarkston. We talk about moving because there really are more negatives than positives now.

# Appendix C—Community Survey

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22. Small town atmosphere
23. Pride of ownership
24. The small town walkable atmosphere
25. It's growth
26. Small town feel with lots of growth and innovation in retail offerings. Encourage more restaurants and businesses - it is great to have more options and activity downtown.
27. We are a residential community, and do not need and should not tolerate business creep. We MUST preserve our historical and residential nature. Without it, historic Clarkston dies.
28. Walking downtown for dinner and events (e.g. The Taste)
29. Small town dining and shopping environments
30. The charm and the walkability to shops and restaurants
31. The culture and small town America feel. You don't get this everywhere. This is what draws us into the community.
32. The character, and I live somewhere so many others would like to be.
33. The extraordinary school system and the culture of community it fosters. It is our biggest employer and is the glue that holds us all together (i.e. Clarkston for Life Initiative, shuttle service, arts, CTE projects, student service, athletic championships, etc.). Invest in our future - Our Schools!
34. Restaurants and people.
35. Sense of community
36. The small town vibe, but with all the hustle and bustle downtown. Its been decreasing a lot within the past few years.
37. I love the small town feel, and the selection for quality products downtown.
38. Shopping and restaurant options in our small town. Community pride and involvement.
39. Love that it's a small, yet hip place.
40. Small town vibe
41. The historic character
42. It has so much genuine character
43. The sense of community
44. Schools
45. It has been a great city to raise my family. Great school system. Safe. We chose Clarkston because of the small, historic feel, yet in metro Detroit
46. Small town feel
47. Local downtown with available free parking and welcoming feeling
48. Small town feel

# Appendix C—Community Survey

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49. Home town feeling
50. A strong HDC
51. Community, family, history
52. Small town
53. People
54. Sense of community. Business owners go out of their way to welcome everyone.
55. Small town feel and friendliness of citizens
56. It is becoming a destination location for the restaurant scene. The outdoor seating atmosphere contributes greatly.
57. The safe feel and community
58. Hometown feel
59. Community Charm
60. Small town atmosphere
61. Historic Atmosphere
62. The sense of community and pride in the city's identity.
63. Small town character/friendliness
64. We like our small town feel and the area set aside for natural beauty (Mill Pond, Depot Park, etc.) of downtown Clarkston and the proximity to a variety of amenities in the surrounding area.
65. The schools
66. Small town feel and strong sense of community
67. Small town feel
68. Safety. Appreciate the low crime rates
69. Our parks
70. Community
71. The community
72. The charm of a small village right by all the things a big city has to offer (convenience). I-75 and major roads are within a few minutes. Yet, it still has a small town look and feel.
73. Love the charm of our small neck of the woods. I see it has the potential to be amazing like other small towns.
74. Small town feel

# Appendix C—Community Survey

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75. Free parking in the downtown district
76. The community
77. The wonderful village feel, most villages around us have lost this feel.
78. Its downtown charm
79. Small town feel, the atmosphere downtown and the quality restaurant experience.
80. Walkability
81. Sense of community pride
82. Walkability in town
83. Close to expressway
84. I live right outside the village limit so walking into town is a bonus for our family.
85. Historic, midwestern village culture and appearance
86. Small town feel
87. Community
88. I value the residents and business owner the most within Clarkston. Great people who are always willing to help in any way they can. My family and I love the downtown atmosphere and seeing the improvements that have taken place so far since we moved to Clarkston.
89. Honestly - I love the restaurants and retail that has flourished in the last ten years. Has brought a livelier vibe to the Village, which while charming, didn't really have much going on beforehand. It's nice to have that mix now.
90. The community, at least on most days.
91. The character of the downtown.
92. Small town feel, with great restaurants
93. The small, quaint, friendly atmosphere.
94. Quality and diverse dining choices
95. I think Clarkston is a beautiful town!
96. The quaint appearance of the city.

# Appendix C—Community Survey

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## Question 12 - What one thing would you do to improve Clarkston?

1. Too many restaurants were approved without having any parking. No thought was given to parking and restaurant approvals.
2. Provide parking and retail to complement the great dining experience
3. Improve the traffic safety and walkability of the whole town
4. Remove the crosswalk at Depot. Issue \$250 tickets to any car that travels less than 28 mph
5. I would continue to improve the downtown with more parking and improve parks
6. Parking! Bike lanes from Independence and bike parking
7. More shops. A "larger downtown"
8. I would like more retail space downtown. Shopping, restaurants, independent businesses. There is no need for salons to have store frontage on Main St. nor real estate agents. In order to maintain walkability and increase time spent downtown, there needs to be more shopping space like Essence, and a place for families to shop for ice cream.
9. Find uses for buildings that aren't being used or tear them down for a park or redevelopment. Examples: Citgo off Dixie, old Clarkston Medical Group Building, Cinema off Dixie.
10. Let better grocery stores into Clarkston.
11. More retail variety, less office type business. Need coffee shop bookstore. Wifi bakery has gone down hill. Downtown space for visual and performing arts inside, maybe even a place to show a film series. If not downtown then some other historic place in the area.
12. Less real estate downtown to make room for more retail
13. Increase the number of "free" parking areas.
14. Parking
15. Continue adding bicycle paths. Additional services for seniors. Keeping Pine Know/DTE viable
16. Condition of roads and sidewalks
17. Make more of an emphasis on a walking, biking community. Making it safer to be a pedestrian especially at night.
18. The overall "first impression" of the city by improving landscaping (maintaining weeds, etc.) curbs, sidewalks and fix the dented street lights. There also needs to be a "no turn or red" sign in the middle of the intersection (Washington and Main) instead of on the sidewalk. Finally, limit the amount of rentals in the village OR hold the owners of said rentals accountable for upkeep an maintenance.
19. Find an alternative location for the power lines that clutter the view of our town, especially at the intersection of M-15 and Dixie Highway
20. Improve the focus on the tax-paying residents rather than the business community. We found the wording of Section 9 confusing, and therefore, difficult to answer.

# Appendix C—Community Survey

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33. Better retail shops a few more than we have especially on Main Street. Must maintain the integrity of the downtown. Maybe another restaurant also for diversity. Breeds competition and keeps what we have strong and o their toes. Don't take things for granted
34. Address non local traffic- getting north on M-15 can get significantly backed up with traffic coming through town and further backed up at 75 (still heading north) at high peak times
35. More walking & biking trails, update Depot Park, offer watercraft rental at Deer Lake beach (paddle boards, kayaks, sailboats), more retail (and better retail) shops - attract businesses to Mills Mall.
36. Look at the type of businesses you see in Birmingham or RO. Book store would be good! Build a community center for fitness and healthcare (like outpatient rehab). Partner with Beaumont. Get an ATM downtown!!! No apartments.
37. Develop a parking structure on the southwest corner of town I love the union restaurants but competition is good.
38. End the nepotism!
39. Get a viable parking plan
40. Stop with downtown. It's not the same that my mom and I remember as kids and it's honestly been ruined for me. I don't enjoy going there as much.
41. Even though I love the small town feel, parking is still obviously an issue. Keeping parking dedicated to local and not non-local traffic isn't working. I'm local, and I have no where to park. I don't want to drive to other towns in order to not too my hair out because of no working or traffic jams downtown. I would prefer to out my money towards the amazing businesses our community has. But it's almost near impossible.
42. Parking of course. But I don't think it is as bad as social media portrays it to be. I live just outside the village border, so I speak with authority.
43. Walkability. Sidewalks are narrow and rickety. Needs to be a 3 way stop at Depot for pedestrian safety, a cross walk near Middle Lk Rd, and I think angle parking on one side of downtown might help traffic flow.
44. Restaurant variety
45. More shops, less restaurants
46. Parking. Parking is absolutely terrible. Paying for parking is an obnoxious idea given that the locals are the most committed to these businesses and yet we're the ones being charged.
47. Less big box stores / franchises
48. Parking
49. I think it's great as is
50. Parking is terrible, need to make a designated parking structure.
51. I absolute love all the restaurants. My son works at the Union. It is nice to see Clarkston becoming cool and trendy. I wouldn't mind seeing a little more restaurants and retail establishments along with a parking structure. I repeat, parking structure!??

# Appendix C—Community Survey

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“Downtown” Clarkston meaning the business section. Perception refers to “as is”, where each bullet point begins with an action word connoting future. So how does one respond?

21. Eliminate through traffic on M 15 that’s heading north (or south) of town.
22. Publicize a map for public parking downtown and on the side streets perhaps in downtown shops/restaurants - we always end up driving around when parking is tight. As more public parking has been made available, not always sure where it is and for what times of day.
23. I would like to see every residential street designated as NO PARKING unless the residents on the street all agree otherwise. People who live here should be allowed to park on their own street with a city permit, issued at no charge. I am not even sure why we have a parking committee. The restaurants created the problem, they are the ones making all the money in the city, and they should be the ones to fix it. I would like to see every residential street designated as NO PARKING unless the residents on the I do NOT want to spend one more cent (NOT ONE MORE) subsidizing the restaurants with "free" parking up and down our side streets. The minimal amount of money that comes back to our schools can't possibly be as much as we spend in striping and painting new parking spaces or the added cost to maintain roads and sides streets because of the additional traffic. I've heard that the city is also talking about destroying the grass between the sidewalk and the street and replacing it with gravel, ruining the view that the home owner has just to give people who don't live here more places to park. Unbelievable! I don't know if it's possible, but can the city add a restaurant tax to force the freeloading restaurants to pay for new parking lots or other solutions? While I realize that the tax would be passed on to the restaurant patrons, I really don't care. If these people are willing to drive all the way out here to go to an overpriced restaurant, then they won't notice a few bucks added to their dinner bill. It's apparently too late to get rid of most of the restaurants, or to even stop more of them from coming in, though I wish we could. I'm hopeful that the problem may fix itself with the next recession. When people don't have enough money to go to an expensive out of the way restaurant, some of them will have to close -good riddance.
24. Parking
25. Main street corners on M15 through the middle of town are poorly used
26. Encourage the growth of businesses that capture people to the downtown area - instead of being a dine and leave town. Mote retail, entertainment, etc. opportunities in the downtown area.
27. Follow the footsteps of other communities that have sustained positive growth and kept the character of the town (i.e. Milford, Rochester, Birmingham)
28. Encourage more business development by NEW entrepreneurs , not just Union Joints.
29. Current/new City Government in too biased and leaning to far away from what built our wonderful community. I am terrified as to our current direction and lack of leadership dedicated to our historical and residential nature.
30. Lower taxes
31. Add 30 more parking spaces near honchos
32. Would be nice if their were more retail and obviously parking for that retail.

# Appendix C—Community Survey

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52. Improve parking
53. It's critical to have a HDC with members who value the community is essential and key to maintaining what we have today. Recent appointments, specifically the chair is scary. HDC members should be people who value our community not someone who has publicly declared his dislike for our community. All new members should be required to go to training. The Mayor needs to get control of the meetings. They are a free for all and counterproductive to getting things accomplished in the City. It's clear he does not understand the Village or our culture.
54. More variety of restaurants (price). Lacking places for young people.
55. Keep it as a small town and improve traffic flow
56. Parking
57. Parking needs to be addressed and the crosswalk in front of honchos needs a button with a lighted crosswalk sign before someone is hit. very dangerous especially in the snow!!
58. Provide sufficient funding for infrastructure repair and maintenance-may require millage increase.
59. Add parking without adding a financial burden to the limited number of village tax payers that did cause the parking problem
60. Add more sidewalks, cross walks, paths
61. Have more retail and a place for people to stay rather than sending everyone away from our beautiful town, so they can shop, eat, drink and not have to drive away just walk to a place to stay.
62. I wish community events were better promoted and made aware to the community. I'm 27 and looking to be more involved in this town I grew up in but I'm unsure how
63. Stop trucks and excess unnecessary traffic
64. More landscaping
65. More dining option in downtown that aren't owned by one corporation
66. Slow down / reduce traffic on Main Street
67. We would like to see a few more retail options within walking distance of downtown. Encouraging a wider variety of restaurants to the area and a some type of shopping/entertainment center similar to the Village of Rochester Hills developed near Dixie/75 (White lake Rd area) would be nice to see long term, it would be far enough from downtown to maintain the small town charm of the village itself. We live east of Clarkston in Independence Twp and find ourselves heading to Lake Orion or Rochester for dining and entertainment, it would be nice to have more of a draw outside of the union joints options to keep us in the community.
68. Make M-15 between Waldon Rd and Clarkston road more walkable
69. More variety of grocery stores and more downtown parking.
70. Hard to see when crossing Main whether walking or driving.
71. Parking and traffic. Just don't know how it can be done.
72. Restrict m 15 thru downtown; create a bypass of sorts and make downtown only walkable.
73. More bike paths
74. Parking
75. Parking
76. It is nearly 2018. Holding on to the charm of the Village is something we should protect, however in order to protect the city and make it a place where people want to

# Appendix C—Community Survey

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live we must adapt as well. We can still have a small town feel with new developments, less governmental red-tape and the encouragement of new housing, whether it be on the few vacant lots left or the tear down of existing houses and/or commercial real estate. Many of the people who live in the village are capped in taxes, versus new home owners who pay way more, giving opportunities to grow and adapt can bring new tax revenue, provide better sidewalks, and a lot of the other things that this village needs but doesn't have the funds to do so.

77. Face lift depot park. It's really looking shabby. Also, add in more retail stores.
78. Make it safer for pedestrians
79. Provide more free street parking on the adjacent streets in the downtown.
80. Traffic
81. We must build a parking structure.... It must have a old village charm, and it can....there will be more retail. And restaurants coming to our village....YOU as village council must address this very important issue!
82. Open a wine and tapas bar downtown. Move real estate offices to a less prime location and have more retail space downtown
83. Rehab the vacant old buildings leading into the downtown
84. Accessibility
85. Need a skatepark and disc golf course nearby
86. Better retail/restaurants downtown. What we have now is crap.
87. Parking needed
88. Bring back the focus of the small town feel rather than focusing on bringing too many people from the outside by over development.
89. I would create a city government that is friendly and welcoming to community members.
90. The sidewalks and crosswalks. The caddy trash talk needs to disappear we're better than that.
91. Later business hours, bookstore, move theatre like Traverse City downtown, coffee house. Purchase land by depot park and build parking structure.
92. Provide free parking.
93. A target:)
94. I would like to see the parking situation improved in downtown. Adding more business choices and parking would help make Clarkston a destination for not only residents of Clarkston, but also for people from other communities. Rochester is a good example of a model to follow going forward. I am willing to pay for parking if that would alleviate some of the issues
95. A few more retail spaces and yes, better parking!
96. A more efficient and productive government
97. More shopping and more variety. Whether this be done in the village by maximizing the available space or creating other "districts" within the township.

# Appendix C—Community Survey

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98. Ensure safety of roadways and pedestrians.

99. Diversify and add more retail stores.

100. More FREE parking...watching the women taking \$\$ in order for families to park and enjoy the Christmas Parade reminds me all too much of Detroit

101. HANDICAP ACCESSIBILITY!!!

102. Improve the ability of pedestrians to walk the city, with more sidewalks, better crosswalks, and more opportunities to cross busy streets

# Appendix D—Adoption Resolution

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The City of the Village of Clarkston Master Plan - 2019 was officially adopted by the Planning Commission on January 14, 2019.

City of the Village of Clarkston, Oakland County, Michigan  
Planning Commission  
Master Plan Adoption Resolution

WHEREAS, Public Act 33 of 2008 (the Michigan Planning Enabling Act), as amended, provides for a municipal Planning Commission to prepare, amend, and adopt a Master Plan for the physical development of a community; and,

WHEREAS, the City of the Village of Clarkston Planning Commission has prepared the 2018 Master Plan for the City in compliance with said Act 33, including relevant charts, maps, and text; and,

WHEREAS, the City of the Village of Clarkston Council approved and subsequently distributed a draft copy of the Master Plan to all of the entities required by said Act 33 for review and comment; and,

WHEREAS, the City of the Village of Clarkston held a formal public hearing on the Master Plan on January 14, 2019 in order to provide opportunity for public comment; and,

WHEREAS, the citizens of the City of the Village of Clarkston were afforded the opportunity to provide written comments on the draft plan, which comments have been carefully considered by the Planning Commission; and,

WHEREAS, based on the consideration of public comments, the Planning Commission is satisfied that the Master Plan is ready for adoption;

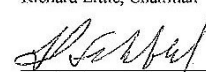
THEREFORE, LET IT BE RESOLVED, that the City of the Village of Clarkston, Oakland County, Michigan Planning Commission hereby approves and adopts the 2019 Master Plan on this 14<sup>th</sup> day of January, 2019.



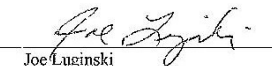
Richard Little, Chairman



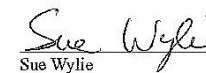
Elizabeth Rogers, Vice Chair



Frank Schoebel, Secretary



Joe Luginiski



Sue Wylie

